



INTERNATIONAL UNION
OF RAILWAYS

UIC SECURITY PLATFORM

BIRC WORKING GROUP

Security of International freight
transport within the East-West
Corridor



NOVEMBER 2014

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Paris, November 2014



Background

The working group “Security – Border Crossing, International Railway Corridors” (“Security-BIRC”) operates within the UIC Security Platform. It was established following the decision taken during a meeting of the Security Platform Steering Committee held on 24 October 2012 in Bratislava. The Steering Committee concluded that the experience and efforts of experts should be pooled together in one group representing railway security, infrastructure managers, railway undertakings, international railway organisations and governmental organisations in order to ensure the security of railway transport in Eurasia. “Security-BIRC” is led by PKP Polish Railway Lines (PKP PLK).

The Group decided to establish three subgroups:

- “Security – Border Crossing”, led by PKP PLK (SOK) Railway Security Guard, in Poland
- **“Security – International freight transport within the East-West corridor”, led by the Coordinating Council on Trans-Siberian Transportation (CCTT)**
- “Security – International passenger transport within the East-West corridor”, led by Federal Passenger Company (FPC), in Russia

One of the main objectives of “Security-BIRC” and its subgroups is to draft three technical UIC Leaflets by the year 2015/2016:

- “Security of railway border crossing within the East-West corridor”
- “Security of freight transport within the East-West corridor”
- “Security of passenger transport within the East-West corridor”

This brochure is dedicated to the work carried out by the “Security of the freight transport within the East-West corridor” subgroup.

○ Introduction

Maintaining the safety and protection of freight is one of the major factors influencing the preservation and increase of goods traffic on international railway corridors.

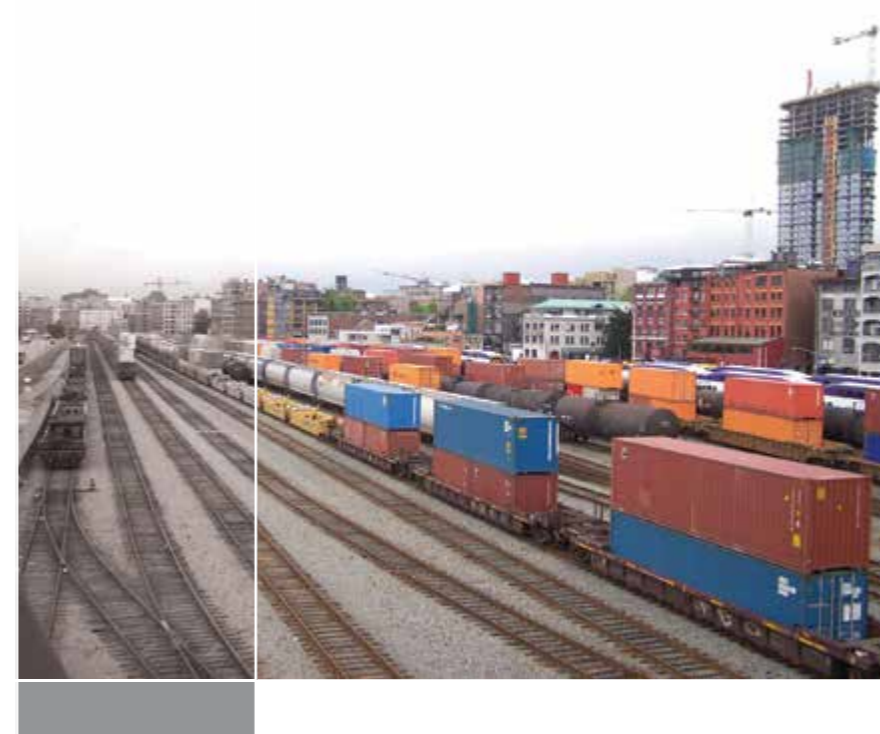
With a view to acquiring the successful experience of companies in escorting and protecting rail freight via the East-West corridor in tough competition with sea and motor transport, new technology development and introduction and also development of cooperation with carriers on the basis of an information exchange of freight security experience, a "Security – international freight transport within the East-West corridor" subgroup has been created and is led by the Coordinating Council on Trans-Siberian Transportation (CCTT) International Association.

(CCTT is a non-commercial transport association with an open-ended duration, registered in the Main Register of the canton of St. Gallen (Switzerland) on 21 February 1997. Presently the CCTT has more than 100 members from 23 countries, including railways from Europe, Asia and the CIS states, leading shipping companies, operators and forwarders, ports and stevedoring companies, state organisations, administrations and municipalities, telecom and marketing companies, security services and mass media. (www.icctt.com)

○ Goals and objectives

The main goals and objectives of the subgroup are to:

- Identify the main problems in freight security in the course of "door to door" transport;
- Draw up recommendations on eliminating constraining factors to provide a continuous chain of international freight transport security;
- Develop and implement freight security using technology via the Eurasian container train route;
- Assist in implementing a complex security support system;
- Organise a work system on the use of electronic security alarm systems;
- Establish common legal frameworks regarding screening procedures of the basic requirements on security, health, technical compatibility, reliability, availability and influence on environment application.



○ Primary areas of practical activities

Model development of the international safe through East-West corridor for freight transportation

The increasingly competitive global environment affecting markets for goods, services, and capital as well as other economic growth factors set special quality standards for transport services, which must be rendered promptly, ensure high quality and security standards and guarantee the safety of goods at a reasonable price.

Thus the main stakeholders in the transport process are not paying attention to the problems of freight transfer for security support on interstate border crossing. Although this aspect raises a set of questions and needs careful study to conduct uninterrupted international, interstate interaction while organising security processes, considering objective difficulties and complexities related to the legislative features of each country, nuances of border and customs procedures, requirements of procedures for the crossing of the state borders, etc.

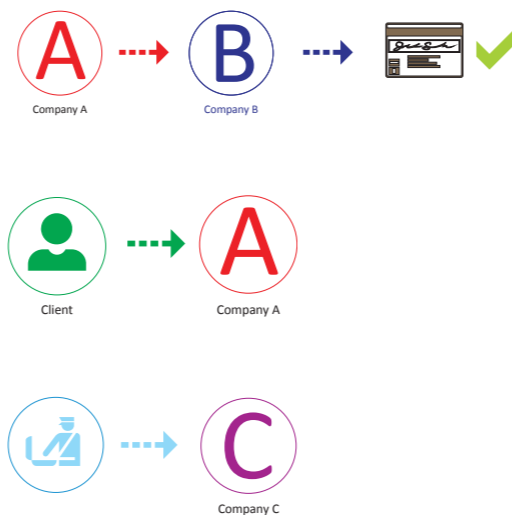
According to the SWOT-analysis of types of freight security on the East-West corridor, the members of the subgroup have developed an "international safe through corridor model for freight transport", which intends to conduct work on railway freight security whereby any potential shipper – regardless of the direction of transport – belonging to the main lines and states through which the freight will pass, can establish a contract with only one company which undertakes to supply freight security via the whole route from the sender to the receiver.

This concept is supported by a number of contracts between specialist private security companies, transport and logistics bodies as well as state paramilitary railway security services and agencies domiciled in various countries. According to this cooperation mechanism, freight is handed over and escorted by resident security companies and services, which makes the border crossing process much faster and easier, as there is no need for security officers to cross the border.



Freight transfer scheme

1. The client enters into a contract on freight escort with Company A, whose employees perform freight acceptance in the territory of the consignor (examination, estimation, acceptance of rolling stock, weighing or gauging of freight).
2. Then, in the framework of contractual relations, Company A transfers the loaded train to Company B, whose employees escort the freight to the border crossing station, where they ensure freight safety during frontier registration up to its dispatch to the territory of an adjacent state.
3. Right at the border loaded wagons are accepted for further escort by employees of Company C (resident of this particular state), which also has contractual links with Company A.



According to the same principle, freight escort and transfer from one company to another is done along the whole route until the freight reaches its final destination, where it is transferred to the consignee. Meanwhile, Company A supervises activities of all companies involved in the chain and is also financially liable for possible freight loss along any point of the route.



After all, these aspects enable centralisation of freight delivery and protection and unite them into a single technological and logistics chain of a well-tuned and structured mechanism.



Practice of implementing geo-information systems for safety and control of a current disposition and a condition status of transported freight and vehicles – SNCS project

Taking into account that geographic information security and tracking systems are an effective way to ensure uncongested international traffic in the framework of the requirements of Annex 9 of the International Convention on the Harmonisation of Frontier Controls of Goods of 1982 (Article 8).

The subgroup carries out a number of activities in the following areas:

- equipping vehicles with appropriate mobile devices and working out an end-to-end technology for ensuring all-the-way container train freight safety;
- analysing the possibilities of setting a common legal framework in respect to control procedures of compliance with basic safety regulations, technical compatibility, reliability, accessibility and environmental impact;
- maintaining all levels of cooperation with railway carriers, arranging systemic work on application of security alarm systems;
- developing stimulating measures to facilitate the use of security alarm systems for vehicle security.

Security-Navigation & Control-System project (SNCS)

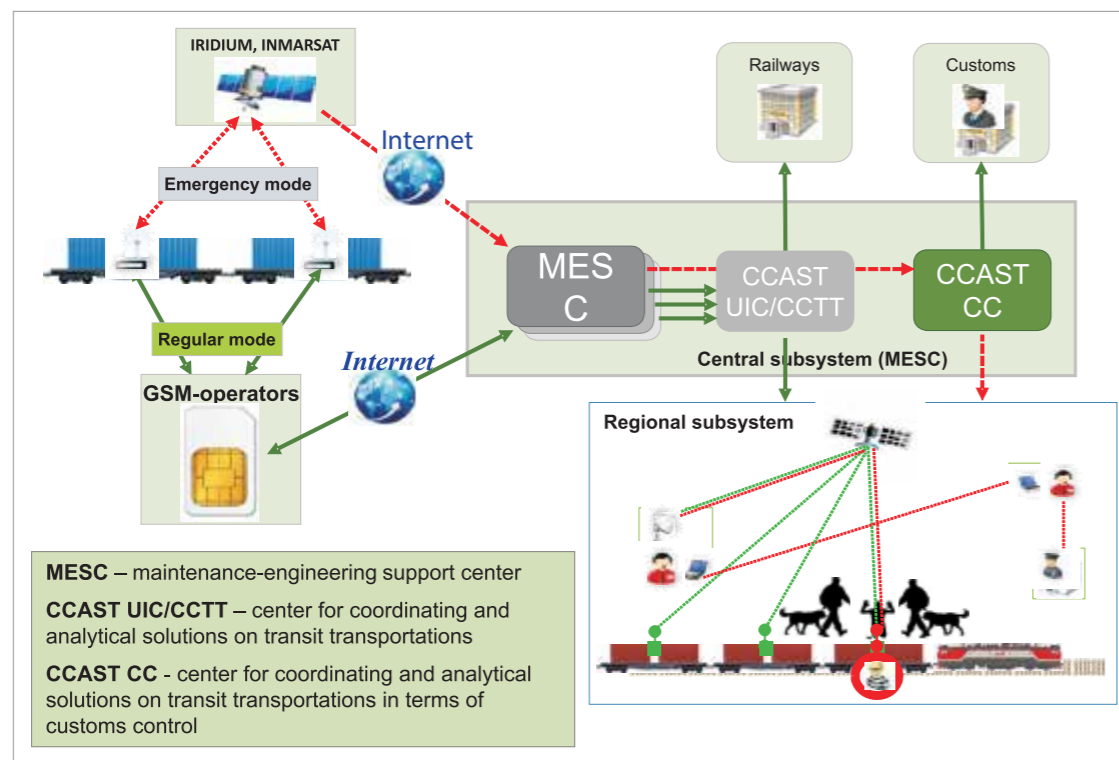
The CCTT launched a new UIC-based project named Security-Navigation & Control-System (SNCS) aiming to find organisational and technical solutions to regulatory issues of application of mobile means of navigation and control (MMNC).

The global objective of the project is to contribute to the competitive advantage of international railway corridors through the safe and effective use of MMNC and MMNC-based automated systems for ensuring security, safety, timeliness and target orientation of freight services involving rail transport.

The project's implementation should be carried out in accordance with the following scheme:

- Analysis of best practices in using MMNC autonomously and as part of an automated system;
- Development of Technical Specifications and requirements for a test site for MMNC and MMNC-based automated systems;
- Development of the test site for MMNC and MMNC-based automated systems and performance of test work;
- Development of a corresponding UIC Code based on best practices in using MMNC and results of the test work.

Conceptual scheme of security control and transit transport monitoring system under customs control.



The first practical activities in the mentioned areas have been developed and implemented on the basis of full-length container trains (41x40-foot containers) running weekly on the Chengdu (China) – Lodz (Poland) route since April 2013.

In August 2013, some containers were equipped on a trial basis with Sledopyt-T security alarm systems produced by MDB Compas JSC, Moscow, which enabled real-time tracking of their location throughout the China – Poland route.

The report and main conclusions on MMNC use were drawn from the results of the experiment.

Along with containers and oil freight, other hi-tech mobile security systems for freight are also applied on the East-West International Transport Corridor (ITC). They help to monitor the safety of routes, reveal the most criminogenic sites, carry out effective measures of reaction and to specify breakdowns in the traffic schedule.

Conclusion

Work on UIC/CCTT Leaflet "Security of freight transport within the East-West corridor"

The main goal of the Leaflet is to generalise rail's experience of infrastructure safety and freight transport security, to work out the basic problems of providing a continuous chain of freight security within the frame of the East-West International Transport Corridor (ITC) and to develop certain recommendations and decisions to increase the competitiveness of railway transport and level of customer-oriented approach in the transport and logistics business.

Security-BIRC subgroup on "Security – international freight transport within the East-West corridor" is an international dialogue platform of competent railway experts from Russia, Belarus, Kazakhstan, China, Poland, Lithuania, Estonia, Germany, Finland and other countries in the sphere of safety and security of rail freight transport.

The expected results are:

- Development of through technology for freight security on East-West traffic
- Working out and signing agreements between railways on:
 - Freight escort and security on transfer stations and on route;
 - Creation of supervisory monitoring services of container routes and maintenance of interaction between member-state security structures and (if necessary) division (group) of critical incident response in cases of unauthorised tampering of unauthorized persons into the technological process of freight security en route.
- Organisation of freight monitoring points as part of railway security along the East-West international transport corridor
- Determining transfer procedures for container route security on interstate border crossings
- Developing UIC/CCTT Leaflet on "Security of freight transport within the East-West corridor".



Leaflet content

- Introduction
- I. Rules of security maintenance of freight carried by rail across territories of the countries adjoining the East-West ITC.
 - II. Practice of safety maintenance and security of railway freight transport in Euro-Asian traffic
 - III. Use of electronic systems for container (wagons) security and monitoring.
 - IV. Use of modern technical equipment and the automated monitoring systems of oil products.
 - V. Problems of freight security between freight transfer points for protection on adjacent territories.
- Recommendations
- Appendices

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2 500 billion passenger-kilometres

9 500 billion tonne-kilometres

More than 1 000 000 kilometres of lines



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