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Rail security in the context of the EU Internal Security Strategy

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INTERNATIONAL UNION
OF RAILWAYS



COMBOIOS DE PORTUGAL





CER membership's diversity and interlocutors

82 members and partners:

- Railway undertakings
- Infrastructure managers
- Vehicle leasing companies
- Path allocating bodies
- New entrants and established companies
- Public and private
- Separated and integrated
- Large and small



Other railway organisations
like EIM, UIC, UNIFE, CIT, OSJD,
OTIF, AAR, RŽD, ETF and RNE

Other international organisations
World Bank, EIB, UNECE, UNIDROIT

European Institutions

Council of the EU

European Commission

European Parliament

European Railway
Agency (ERA)





Weighing the CER membership

CER members represent:*

71%



**of the rail
network length**

>85%



**of the rail freight
business**

>96%



**of rail passenger
operations**

** CER members come from EU-27, Norway, Switzerland, Western Balkan countries and Turkey*





Background

1993 → Justice and Home affairs: terrorism & organised crime

EU security requirements – aviation & maritime transport systems

Protection of rail infrastructure – national responsibility

2010 → EU Internal Security Strategy: protect (rail) transport

2011 → Transport White Paper

European approach to land transport security

2013 → COM's Expert Group on Land Transport Security (LANDSEC)

- Exchange of best practices





CER WG on Security

- **Cooperation among CER members**
- **Input to LANDSEC**
- **Promoting voluntary measures and exchange of best practices**
- **Common positions:**
 - Land Transport Security *(COM Staff Working Document)*
 - Cyber Security *(COM Proposal for a Directive on Network and Information Security)*
 - High Speed Rail Security *(COM study)*
 - Metal Theft *(own initiative)*
 - **EU Internal Security Strategy 2015-2020** *(COM public consultation)*
 - *Sets out challenges, principles and guidelines*





CER position on EU Internal Security Strategy

- EU role → support MS, facilitate their work and provide guidance
- Stronger European coordination and cooperation
- Better exchange of data
- 5 objectives
 - Serious and organised crime → focus on **metal theft**
 - Terrorism
 - Cyber-crime
 - Border security
 - Natural and man-made disasters





CER Position on Metal Theft

Metal Theft = organised cross-border

- Disruption of vital infrastructure services
- Impact on people and businesses

Railways → **functional, reliable, safe and secure**

- Adequate level of protection
- **HOWEVER: no entire protection possible** → enormous costs

EU action needed → Member States, EU Institutions, affected sectors...

Combined implementation of different measures

– legislative, operational, voluntary





Metal theft – Proposal for actions

1. Acknowledgement of already existing practices and approaches

2. Operational activities

- Police coordination and cooperation
- Exchange of information & sharing of intelligence

3. Criminal offences and sanctions

- Proportional penalties

4. Waste management

- Licencing system for scrap metal dealers
- Identity checks of suppliers & record keeping

5. Awareness raising





For further information

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