



Rail Security

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**Unit A5 Transport Security
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Context

- The **security climate around us has changed**. All sectors and all aspects of society are affected by this issue. According to Eurobarometer surveys in spring and autumn last year, European citizens ranked terror highest on the list of challenges facing Europe.
- It is **our duty as policy makers and industry to act**, taking measures to protect our citizens, commensurate with the risk, while ensuring that people can continue with their daily lives with minimum disruption.
- Transport is a prime target, but it is not the only target. Any place where the public gathers in large numbers is potentially a target for terrorism. There is no single solution, therefore **a coordinated and comprehensive approach is required**.

The European Agenda on Security: A holistic response from the EU

- The European Commission has created the **European Agenda on Security** to guide the Commission's work in this area, setting out the main actions to ensure an effective EU response to terrorism and security threats.
- It is a **coordinated EU approach** across many different sectors and across all the member states. A piecemeal approach will not effectively counter the threats we face, and it will also make it more difficult for transport operators.
- **Commissioner King appointed** with dedicated responsibility for the Security Union, assisted by a cross cutting Task Force to drive work forward; DG MOVE is an active and key member!

The European Agenda on Security: A holistic response from the EU

- To maximise the benefits of existing EU measures and, where necessary, deliver new and complementary actions, all actors involved have to work together based on five key principles:
 1. Ensure full compliance with fundamental rights;
 2. Guarantee more transparency, accountability and democratic control;
 3. Ensure better application and implementation of existing EU legal instruments;
 4. Provide a more joined-up inter-agency and a cross-sectorial approach. This point is of particular relevance to our topic and your sector – as many actors are involved on a daily basis to ensure the security of your operations;
 5. Bring together all internal and external dimensions of security.

How does this translate to Rail Security?

- **Rail security is dealt with exclusively at national and local level** by Member States with bilateral or multi-lateral arrangements in place for a very small number of international services; BUT
- **Passenger rail and metro security has become a growing concern** for Member State administrations and for rail operators – recent attacks have exposed some vulnerabilities and gaps in security measures;
- The Security Task force is taking a 'deep dive approach', and has looked at transport in detail (particularly **rail security**)– which **is not covered by any European level standards**;
- There is **an argument for EU action** that focusses on creating a common EU security framework.

So what is the commission doing on rail security specifically?

- **Future action could:**
 - **Assess the risk posed by terrorism** to the railway network to support possible future work;
 - **Continue support for development of guidance material** on protection against soft target areas such as rail and metro;
 - **Launch preparatory work for a regulatory proposal** on common mitigation measures based on the risk assessment and studies on railway security;
 - **Address the risks associated with insider threats** and radicalised cases of rail workers to address this vulnerability and the present use of employee vetting.

EC Study on Options for Rail Security

- EC launched a study in January 2016 to comprehensively assess the full range of security measures and possible policy options for effective intervention at EU level to improve rail passenger security of international and high speed rail services across the EU;
- The consultants investigated security interventions and arrangements currently in place in Member States. A key element of the data collection was a stakeholder consultation which included the use of questionnaires, telephone and face-to-face interviews and workshops - existing literature was also reviewed;
- The final version of the study report (326 pages including appendices) was provided to our LANDSEC members in January.

EC Study on Options for Rail Security

- **The study found:**
 - High-speed and international rail services across the EU are subject to a threat and there is a risk of attack;
 - There is an insufficient understanding of the security threat and weak incentives to address them, leading to what some may argue could be an inadequate response;
 - There is an inconsistent approach to risk assessment and a piecemeal approach to security on international routes at present which could lead to gaps in arrangements between States which terrorists could exploit;
 - Only focussing security measures on international and high speed lines could simply displace the target to domestic regional or commuter trains.

EC Study on Options for Rail Security

- **The study recommends:**
 - A comprehensive response that utilises a mix of mandatory requirements and guidance – this will maximise the economic growth and employment opportunities, environmental benefits and energy savings generated by the expected increase in rail travel;
 - Policy interventions can be grouped into 4 specific areas:
 1. Monitoring, reporting and exchange of security information
 2. Better train/station design to mitigate impact of security risks
 3. Risk assessment and contingency planning
 4. Monitoring and awareness of security risks

Study Recommendations

- 1. Monitoring, reporting and exchange of security information:**
 - EC establishes a Union-wide framework for reporting and monitoring of data relating to the security of high speed and international rail services,
 - The framework should be supplemented with guidance on areas for further research and exchange of information on rail security beyond the European Union.

- 2. Better train & station design to mitigate impact of security failures:**
 - EC in collaboration with relevant international and national bodies, prepares guidance on the design of station access and egress with a view to improving security at stations used by high speed and international services. Also prepare guidance on standards for blast-resistance on trains and at stations;

Recommendations

3. Risk assessment and contingency planning:

- Member States should be required to ensure that rail organisations involved in the operation of high speed and international rail services introduce Security Management Systems (SMSs) including:
 - protocols for the exchange of information between relevant agencies responsible for the security of such services,
 - the recording of vulnerabilities on trains, at stations and elsewhere on railway networks, and
 - documented contingency planning and incident recovery processes.

Such systems should be based on an explicit risk assessment process and subject to approval by an appropriate national regulatory body

Recommendations

3. Risk assessment and contingency planning:

- EC in collaboration with relevant national bodies, prepares guidance on:
 - best practice in relation to the design of relevant information technology and communications systems to withstand attacks and the deployment of reserves and spare equipment for use following a security incident;
 - appropriate liaison with emergency services and other relevant agencies as well as drills and exercises in incident response; and
 - protocols for responding to changes in security threat levels identified at the European, national or local level.

Recommendations

4. Monitoring and awareness of security risks:

- EC in collaboration with relevant bodies, prepares common mandatory standards for CCTV on trains and stations, covering requirements for recording capability as a minimum and, optionally, for facial recognition and real time monitoring. In addition, Member States should be required to identify responsibilities for undertaking CCTV monitoring activity;
- EC should also prepare guidance on:
 - the appropriate deployment of staff for the purposes of observing behaviour on stations, drawing on principles of good practice already adopted,
 - training of on-train and station staff in security risks and behaviour monitoring,
 - campaigns promoting awareness of security among passengers, and
 - processes for vetting of staff and limiting access to particularly vulnerable or sensitive locations.

Guiding Principles:

- EC recognise that **there is a policy demand to explore the options** BUT we're not considering regulation for the sake of it, there will be no knee-jerk reactions!
- Any **EU action** in whatever form e.g. common minimum standards, **must add value**. It must be proportionate; risk based and designed to ensure that rail transport remains open and accessible to our citizens;
- EC recognises there are a number of different actors each with their own responsibilities: law enforcement, intelligence services, transport operators etc – **the key is to make everyone work together seamlessly**.

Guiding Principles:

- There is **no one size fits all solution for rail security**, flexibility is required to take account of different risk levels, national cultures, complexities of rail systems, etc. Airport style security at every railway station is unrealistic, BUT passengers need to continue to have a reasonable level of confidence in the security of rail transport;
- We have requested written comments on the study from our LANDSEC Member State representatives and stakeholders to help us decide how we should proceed.
- Further discussion scheduled for next LANDSEC meeting on 26 April.
- Any future proposals will be subject to an open and transparent public consultation.

In closing...

- **Rail security is an important issue for the Commission**, not only from a transport perspective, but also from the perspective of overall security in our society at large.
- We will never have a 100 per cent secure network. However, **we can consider proportionate and risk-based sector appropriate actions** to better manage the risks.
- The **Commission is not interested in introducing unworkable or unrealistic rules**. We will avoid this though following our Better Regulation principles and continued and open engagement with our stakeholders.