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Item 10 of the provisional agenda

ENGLISH

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**WORKSHOP ON RAIL SECURITY**

Transmitted by the International Union of Railways (UIC)

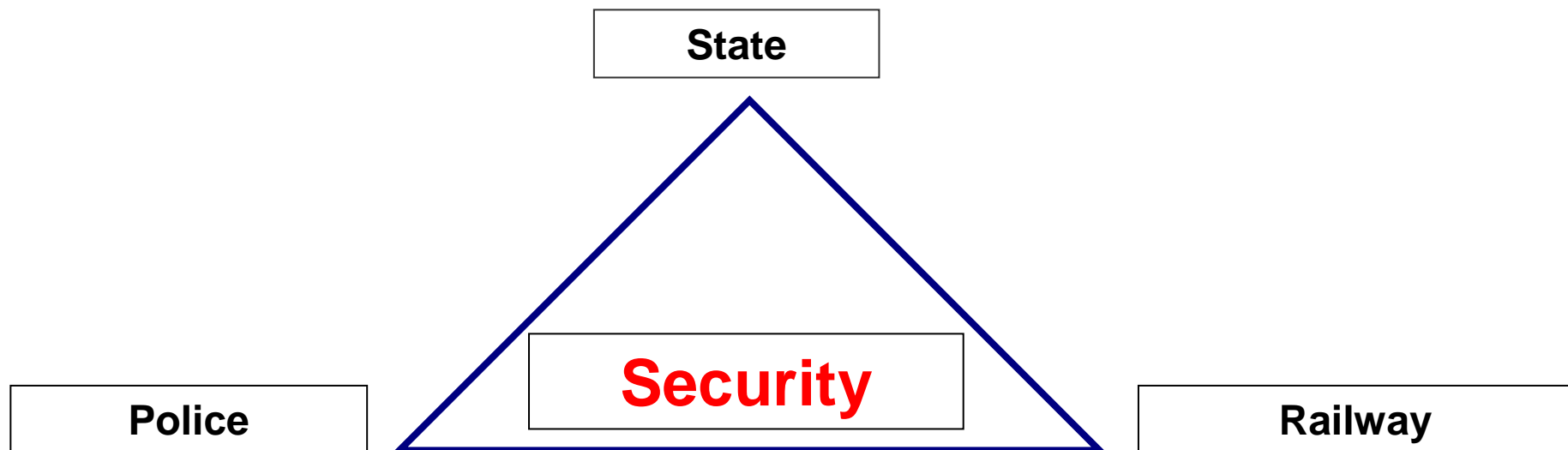
# Objective for 2010.....



**Post-2010:** what future  
for European rail  
transport security?

# Successful triangulation: “confusion” of the three main players

- Prior to 1991: the national **railways** were controlled by the **State** or one of its agencies
- **Rail security** was one of the general policing tasks performed by each State
- At the highest level, there was a “confusion” between the three main players:

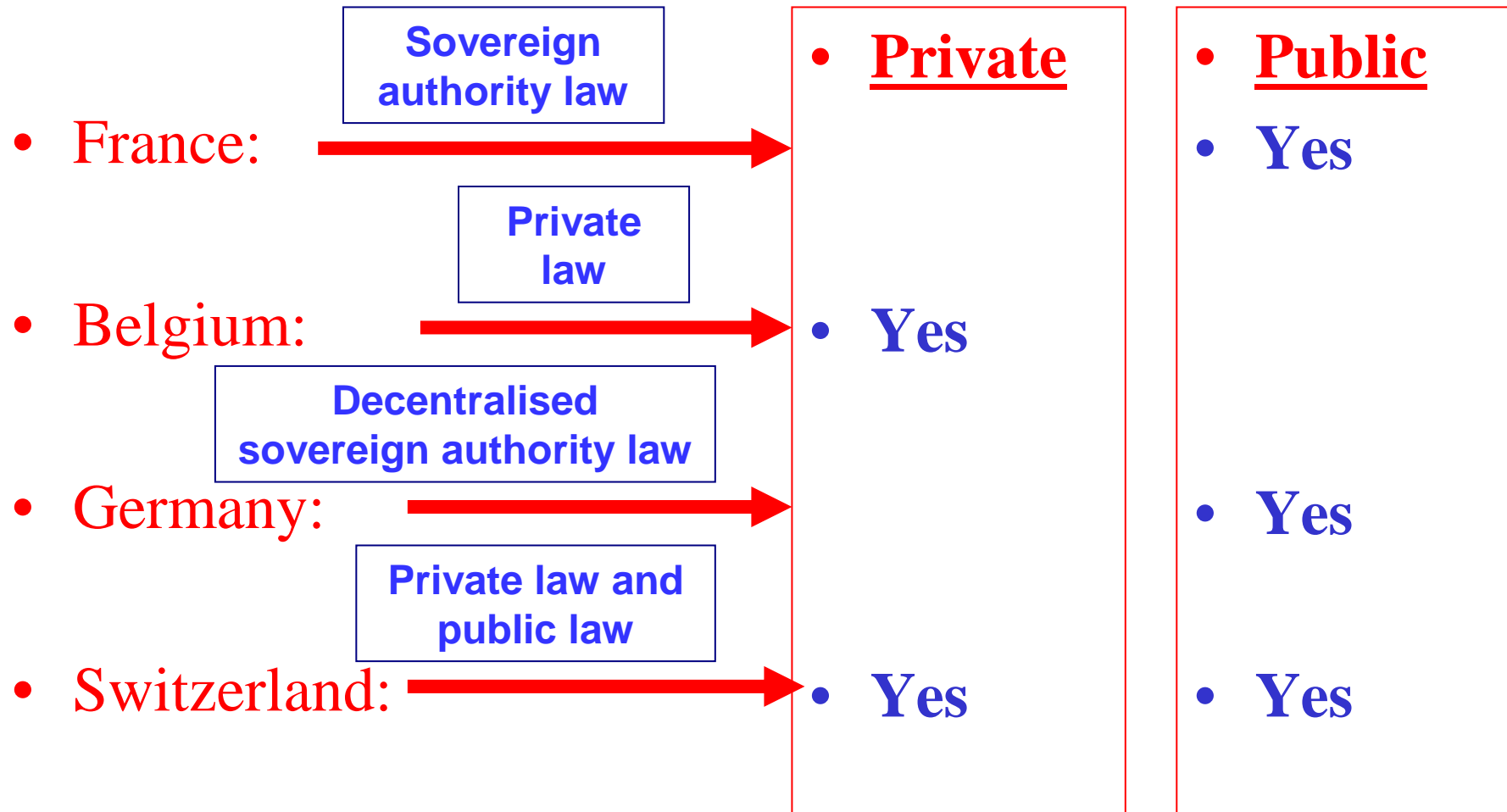


# Successful triangulation: “confusion” of the three main players

This confusion manifested itself in different ways in different countries:

- **In France:**
  - Two laws governing the status and mandates of SNCF concerning security
- **In Belgium:**
  - SNCB called on the services of two subsidiaries (surveillance / intervention)
- **In Germany:**
  - Security at both federal and regional level was essentially ensured by the police
- **In Switzerland:**
  - An SBB subsidiary (under private law?) with Securitas. This subsidiary’s staff were sworn in by the courts and were mandated to conduct security tasks.

# The public/private organisation of security tasks in the rail community



# Liberalisation fragments this triangulation

- since 1991: liberalisation of the rail sector has been underway:
- 29 July 1991: Directive 91/440 introduces separation between the operation of transport services and infrastructure management



## Liberalisation fragments this triangulation

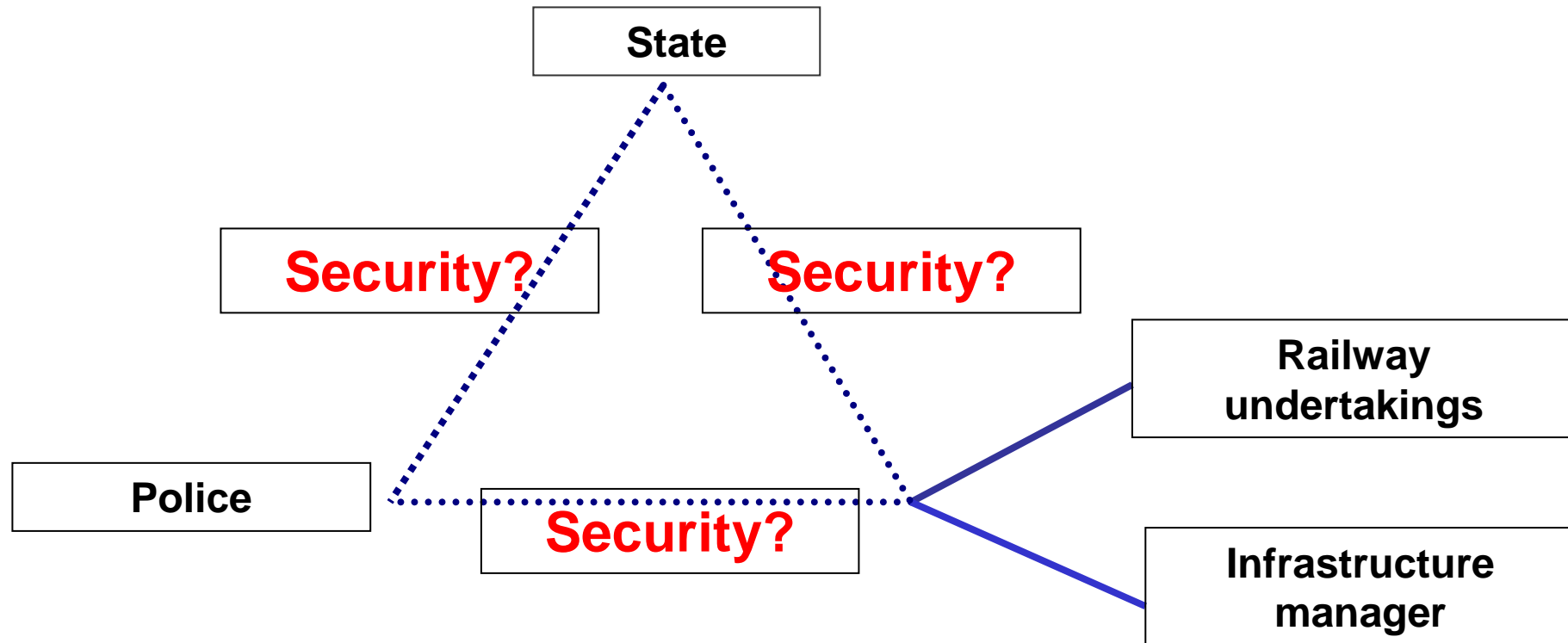
- **Since 1 January 2006, all rail freight transport services have been open to competition.**
- **From 2010, all rail passenger transport services will be opened up to competition.**

# Liberalisation fragments this triangulation

- From **2010**, in both **freight and passenger transport**, **historical railway operators will be competing**:
  - with one another, (e.g. DB with SNCF)
  - with new entrants (e.g. Trenitalia with Véolia).
- Already, **infrastructure managers** are allocating train paths both to historical railway operators and to new entrants.



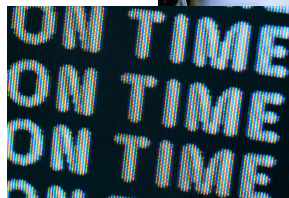
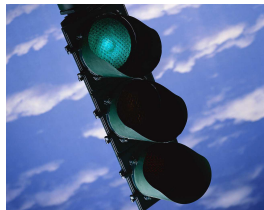
# Liberalisation fragments this triangulation



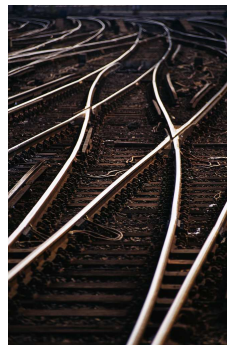
# Liberalisation fragments this triangulation

- **Substandard security management leads to downgraded operational quality:**

- **The 4.10 train**



- **The 4.15 train**



# Widening of the scope of rail security activity

- **Liberalisation of the rail sector in Europe has two effects on the scope of rail security work:**

The new scope of security work  
must take into account:

The increasing number of rail  
operators concerned

The European dimension  
of the railways

# An increasing number of rail operators are affected

- **security** for the historical operator and new entrants:

**Example: Deutsche Bahn AG currently competes with 300 private companies on the German freight market.**

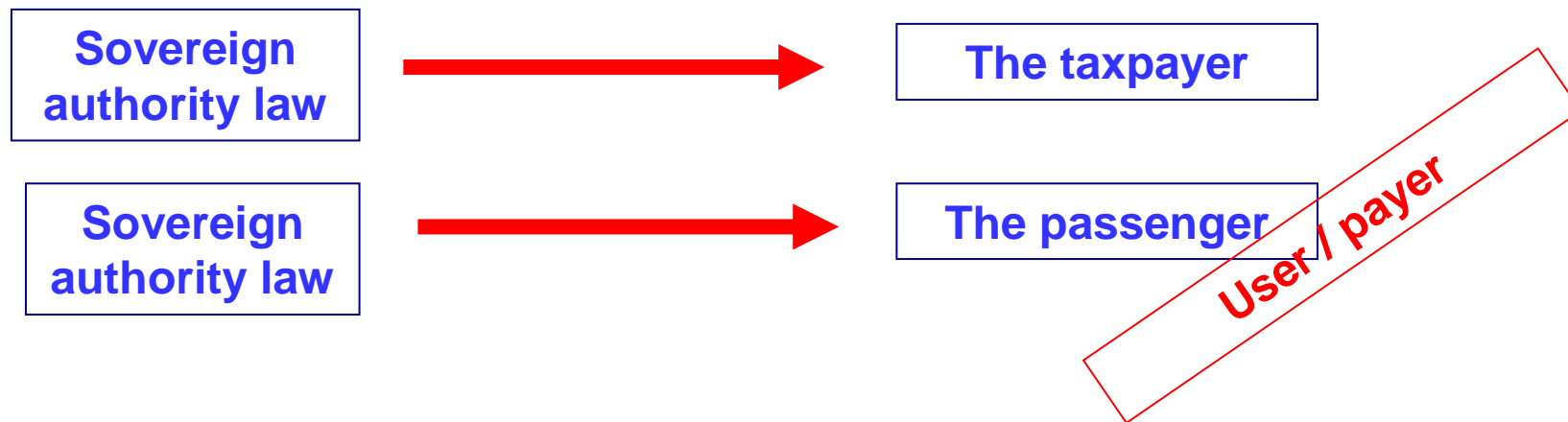
- **security** for the infrastructure manager:

**Example: in Germany today, ten such private freight companies operate on lines owned by DB Netz (the national infrastructure manager), at the same time as freight trains operated by Deutsche Bahn (Schenker).**

# What vision for security post-2010? A sovereign law-maker's perspective



Who is to bear the cost of security?



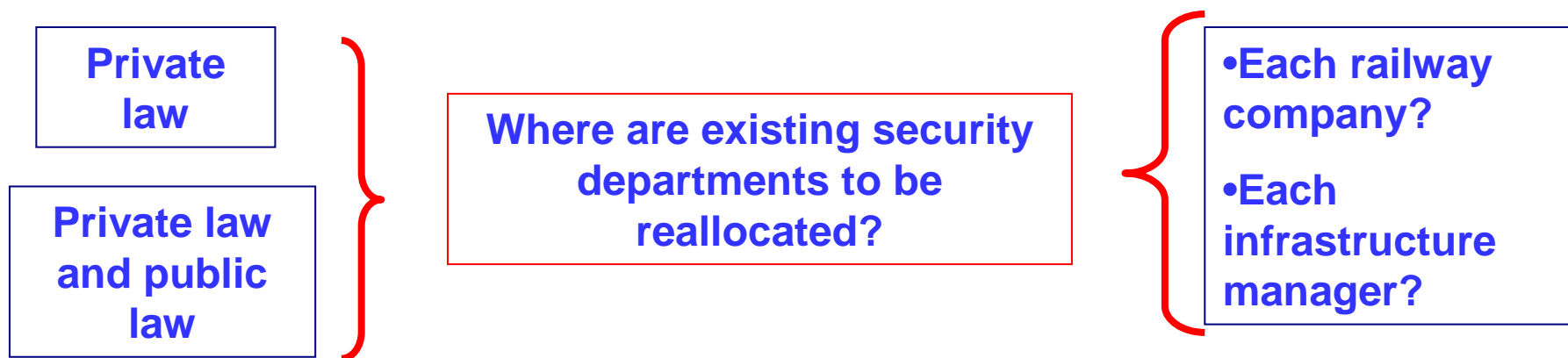
# What vision for security post-2010? A sovereign law-maker's perspective

- **Security is one of citizens' fundamental rights in the same way as:**
  - Justice, education, health.
- **Are we to have varying levels of security from one country to another?**
  - “Poor” countries will fare worse than “rich” countries
  - Rail transport must benefit from the same level of security as other transport modes.
- **Are we to have varying levels of security from one railway company to another?**
  - Can we imagine “budget” (low-security) railway companies?
  - Could security become a focus of intra-modal competition?

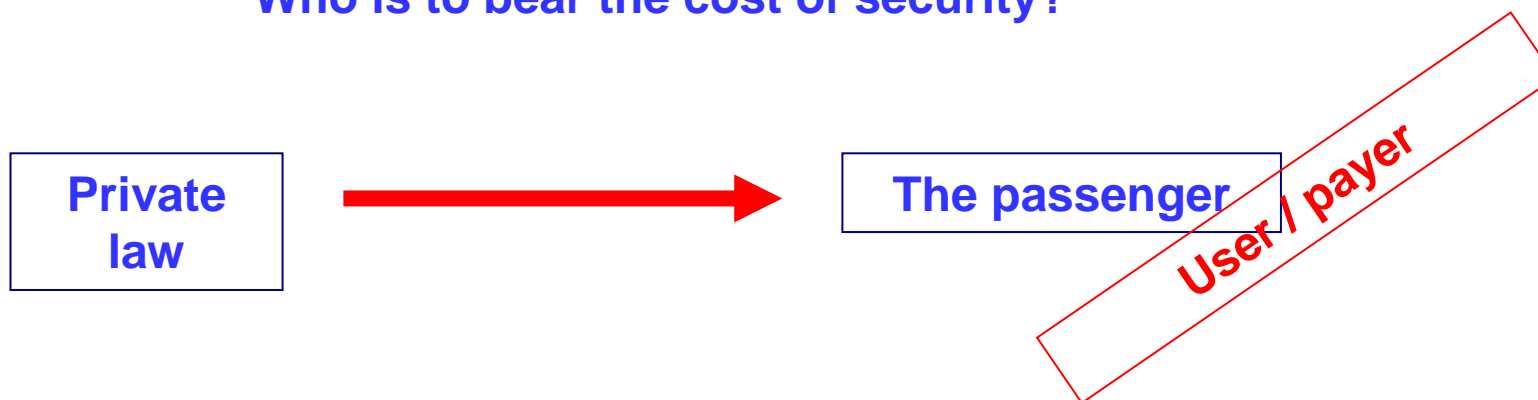


# What vision for security post-2010?

## A private law perspective



Who is to bear the cost of security?



# What vision for security post-2010?

## A private law perspective

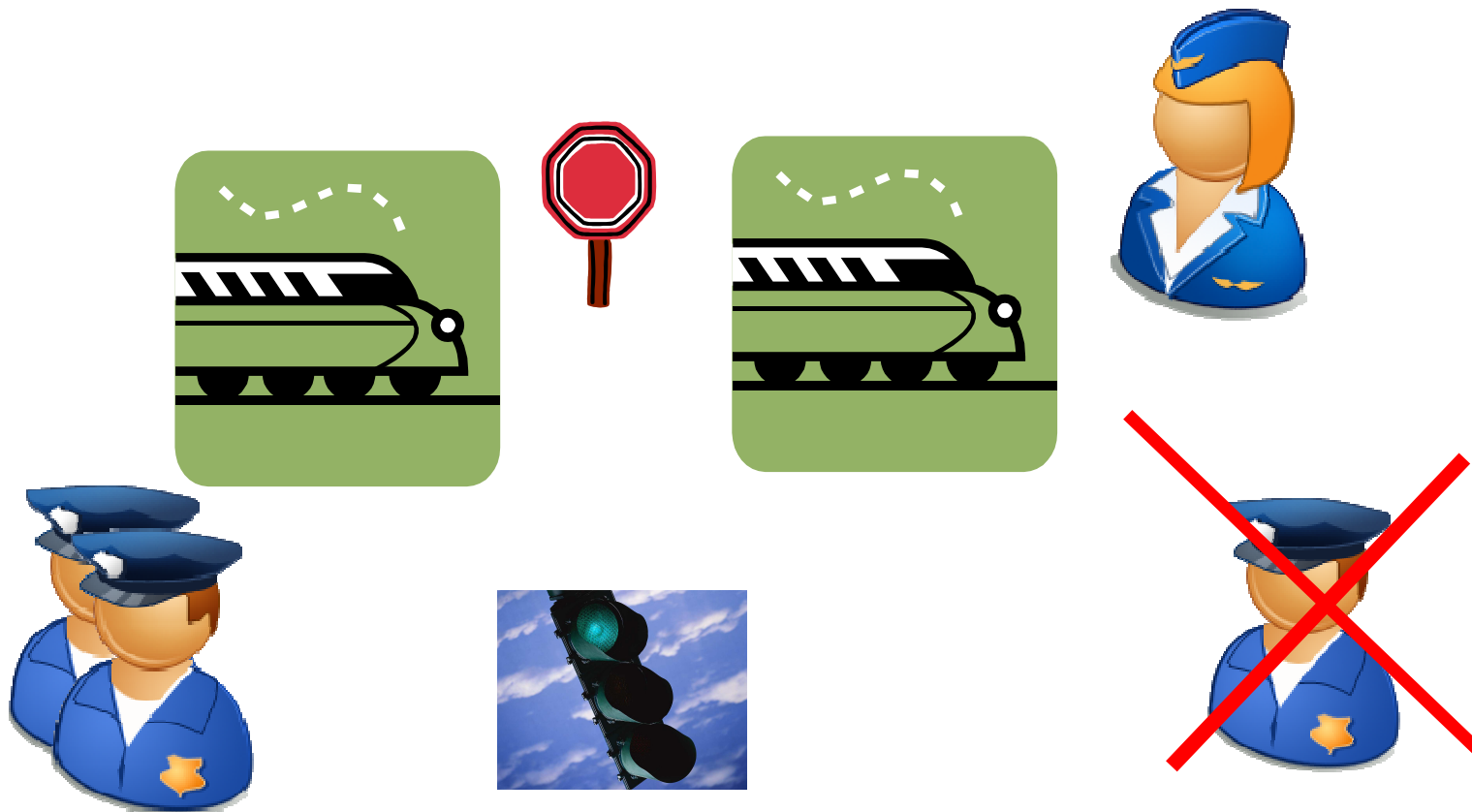
- **In a given country, the following have their own security services:**
  - Each railway undertaking
  - The infrastructure manager(s)
- **How is security managed and coordinated at interfaces?**
  - **Example: a station belongs to the infrastructure manager. A security incident occurs as a train arrives at the station. Who deals with this incident?**
- **Does the level of security serve purely a marketing purpose?**
  - **Are passengers prepared to pay more to travel in a more secure environment?**





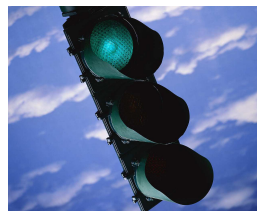
# Post-2010: security goes beyond a national framework

- What are States' positions concerning a security operation conducted on a **foreign** train on its **national** territory?



# Post-2010: security goes beyond a national framework

- Only a solution at **international level** (UNECE, EU, etc.) will enable the situation to be resolved



# Post-2010: security outgrows a purely national framework

- **What shape should this cooperation take?**
  - **Need to discuss the issue as soon as possible:**
    - At legal level (sovereign authority law or a private law solution?)
    - Concerning company staff (how will existing security services see their role evolve?)
    - At economic level (cost estimate, who is to pay?)
  - **Initial line of enquiry:**
    - Should we consider issuing a **security certificate** (similar to the safety certificate provided for by certain legislation?) to protect individuals, property and installations
  - **Consideration of the secure area:**
    - How are relations to be harmonised between the secure area and non-members of this area?

# Objective for 2010.....



Thank you for listening

