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IRU POSITION ON THE INTEROPERABILITY OF PORT ACCESS CARDS

IRU Position on the interoperability of port access cards.

I. ANALYSIS

- Following the terrorist attacks of 11 September 2001, a number of initiatives have been taken to protect ships and ports against acts of terrorism. These have led to the amendment of the 1974 International Convention for the Safety of Life at Sea (SOLAS) and the adoption of the International Ship and Port Facility Security Code (ISPS Code) enacted by the IMO (International Maritime Organisation).
- On 31 March 2004, the European Parliament and the Council promulgated Regulation No. 725/2004 on enhancing ship and port facility security (OJ L 129 from 29/04/2004) which takes up the provisions set out in the ISPS Code. As a result, these provisions are mandatory within the European Union.
- In line with Regulation (EC) No. 725/2004, all sea ports and river terminals must implement an access control system, including, among other things, the requirement to identify all persons wishing to enter the port facility, with effect from 1 July 2005.
- In order to ensure a sufficient degree of security along the various transport chains relating to maritime transport, said Regulation has been supplemented by Directive 2005/65/EC from 26 October 2005 on enhancing port security (OJ L 310/28 from 25/11/2005).
- In the above-mentioned Directive, the evaluation of port security must include, among other things:
“[...] measures, procedures and actions aimed at reducing critical vulnerabilities. Special attention will have to be paid to the need for, and the means of, controlling or restricting access to the entire port or specific parts of the port, including identifying passengers, port employees, or other workers, visitors and ship crews [...]».
- In the meantime, several European port authorities have developed or are in the process of developing identification systems for controlling access to ports and private terminals:

- The port of Rotterdam (NL) is issuing a smart card, called the **Cargo Card**, which works in combination with a hand recognition system and provides each driver with an individual "electronic identity". Drivers who drop off and/or pick up a container within the area identify themselves at each point (for example, entrance, reception, loading/unloading spot, inspection area, customs, exit) by means of their Cargo Card. Their movements and activities on site are also registered on the card.
- The port of Felixstowe (UK) has decided to improve security at its terminals by introducing identity cards for the thousands of truck drivers who pass through the port every day. This new initiative, known as **RHIDES (Road Haulier IDentity System)**, will be tested with a group of volunteers over the coming months, while the proper implementation of the system is planned for later in the course of 2006. RHIDES uses a technology involving a smart card which registers the name and (certain) biometric data of the driver (in this case, a hand-scan) as a means of identification. Upon arrival at the port, the driver inserts the card into the reader and places his hand onto a biometric scanner. If the presented card is valid, the port access system records the number written on the container and authorises the driver to enter the restricted area of the terminal. Neither the transport operator nor the driver has to pay for the card. The owner of the port of Felixstowe has contacted other ports to see if they would be interested in introducing an identity card valid for the whole of the UK.
- The port of Antwerp (B) has introduced the **ALFAPASS** card (Port Access Security System), a simple identity card valid for the entire port area, which can be read electronically and stores biometric data (hand-scan) to identify the card holder.
- In the port of Hamburg (D), all container trucks which cross the access barriers of the port are subject to a security check. The employees of the port scan the truck's documents and freight papers and compare these with the information registered in the computer system as well as those given by the shipper. If all the data matches, the driver is issued a plastic **identity card** which must subsequently be presented at other checkpoints until the container has been transferred to the fully automated cargo system, which is monitored by the port satellite system.
- The Finnish Maritime Administration has approved the security plans and rules prepared by the port of Helsinki (FIN), including increased gate surveillance by means of **identity cards and photographic passes**.
- To ensure the security of the port of Marseilles (F), there is an ongoing project for electronic passports and visas based on a **non-contact smart card**, located inside the passport.
- The implementation and increased application of these security regulations have financial and administrative implications for road hauliers who transport containers to and from sea ports and terminals. The ALFAPASS at the port of Antwerp, for example, costs 30 euros/year/company plus a one-off charge for producing the card: 35 euros/card/driver. The fact that identity cards differ from one port to

another (even between different ports in the same country) leads to a heavy administrative burden on hauliers, including requests for identity cards by drivers employed by the company, keeping a register of renewal requests, additional cards, duplicates in the case of lost cards, cancellations, etc... and this for every port in every country within the European Union.

II. IRU POSITION

The road haulage industry is fully conscious of the need to contribute to enhanced transport security and supports in principle a port entry surveillance system.

The current unilateral port access identification systems are unacceptable as these ignore the need to strike the proper balance between security and facilitation of formalities and procedures.

In order to achieve a higher level of overall port security, the individual identity cards used to access ports should be interoperable or at least mutually recognised by EU port authorities to avoid the financial and administrative burden placed on hauliers in terms of access to ports and terminals.
