Summary

- Inland transport security has not received the international attention it deserves
- Inland transport appears “under-protected” (international law, resources)
- Inland transport security should not be considered an exclusive domain of “intelligence services”
- “Good practice” sharing is effective and cheap way to enhance transport security
- UNECE has set up an “Inland Transport Security Discussion Forum” to discuss inland transport security issues
Enhanced security: a priority

Significant budgetary outlays
- both in absolute and relative terms

Economic losses:
- 3 times less than the costs of counter-terrorist measures
- threat of WMD (CBRN - chemical, biological, radiological, nuclear) remains

Human life losses:
- security vs. road safety
- about 400 lives lost vs. one million deaths and 50 million injured annually

Transport: focus on those areas which are relatively easier to protect?

- Closed transport systems (maritime, air modes) better protected than open transport systems
  - greater impact per dollar, given smaller magnitude
- A rational shift to target weaker links (use more vulnerable means)
- Inland transport as a target or means predominant

Closed transport systems

- **Aviation:** focus on suspicious objects not people; 100% passenger/luggage coverage

- **Maritime:** planned 100% container screening
  - Relatively little risk management
  - Relatively costly, ineffective, inflexible

Open systems: inland transport

- Little evidence of clear focus; fragmented approach; “impossible task” perception

  - **Means and infrastructure:** open/accessible
  - **Design:** safety standards (not security)
  - **Complexity:** modes/infrastructure, borders, passengers/cargo, diverse private sector
  - “**Sovereignty**”: national vs. international rules
National vs. international rules

- All economies benefit from a more secure environment (peace = international public good); global issues require global solutions


  ✓ “Threats are stateless in origin and transnational in scope”; “A new international legal framework is long overdue”
  ✓ “International law is particularly appropriate for regulating transport of goods due to its quintessentially international character”
  ✓ “Draft a convention that establishes minimum screening procedures for cargo transported internationally. The fundamental goal: containment through reciprocity”

International legal frameworks: inequitable policy treatment?

- Maritime and aviation security
  ✓ International instruments: SOLAS, ISPS Code, port security code, ICAO rules

- Inland transport multilateral instruments
  ✓ WCO Safe Framework of Standards
  ✓ Best instrument in use, but...
  ✓ Mutual recognition (thousands bilateral agreements, millions elements), customs-focused, voluntary, costly
Safety versus security

- **Safety:** risk, probability, past experience, predictability
  - Conclusion: possible to design and implement welfare enhancing policies

- **Security:** threat, uncertainty, unpredictability
  - Conclusion: knowledge, intelligence gathering the only tool?

- **Enhancing security:**
  - engage transport operators
  - vet workers, increase frontline worker awareness
  - create more stringent environment for attack planning
  - reduce vulnerabilities and potential consequences
  - harden critical infrastructure

UNECE and inland transport security

- The administrator of 57 international legal instruments in the area of inland transport

- Objective: to improve the security of transport systems by reducing the likelihood of transport being a target or used as a vehicle for crime/terrorism and by minimizing the potential consequences
Infrastructure networks

- Introduce best security practices into infrastructure network agreements
- Develop best practices in surveillance of key infrastructure points

Vehicle Regulations

- Consider provisions for immobilizing vehicles after unauthorized use (VDS)
- Installation of positioning systems in vehicles to facilitate location

Border Crossing Facilitation

- Consider developing a new Annex to the “Harmonization Convention” re. security for international goods transport

Next steps

- “Discussion Forum”: 31 January 2011, Geneva
- A UNECE/TAPA “Driver, cargo and vehicle security”
  
- A UNECE proposal in the 2010 review report
- Hopeful of joint UNECE/OSCE transport security work