Security &
global-intermodal
railway corridors

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Vipin Sharma
Deputy Chief Executive
UIC
The world of logistics is changing

- Trade growth in general
  - Capacity challenges
  - Demand for new corridors with high level of security

- Focus on quality & **security**

- The global economy is changing
  - Globalization and new trade lanes
THE GLOBALIZATION PROCESS WILL NOT BE REVERSED
The present financial turbulence (recession?) may cause further industrial slowdowns, and consequently less transportation.

Because there is a connection between economic growth, trade and transportation.
There is a connection between economy and transports

Relationship between GDP, Trade and Container Traffic

- World Container Traffic: 9.0%
- World Trade: 7.1%
- World GDP: 3.4%

Notes:
1. Rebased to 100 for 1980 figures
2. Percentages refer to CAGR (1980-2005)

Source: Morgan Stanley Research

Keywords:
- Economic downturn in 82, 91, 01
- Small impact on long-term trends
History shows that we will be back to normal
Real GDP Growth (annual percent change)

History shows ups and downs

.....and back to “normal” through a fast recovery

Source: IMF, February 2009

Keywords:
- Economic downturn are a part of history
- Still, we are always surprised
- It recovers fast
- But, where is the bottom?
Security Challenges: A variety and number of hand-offs
RISK INVOLVED IN ALL ELEMENTS OF THE LOGISTICAL CHAIN
The risk is not only related to the transport chain, but also to where the transport operation takes place.
Various UIC initiatives

- Increasing number of UIC members and stronger focus on the different regions of the world

- Corridor development (examples)
  - Developed the Europe-Asia links
  - Developing/revitalizing links:
    - India-China
    - Connections to/from SE Asia
    - Maghreb and Maghreb/Europe & international links in Africa
    - Saudi Land Bridge
    - North-South Corridor
    - Inland terminal & hub-structures
    - Corridors through Northern Europe
Choosing a route where risk is considered to be lowest (terrorism-, political- and economical risk)

Introducing cooperation agreements for the test run with suppliers security devices connected to tracing/tracking

The container risk is highest when the container is not moving:
- Minimizing train stop-time
- Minimizing terminal dwell-time (containers)
- Securing facilities by electronic devices (lasers etc) in parallel with human control procedures
- Reducing adm. procedures by introducing improved documentation procedures (paperless, through documentation etc)

Looking for dedicated insurance systems

Some country specific approaches (procedures, agreements, guards etc)

Cooperation among international organization (WCO, UN etc) and between UIC and members

Specific cooperation with e.g. US DHS regarding container tracing (electronic devices inside the container), container scanning procedures (at terminal) and various new programs and procedures – like CSI
Other initiatives:
- CSI, an important US initiative

- US Customs and Border Protection (CBP) has, as a result of the terrorist attacks on Sept. 11, 2001, created and launched the Container Security Initiative (CSI) to protect container traffic to US ports.

- CBP officials will host customs officials in foreign ports with regular and substantial container transports to US ports.

- Establishing security criteria for identifying high-risk containers before shipment to US (including pre-screening).
Other initiatives:
- CSI, an important US initiative

- At present, more than 60 CSI ports all over the world are operational.
- So far, several ports (like in Russia) do not participate in the CSI program.
- It is believed that major container ports, with ambitions to do regular shipments to US ports, would benefit through CSI-partnerships.
  - ....and the railways linked to the ports
Final remarks

- Development of an integrated global rail network is a necessity.

- Security aspects need special emphasis on achieving higher security input to the rail sector.

- UIC security platform is an important link in this process.
Thank you