



“Security policy: what strategies, regulations and partnerships for railway companies?”, opening of the 9th UIC World Security Congress in Paris

(Paris, 13 November 2013) The 9th UIC World Security Congress co-hosted by SNCF opened today in Paris at UIC Headquarters in the presence of the Director-General of the French National Police, representative of the French Home Minister, and chief executives of UIC member railways. The 170 participants from 33 countries all over the world will have the opportunity to discuss “Security policy: what strategies, regulations and partnerships for railway companies?”.

In the current world context, railway security is expected to play an increasingly omnipresent and strategic role. The changing nature and shift in threats are the reasons why rail stakeholders (infrastructure managers and operators) are seeking more efficient solutions in order to adapt their organisational methods to the new “ground rules”. Security is under the shared responsibility of national authorities and railway companies. Each country divides tasks between security stakeholders according to its own prerogatives, in line with its specific national situation and constraints, enabling partnerships to be established in an international context.

Jean Pierre Loubinoux, Director General of UIC pronounced the opening speech emphasizing UIC’s role in bringing together its members to take part in joint measures and policies, share their experience concerning major issues and make full use of their diversity to feed into coherent policies that meet the needs of their customers, take into account their staff and make optimum use of their assets.

Today's congress is devoted to security policies and the relevant partnerships. Security has now become a key element of railway services. We therefore need to effect change in the concept of security and consider it in terms of threats and vulnerabilities in our systems, responsibilities of various stakeholders and cohesion between these stakeholders for the benefit of the system as a whole.

The chief concern is to provide staff with the resources that will enable them to take action as efficiently as possible in accordance with regulatory documents, ethical principles and other priorities. These aspects should therefore be addressed regularly and benefit from coherent action and synergy. Secondly, the aim is to bring clarity. While railway companies have to develop increasingly extensive and sophisticated security policies, these policies are closely connected to a body of national and sometimes international legislations and regulations.

The security of persons and goods in a particular country or region is the responsibility of the public authorities but action taken by companies is also important. Costly as it may be, it must remain subordinate to and coherent with public action, on the basis of partnership. We

invest in security for the benefit of our customers and staff, in order to develop our business. In this respect our priorities cannot be the same, or at least exactly the same, as those of public authorities, hence the importance of fostering partnership, cohesion and complementarity.

Railway security is part of an increasingly complex context. The progressive liberalisation of the transport market in Europe, the evolution of company structures and the increasing separation between activities even outside of Europe mean that the number of stakeholders involved at a given time and place, in a same station, is always increasing. A transition has taken place, or is taking place, between a traditional system with two public stakeholders, the state and a national railway company, and a complex system in constant evolution involving the state, several public or private carriers from different countries and other private stakeholders in charge of other aspects and with other roles in the running of a station. The security system will only function correctly if all stakeholders fully assume their role (and their role alone), with shared responsibility and commitment.

The development of international traffic calls for ever greater coherence. In conveying passengers as in conveying goods, the security of the transport system must obviously be conceived with the entire journey in mind. The challenge is thus to ensure coherence between national policies, beyond a mere juxtaposition of agreements that are bilateral or geographically limited and are concluded to answer specific needs.

The scale of the infrastructure and the significant financing involved call for greater protection. For this purpose, sharing experience and best practices (or even failures or insufficiencies) among different countries and different types of organisation must lead to solutions.

Tomorrow's security has to follow two courses: **from the stakeholders' point of view** the focus must continue to be on research projects bringing together in a cross-disciplinary manner the relevant railway stakeholders, suppliers of solutions and universities or research institutes. A certain number of European projects are underway in the Security Division, and the PROTECTRAIL project is being presented during the conference.

From the customers' point of view the demand is obviously that nothing untoward happen during transport, and even if something does occur, that the consequences be mitigated as far as possible and that services may continue or resume as soon as possible. In this regard, although security and civil protection concepts and other potential risks affecting services have to be studied separately, as they represent different areas of responsibility and a variety of responses, these responses must themselves be cohesive and synergetic to avoid contradictions and to respond to customers' demands by making optimum use of the available resources.

Then Mr Claude Baland, Director-General of the French National Police, Representative of the French Home Minister, took the floor and apologized for the absence of the Home Office Minister, Mr Manuel Valls. He described the role of the security forces and the essential partnership between the State and SNCF. This partnership is absolutely necessary because 2.3 % of all delinquencies occurs in the rail transport.

First of all, there is an exchange of staff with the Security Division of SNCF, joint training sessions to promote mutual understanding, exchanges and agreements on tactical intervention schemes, and common exercises (operational simulation). During the technical

visit of the first day of the Congress, participants will attend a joint exercise of the Suge (SNCF's security services) and civil police forces.

This cooperation is part of daily business (31229 shared operations in 2012) and aims at leading actions in specific domains: metal theft (35 million euros prejudice and 350 000 minutes delay in 2012) – prevention measures, shared monitoring and international actions; graffiti; terrorism – terrorism prevention, passenger and luggage control; and incivilities, precursor of potential delinquency.

Thanks to this successful cooperation, 64 460 persons were apprehended in 2012. Indeed, between 2010 and 2012 delinquency in rail transport dropped by 4.1 % and thefts by 26.2 %. Nevertheless, joint efforts must be reinforced by creating new rail security brigades (1st one created in Perpignan in September 2013). International cooperation should also be promoted in the framework of an exchange of experience and the implementation of an action programme.

Mr Stéphane Volant, Secretary General of SNCF, then explained that Security has been a shared responsibility of the State and railways for one century. In a few months, a security law will be discussed that aims to cover technical domains. Even with the opening of the network to third-parties, security will still be assured by the State and SNCF, who are also responsible for the security of every new operator. As for the European projects RESTRAIL and PROTECTRAIL, we can see that cooperation is essential.

Incivilities are always disturbing for customers and agents: they must be monitored closely because they can develop into more criminal actions. Even if the figures are satisfactory, customers have a feeling of insecurity; there is a strong need for improvements in this domain with intensive collaboration between all the networks.

This two-day conference will go on debating professional and institutional partnerships, specific partnerships in the area of metal theft, border crossing management, research and European Projects. It will also be an opportunity to visit the PROTECTRAIL exhibition and to attend the technical visit organised by SNCF on the following theme: How to manage an incident on an international rail service travelling towards Paris Gare du Nord railway station that could result in public disorder on arrival at the station.

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