



Improving security of CT: risk analysis and recommendations of the UIRR within the framework of the INSECTT project

The partners of the INSECTT project (INtermodal SEcurity for Combined Transport Terminals) presented the results of their works during a meeting in the premises of the European Economic and Social Committee in Brussels on July 04, 2007. This meeting brought together around fifty participants from various professional horizons. This project, which has the support of the Marco Polo programme of the European Commission, has been carried out for two years by the UIRR and its member companies Adria Kombi, Cemat, Hupac, Kombiverkehr and Novatrans.

The project has its source in the following acknowledgement: in the air and maritime transport sectors, new security measures are being taken up but some concepts cannot be used in land transport because the situation on the transshipment yards is completely different.

The aim of INSECTT consists in analysing measures and plans which are already applied in various countries as well as their feasibility and in taking into account the best concepts in order to propose harmonised European procedures. Within this context and among others, the harmonisation of the identification procedures of the truck drivers who deliver/pick up loading units has been carried out.

The UIRR presented two key documents on that occasion. On the one hand, the risk analysis dedicated to the CT terminals, a tool helping to identify the potential targets, to evaluate the vulnerability of the terminals and to estimate the level of risk associated with a yard. This document will act as a reference in this matter and will be distributed as a priority to the UIRR companies, the terminal managers and the authorities concerned. On the other hand, the recommendations regarding the improvement of security in CT. They are intended for all the actors of the freight transport chain and are based on a cooperative and shared responsibilities approach. The UIRR encourages the CT actors to implement the risk analysis and to apply a security plan. As security is everyone's business, the training of the staff is another major mainstay of the works carried out. Training material was elaborated and tested in order to be, soon, put at the disposal of interested operators, for instance by putting e-learning tools on line. At the same time, an awareness campaign will be launched, among other means with the help of a large distribution of posters specially designed for that purpose.

At the end of the meeting, Mr. Patrick Norroy, responsible for the project at the DG TREN, expressed his satisfaction in view of the project results and significant advances it will enable as regards security.

The level of security in rail transport is already high (identity control of the persons who have access to zones for dangerous goods, implementation of security and emergency plans, fencing of the terminals...); the UIRR and its member companies make sure it will be improved further without harming the appeal and efficiency of CT.

The UIRR risk analysis and recommendations as well as the posters are available on our website:

www.uirr.com