INVITATION TO THE TRANSPORT SECURITY BASKET
FOR TIGHTER SECURITY IN THE TRANSPORT OF NUCLEAR AND RADIOACTIVE MATERIALS

1. POINTS AT ISSUE

(1) Approximately 30 countries operate nuclear power plants. More may embark on nuclear power programmes. Hence, increasing frequencies of transporting nuclear materials worldwide and accordingly, greater necessity of raising security levels of protecting transported sensitive materials.

(2) While in transport, such materials are inevitably located outside the boundary of “protected zones”, and are consequently exposed to risks of thefts or sabotage by terrorists or other groups. Consequently, the application of special protection measures is required to tackle the vulnerability by the enforcement of more stringent legal obligations upon the operators regarding elements, including structural standards of transporting means (conveyance), guarding personnel and confidentiality of information.

(3) Whereas attempts to strengthen security protection levels through raising international standards, such as INFCIRC/225/Rev.5, could provide fundamental legal infrastructure, practical operational approaches would appear immensely relevant to address actual security risks, such as through exchanges of experiences and best practice, on-site trainings and/or table-top exercises.

(4) Due to the long duration for transport and the long distance from the bases of the authorities which could provide protection, the need for the special independent physical protection measures or restrictions is far greater, especially in case of international transport.

2. AREAS TO BE CONSIDERED

The following areas bear relevance to ensure the special physical protection:

(a) Improving levels of procedure of physical protection applied during the transport and storage through the consideration of the following elements:

- Roles and kinds of escort guards (police, coast guard, military,
security guard)
- Communications;
- Weapons to be carried and equipped, and
- Modus operandi in emergency through defence in depth;

(b) Improving levels of hardware physical protection through reinforcing structures of road-vehicle, railway-vehicle, vessel and aircraft transporting materials (package) and/or accessories and freight containers, such as;
- Hull design structures
- Structural criteria for containers;
- Locks;
- Roles and kinds of escorting vessels and/or aircraft, and
- Monitoring of transport;

(c) Building the system of preservation and protecting the confidentiality of information relating to transport operations, through imposing heavy penalties by law for the leakage of classified information, in particular, regarding;
- Quantity and substance of the transported materials (package), and
- Navigational details, including navigational schedules and routes, details of contents, specifics of vessels and/or aircraft;

3. PROPOSED ACTIONS
(1) The participating countries in this basket would hold working group meetings to address the above-mentioned issues amongst the representatives of the governments and relevant international organisations with the participation of their officials and researchers;
   (a) for effective implementation of INFRCIC/225/Rev.5
   (b) for building close relationship among relevant agencies and Centers of Excellence to strengthen transport security
   (c) for development and research of equipments by related industries, relevant agencies and COE.
The first working group meeting will be held in Japan by 2013.

The participating countries in this basket may consider organizing training exercises, including table-top exercises for strengthened emergency preparedness.

Based upon exercises, a proposal would be submitted at the third security summit which should lead to the strengthened transport security.

This basket group should invite security-related officers from the IMO, ICAO and IAEA for these discussions.