

## **Ireland intervention**

### **Working Group on Effective Treaty Implementation – Article 11**

Thank you for giving me the floor. First, allow me to thank you for your able chairmanship of this working group, and for providing relevant discussion questions on the role of importing states in preventing diversion, post-delivery cooperation, and the role of the private sector and civil society. These in depth discussions will help us identify methods and best practices for effectively addressing diversion under the ATT.

My remarks will focus primarily on agenda items two and three, on post-delivery cooperation and the role of the private sector and civil society.

Yesterday's side event thematic debate hosted by Germany, Canada and Switzerland, on post shipment controls, was a highly valuable and informative event that highlighted in concrete terms the benefits and challenges on the introduction and implementation of effective post-shipment controls. The perspectives from both government and industry were illuminating and helped provide context for our discussions today, and we thank the panellists for their contributions. We hope that meetings like this one, which facilitate exchange of practical information, can continue beyond the Presidency's CSP8 theme on PSCs.

In our view, the potential benefits of adopting robust post-shipment controls far outweigh the costs, and exporting states should endeavour to introduce such systems to help mitigate the risk of diversion. While PSCs are not explicitly mentioned in the ATT, they are fully in line with confidence-building measures and calls for cooperation towards implementation found throughout the Treaty, notably in Articles 7, 11, and 14.

As outlined in UNIDIR's presentation yesterday, some challenges and concerns include fears over state sovereignty & control, a culture of 'deliver & forget', and reluctance to share information on diversion incidents, something that hopefully the DIEF, once operational, can help address. The practical presentations from Switzerland and Germany also highlighted just how much work goes into these measures, and we commend Switzerland's goal of 100% inspection.

Despite some challenges, these measures go a long way in building the necessary confidence and channels of communication between importing and exporting states, by helping importing states with record-keeping and compliance with assurances, facilitating information sharing within the importing state, and ultimately promoting international assistance and cooperation to prevent diversion.

Finally, madam chair, we agree that industry and civil society have distinct and valuable roles to play in mitigating post-delivery diversion risk. Ireland fully supports their activities in supporting implementation and collating open-source information to support monitoring bodies.

Thank you.