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## **Closing session of the 9<sup>th</sup> UIC World Security Congress in Paris: significant advances in the field of strategies, regulations and partnerships**

(Paris, 14 November 2013) The 9<sup>th</sup> UIC World Security Congress co-hosted by SNCF held its closing session today in Paris and brought together more than 150 participants, railway undertaking members of UIC and professional and institutional partners.

UIC's role is to bring 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.

This global event has been shown that railway security is becoming a key element in the sector. In particular the two specific issues of metal theft and the security of international corridors must continue to be priorities for action by the UIC Security Platform. The event highlighted the increasing number of actors and the relation between security (intentional actions) and safety (unintentional actions), who often have similar measures of detection and prevention.

For the first time we had the chance to benefit from an external point of view: a representant of the ENPC "Ecole Nationale des Ponts et Chaussées" presented his concluding remarks.

**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.

**The development of international traffic calls for ever greater coherence.**

**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. **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.

Addressing all these concerns together depends on a close partnership between national authorities and railway undertakings, while remaining within the framework of international organisations or requirements without reducing the efficiency of the transport system.

Even if each country has its own realities and dedicated means, the Congress strengthened the idea that we should work together. Mr Mehta, the next UIC Security Platform Chairman concluded saying that these two days fruitful conference showed that security is really a universal subject.

The conference was also an opportunity to present an exhibition of the PROTECTRAIL project, one of the largest integration projects on security and probably today's most relevant initiative in railway security and its results. This project is aimed at developing a global framework, taking existing solutions, making them interoperable, testing them in demonstrations with real-life scenarios.

The technical visit was 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.

The date and place of the next UIC World Security Congress will be communicated soon.

You can find attached the final Declaration of the 9<sup>th</sup> UIC World Security Congress.

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## Concluding Statement

Delegates at the 9th UIC World Congress on Railway Security, organised by the International Union of Railways in cooperation with SNCF, welcome this latest event which has made a significant contribution to advances in common thinking and approaches on rail security, in particular on the central theme of **strategies, regulations and partnerships**, following on from the 2012 Congress held in Bratislava on the theme of human factors, and the 2011 Rome Congress which focused on security technology.

The global importance of this event, which has brought together more than 150 participants – railway undertaking members of UIC and professional and institutional partners – from 31 different countries, stems from the nature and topicality of the subjects discussed as well as from its focus on the future, integrating the prospects for rail transport and changes in the number and structure of railway undertakings.

Security, which up to a few years ago was not a central focus for the railway profession, has become an important factor in service quality. It is owed to rail customers and staff alike and must also be a concern regarding our companies' premises and assets.

Station safety encompasses certain particular issues as it involves making a coherent whole of the activities of an increasingly large number of stakeholders, owing to changes in the transport sector and the importance of multi-modal transport, as well as to the major role played by mainline stations in social life and the urban environment.

The vital importance of the development of international traffic to the future of the railways raises security issues both as regards the coherence and complementarity of the policies of each state, and concerning the organisation of border crossings so that security constraints do not reduce the efficiency of the transport system.

The increasing financial cost of infrastructure, in particular that of high speed systems, makes it indispensable to afford it greater protection.

Addressing all these concerns together depends on a close partnership between national authorities and railway undertakings, at times also within the framework of international organisations or requirements. On this basis the development of professional and

institutional partnerships remains a priority, as shown in the various national and international examples dealt with during the Congress.

The two specific issues of metal theft and the security of international corridors must continue to be priorities for action by the security platform.

For the purpose of continuing to prepare the framework and conditions for tomorrow's rail security, delegates also request that the platform pursue its work on the various research projects, both on-going and future. They also want it to examine in more depth how security, safety and civil protection measures can be made more consistent, in order to provide customers with the best responses in terms of coherent policies and a resilient railway system in the case of events or incidents of whatever kind impacting on their operations.

Delegates would like UIC security activities to develop further in all UIC regions, as part of appropriate professional or institutional partnerships, whether national or international. For this reason the publication of fact sheets such as those produced for the Congress on the subject of human factors, technology or metal theft is particularly appreciated.

They thank the UIC and SNCF organisers for their commitment to the success of the Congress and ask to be informed as soon as possible of the date of the 2014 Congress and who will host it.

**Paris, France, 14 November 2013**