

**5th edition of the International Seminar on
Railway Safety and Security
Manifesto adopted in Tangier on Thursday 11 April 2013**

The participants warmly thank the Moroccan authorities, ONCF and UIC for hosting this 5th seminar to which His Majesty King Mohammed VI has kindly agreed to grant his high patronage.

This high patronage underlines the significance of this event, which has stressed two specific points on which participants express a willingness to act together in future: to develop **complete and integrated protection** of railway operations and those involved (customers, staff, providers), and to develop a **common frame of reference** of security strategies for high speed systems.

Railways represent a major mode of transport for society, based on constant efforts to ensure security, and aim to respond to other challenges raised by customers and national authorities. Any organisational or technological development related to speed or performance must be carefully analysed to ensure that no adverse effects prevent further progress from being made on the subject.

The **integrated protection** of railway operations comprises varied, complementary and interactive concepts:

- Security in terms of protection and combat against malicious intent, from damage and petty crime to terrorism – a responsibility shared between the public authorities and railway companies
- Traffic safety in terms of transport organisation to facilitate the transport of passengers and freight without (or with minimum) risk – a key responsibility of the railway sector
- Civil and environmental safety in terms of taking into account natural hazards, extreme weather conditions, protection of persons in right-of-way areas and surrounding vicinity
- Civil defence and emergency services in the event of incidents and accidents insofar as it is not possible to guarantee the absence of incidents of whatever nature despite all the precautions taken in terms of traffic security and civil defence

The strategies used for these concepts are based on similar principles: using adapted technologies, exploiting human factors, and developing coherent and common procedures.

A common frame of reference of security strategies for high speed systems is needed due to issues relating to their ongoing and rapid development, in view of:

- The cost of these systems, comprising a large portion of public funding to safeguard
- Their symbolic nature in the economic and social development of a country and the media and political coverage linked to their operation
- Prospects of developing international traffic which require implementing coherent and common frames of reference
- Potential worsening of the effects caused by incidents or accidents depending on the speed at which they occur

Under these conditions, participants support the idea of developing – under the aegis of UIC– a **common frame of reference** of security for high speed systems, which could eventually be extended to other traffic systems. The reference will comprise best practice and feedback from all countries involved in the area of high speed operations, development and planning, and pull them together to establish the main areas of progress to develop together.

Participants confirm their willingness to work together on these areas, both between railway companies as well as in partnership with national authorities and various competent international organisations and institutions which are able to play a part and support these issues.

Tangier, Thursday 11 April 2013