UIC Security Platform

BIRC Working Group

Security of railway border crossing within the East-West corridor

November 2014
The working group “Security – Border Crossing, International Railway Corridors” (“Security-BIRC”) operates within the UIC Security Platform. It was established following the decision taken during a meeting of the Security Platform Steering Committee held on 24 October 2012 in Bratislava. The Steering Committee concluded that the experience and efforts of experts should be pooled together in one group representing railway security, infrastructure managers, railway undertakings, international railway organisations and governmental organisations in order to ensure the security of railway transport in Eurasia. “Security-BIRC” is led by PKP Polish Railway Lines (PKP PLK).

The Group decided to establish three subgroups:
- “Security – Border Crossing”, led by PKP PLK (SOK) Railway Security Guard, in Poland
- “Security – International freight transport within the East-West corridor”, led by the Coordinating Council on Trans-Siberian Transportation (CCTT)
- “Security – International passenger transport within the East-West corridor”, led by Federal Passenger Company (FPC), in Russia

One of the main objectives of “Security-BIRC” and its subgroups is to draft three technical UIC Leaflets by the year 2015/2016:
- “Security of railway border crossing within the East-West corridor”
- “Security of freight transport within the East-West corridor”
- “Security of passenger transport within the East-West corridor”

This brochure is dedicated to the work carried out by the “Security – border crossing” subgroup.
Introduction

Bearing in mind the challenges of the 21st century as well as deepening the processes of globalisation, a key issue for the world economies is to eliminate barriers in railway transport by providing safe transport of passengers and goods. Border crossings play the main role in this process.

Railway transport security depends on a number of factors: the technical condition of the railway infrastructure, rolling stock, traffic and rail transport organisation, qualifications and proper performance of duties by employees. One of the main indicators of the state assessment of railway security and the security on railway border crossings is the number of occurring events, analysis of causes and effects as well as existing threats.

Organisation of international railway transport requires the use of the latest technologies, knowledge about modern systems of security and the improvement of training of personnel directly involved in the operation of the railway. It is also required to advise railway transport clients about potential threats which may arise in railway transit including border crossings.

The activities of the subgroup as well as future UIC Leaflets – the development of which is one of the major targets of subgroup – is to show the overall security issues concerning the transport of people and goods at railway border crossings on the international Eurasian Railway Corridor from China through Kazakhstan, Russia, Belarus and Ukraine to the European Union.

On the basis of data collected through the UIC Security Platform working group meetings, technical visits have been made to railway border crossings located along the external border of the EU, documents have been developed by other UIC Security Platform working groups and subgroups, and the list of practices and security level indicators have been drawn up. These outputs will be the basis for drawing up the UIC Leaflet "Security of the railway border crossings within the East-West corridor" addressed to entities involved in railway transport and responsible for the security of railway border crossings. The objective of the Leaflet is to introduce various aspects of the security issue, including economic, legal, technical, physical, and cultural areas.
Activities of a new subgroup from the beginning

The subgroup “Security – border crossing”, working in close cooperation with the UIC Security Division and Frontex, has successfully completed the issue relating to the status of railway personnel engaged in trans-border transport.

This issue was initiated in 2008 by the railway companies of Lithuania, Belarus, Latvia, Ukraine, Russia, Hungary, Bulgaria and Poland. The work of the subgroup – thanks to meetings with EU representatives (DG JLS), questionnaires, technical visits, financial analysis, and participation in the Frontex/Working Group “PP Express” joint project – has been approved by the European Parliament with amendments to the Schengen code initiated by the subgroup.

At present the subgroup concentrates on completing the work programme for 2014/2015. The main items on the agenda include:

- **Continue** cooperation with Frontex
- **Analyse** existing documents in the area of providing security to railway border crossings
- **Use** expertise of Railway Institute of Poland and other research and international bodies in the area of providing analysis relating to border crossings within the external border of the EU
- **Develop** and distribute questionnaire to collect necessary information for the future Leafl et
- **Develop** Technical UIC Leafl et “Security of railway border crossings within the East-West corridor”

Based on the experience of earlier groups and analysis of developed documents, the subgroup identified a number of factors which affect the safety of people and integrity of goods. They were categorised and described in the following sections:

- Territorial factors
- Operational and technical factors, interoperability
- Legal factors
- Security systems
- Socio-economic factors

These factors influence all aspects of border crossing procedures. Their analysis led to interesting conclusions that are presented briefly in this brochure and will be developed in the UIC Leafl et.

Analysis of the Eurasian Corridor

Rail corridors and border crossings play an essential role for the transport of people and goods between Europe and Asia.

To ensure their competitiveness two of the most important factors must be guaranteed: time of transport and security. Efficiency measures of the border crossing procedures along this corridor are of paramount importance. Security issues of border crossings in the rail corridor connecting the countries of Europe and Asia listed in this brochure will be described in the future UIC Leafl et. Countries of the Eurasian corridor foster the creation of a modern, integrated transport system. Advancing integration processes and the globalisation of the economy means that investments in transport corridors have become a necessity. The Eurasian corridor is of strategic importance for the development of international cooperation and implementation of transit transport, which is essential to the economies of individual countries.

The transport of people and goods affects the income growth of countries participating in Eurasian transport routes. Prices, quality of service and time are the basis for the increase in rail traffic.
Analysis of security on railway border crossings

Fast, efficient, and secure transport of people and goods at railway border crossings depends on:

- Availability of precise information about border crossing
- Identification and monitoring of risks
- Application of appropriate procedures

Common accessibility of railway infrastructure and rolling stock may be used as a tool in various kinds of attacks and sabotage.

To plan the security process, factors of hazards and risk assessment have to be taken into account. These factors are:
- Breach of public security
- Emergency and crisis states
- Risk of terrorist attack

The number of occurring events has a direct impact on the level of security. The degree of risk depends on the number of attacks and sabotage. In addition, the technical security measures, government must be given to the role of services established to provide the desired level of security and public order.

Apart from physical security the essential element is the technical means of protection, which include mobile and stationery monitoring equipment, as well as coercive measures. With the support of the technical means of security, the services responsible for public order monitor and identify risks incurred, effectively eliminating them.

The level of security in the transport of people and goods is essential for entities involved in the transport process as it plays an important role in effectiveness, time and cost.

To plan the security process, factors of hazards and risk assessment have to be taken into account. In addition consideration should be given to the different objectives of rail transport in individual countries, and the amount of duties and other charges. Movement of people and goods depends on the wealth of society and monetary systems.

Identifying the main barriers

In the process of subgroup operation some main barriers to be taken into account in the security aspects have been identified:

A number of countries on the Eurasian corridor are causing numerous barriers that are hindering smooth and secure transport.

Political – territorial barriers

Along the rail corridors we cross different political systems, unions and economic systems. As an example we can indicate the European Union and Schengen Agreement signed by the states, which on this basis have abolished checks on persons and goods on border crossings (France, Belgium, Germany and Poland). Heading further east, other countries take a number of other legislative initiatives enabling easier border crossing. The Custom Union can be also an example.

Non-EU countries operate according to their own regulations. The UIC Leafl et will give us information on operations at border crossings taking into account the behaviour in specific situations and the use of the emergency management process. It will enable an appropriate response to be made in the case of particular events.

Cultural-social barriers

Individual countries along the corridor from China to France are significantly different from each other culturally; therefore, these differences affect all processes at border crossings. The railway route running from Asia to Western Europe means combination and blending of cultures, thus connecting people from different continents.

Economic barriers

The states in the rail corridor have different currency systems. They also have different economic systems, as well as various levels of access to international rail services. In addition consideration should be given to the different objectives of rail transport in individual countries, and the amount of duties and other charges. Movement of people and goods depends on the wealth of society and monetary systems.

Legal barriers

Individual countries in the European part of the corridor belonging to the European Union have a (similar) unified legal security system and control of people and goods transport.

Technical-technological barriers

Fast, efficient, modern and safety railway infrastructure connecting China with Western Europe promotes and provides opportunities for the development of the transport of people and goods. Despite such a high technical advancement, we should pay attention to the factors that cause inconvenience. These factors include different track gauges, catenary voltage and technical equipment. There are different systems for railway infrastructure management, as well as endangering the security of systems used for rail traffic.

Communication barriers

Good communication is the key to every area of human activity, whether in business, politics or in private life. Facing increasing globalisation and internationalisation, an extremely important role in the modern world is the ability to communicate with the representatives of other countries and organisations. Communication also plays a crucial role in the flow and exchange of experience, good practice and information about incidents affecting safety. A border crossing communication system is therefore essential.
For the development of the UIC technical Leaflet a study will be conducted to investigate the factors affecting the security of transporting people and goods at rail border crossings along the Eurasian transport corridor between France-Belgium-Germany-Poland-Belarus-Russia-Kazakhstan-China. The aim is to show the issues that affect the security of transporting people and goods at rail border crossings on the Eurasian transport corridor.

On the basis of the data collected from the working meetings, technical visits conducted by the group and the questionnaire, we will be able to:

- Show the state of security on border crossings
- Introduce the functioning and operation of border crossings
- Show the existing systems of law and protection
- Present the impact of socio-economic factors on the level of security at border crossings

The selection of test methods was taken into account: the subject of research, which is the security of border crossings, the type of analysis of the factors affecting the level of security (quantitative or qualitative) and the range of phenomena and processes under study. For the development of research the probing method was used and the technique was a questionnaire.

Characterising the survey, it is worth paying attention to a few essential features. This technique allows you to quickly collect information from a large spatially distributed population, eliminates the influence of the interviewer on the answers and helps to achieve far-reaching uniformity of equipment, due to the highly standardised set of questions.

Summary

Advancing globalisation processes link countries, unite nations and build bridges from east to west. As ever, the development of all branches, including transport, depends on many factors, which should be a common denominator of a widely understood sense of security in crossing borders between countries.

Border crossings are all part of the process of transporting persons and property, which ensures the smooth functioning of transport efficiency, reducing time and travel expenses. The planning process of transport, as well as carriers and operators of transport should have a sense of security in meeting the challenges and tasks.

By building a transport system countries must overcome barriers, which should be a priority. Bearing in mind the technical and physical security in building and organising border crossings, the socio-cultural aspects cannot be forgotten. This understanding of security will be the result of all the factors which contribute to the smooth flow of people and goods. Despite the barriers and differences encountered, railway crossings are adequately prepared to safely serve people and goods.
The worldwide association of cooperation for railway companies

240 members across 5 continents...

2 500 billion passenger-kilometres
9 500 billion tonne-kilometres
More than 1 000 000 kilometres of lines