



Opening speech by J.P. Loubinoux, Director General of UIC

Minister, chief executives of UIC member railways, ladies and gentlemen, distinguished participants,

It is a great pleasure for me to open this congress, on the one hand and quite obviously because it is being held at the home of UIC, our shared home, but also because of all it stands for.

This is the 9th time the Security Congress has taken place since the one hosted in Madrid in the autumn of 2000. This congress ties in very clearly with 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.

This congress is global in scale because the issues are global in scale, because participants come from a variety of countries and continents, and because the UIC Security Platform, architect of our approach, is organised on this scale. Its activities constantly keep in mind this global outlook, from organising working groups and seminars to developing partnerships with international institutions.

Today's congress is devoted to security policies and the relevant partnerships. Security did not use to hold a place at the heart of railways activities; it 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.

This is the second time the congress is being co-hosted by SNCF. The last time this occurred was in 2004, and the main theme back then was already that of partnerships – at national level. I would like to thank Chairman Guillaume Pépy for his support and for the contribution his company has made.

The general theme of this 2013 congress is therefore: **Security policy: which strategies, regulations and partnerships for railway companies?** Why have we chosen this theme? I see two main reasons:

First of all it ties in with the course of action and the reasoning adopted for security policies. The Rome congress in 2011 was devoted to security technologies and the Bratislava congress in 2012 was focused on human factors; strategy and regulations complete the picture. 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 three 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. And, Minister, I am sure you will not disagree when I say that the security of persons and goods in a particular country or region is the responsibility of the public authorities. 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.

With regard to passenger security, a month ago we were co-hosting the Next Station 2013 Conference with RZD, the Russian Railways, on the subject of the role and future of stations. For the first time, the conference included a parallel session devoted to security, allowing participants – some of whom are here today – to discuss a certain number of concepts. This process is crucial for developing a common language, sharing in-depth experience, defining action coherently and establishing a robust international partnership.

Stations, in particular major ones, are multimodal and involve many different stakeholders. They play a multitude of roles: they are places of transport of course, and they convey the image of carriers as well as cities, they are places of bustling urban activity, with shopping areas and specific uses, and they are places that remain lively when other places have closed for the night. To enable stations to play these varied roles as best as possible, security must be understood as a feeling of security. Stations thus become places where we feel at ease, while the objective level of security depends on technical and staff-based measures implemented to curtail criminal activity and ensure that perpetrators are identified and caught. The most appropriate measures to be taken may depend on the importance given to each of these aspects, but measures must be developed in consideration of them all.

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.

In this regard I would like to congratulate the Security Platform's group on border crossings and international rail corridors for its ongoing work. Thanks to the involvement of RZD and CCTT it has turned its focus to a corridor between Europe and Asia, examining in a concrete manner the details of the context and the stakeholders over the entire route in order to develop a global vision and coordinated proposals involving as many stakeholders as possible.

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.

I am not going to mention everything that has been done, but I would like to draw your attention to the ongoing cooperation with Morocco in the form of a biennial safety and security seminar co-organised by UIC and ONCF, and to the security seminar organised with TCDD and due to take place in January 2014 in the context of the opening of the Marmaray tunnel under the Bosphorus and the development of the Turkish high speed network. I also know that projects are being led by the Asia Region and I am certain that the Indian chairmanship of the Security Platform starting in July 2014 will be an opportunity to develop them further.

Moreover, we must also – perhaps especially – prepare the future.

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 at the back of this room. It would be useful to ascertain the extent to which their results can be expanded, shared and communicated beyond Europe, to enable the involvement of UIC members from other regions.

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.

"Mature" security forming an integral part of rail activities thus also fits into the concept of "integrated transport protection", which consists in establishing coherence between responses to risks and threats of all kinds and ensuring systems are resilient.

It is now time for you and all of us to work together on these subjects. Our congresses form part of a continuous process. They are stages which allow us to clarify concepts and ideas and share responses or potential solutions.

I am convinced that this 9th UIC World Security Congress will bring very positive results that will broaden the basis for our discussions and joint work in order to provide ever-increasing security to our customers, staff, companies and assets.

Thank you