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ENGLISH ONLY

WORKSHOP ON RAIL SECURITY

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UNECE Meeting
Transport Security
Geneve
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Norwegian National Rail Administration
Security Program

National Responsibility - International Cooperation



Jernbaneverket

The Norwegian Railway Family 2006

- **Ministry of Transport and Communication**
- **Railway Inspectorate (Safety Authority)**
- **Accident Investigation Bureau**
- **Jernbaneverket (Infrastructure Manager) “JBV”**
- **13 Railway Undertakings (Train Operating Companies); Freight and pax**

www.jernbaneverket.no



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Norwegian Railway Infrastructure

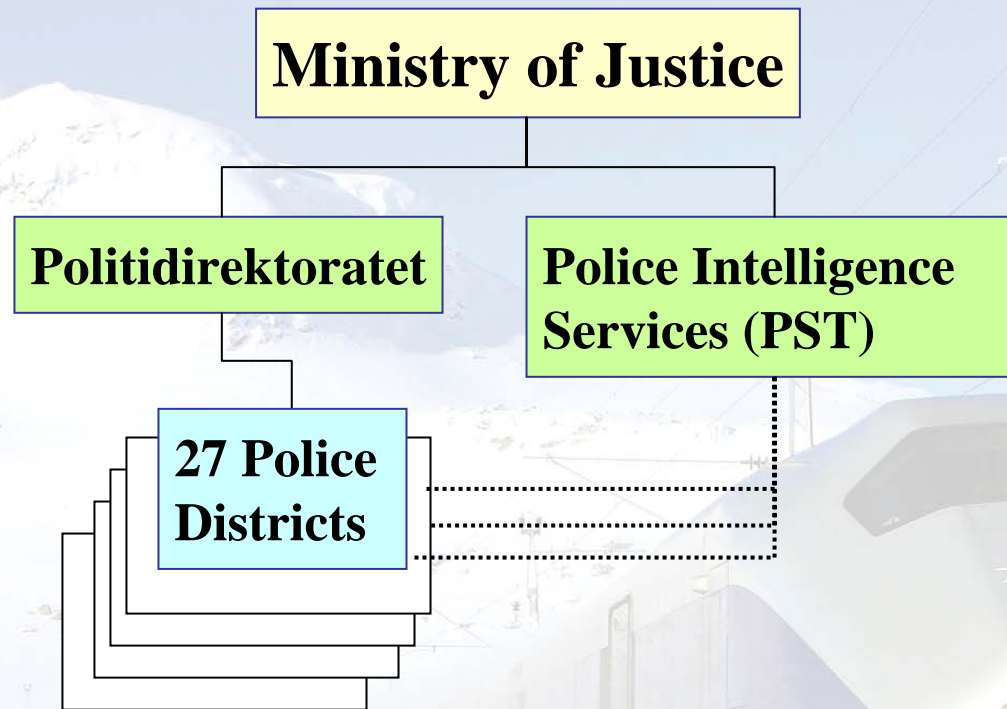
- Appr. 3000 employees
- National Network 4087 Km
- Transport and Stations
- GSMR
- Railway border crossings with Sweden (4).
- Europe's fastest international freight train .



Infrastructure - Key figures

- Longest bridge 454 m
- Longest tunnel 14.580 m
- Highest point 1237 m asl
- 2807 Bridges
- 702 Tunnels
- 4100 Levelcrossings





- **No separate “Transport Police” or “Railway Police”**
- **PST Contact Group against Terrorism**
- **Norway is a member of the Schengen cooperation, but not EU.....**

JBV's Security Program

Started 01.05.2006 – Finish 31.12.2007

Development of a Security Program for JBV -based on “All Hazard Risk Approach”

Security Policy > 1 Main goal – 3 Section goals – 11 Strategies

-the 3 section goals:

- ▶ Structure, Organisation, Education**
 - ▶ Preventive measures**
 - ▶ Cooperation – Best Practice**



JBV Definitions of “Security”

“Fatalities or severe damage caused to people, environment and assets, caused by evil minds’ intended actions”

- In our “Security Programme” we include counter terrorism and serious sabotage, not route crime, graffiti, ticket fraud and pick pockets.
- Combined with our similar safety definition this lead to an All Hazard Risk Approach.
- “Safety” or “security”?



Success criteria

- **Mandate > linked to the top level management**
- **Project organized**
- **Good cooperation with partner-organizations**
- **Cooperation with neighbor IM's**
- **Sharing of best practice and experiences**
- **Establishing good relationship between colleagues**
- **Focus on security as a common task in Europe**
- **Free to work towards national -& international org.**



European Rail Infrastructure Managers (EIM)

- Created in April 2002.
- 11 members: Finland, Sweden, Norway, Denmark, the Netherlands, Belgium, Italy, the UK, France, Portugal, Spain (and Slovenia until recently)
- 52% of EU27 lines
- 61% of EU27 rail passengers
- 40% of EU27 rail freight
- Social dimension: direct and indirect employment of over 300.000.
- Total investments of 12.5bn (2006 fig.)



banedanmark



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EIM Core Group Security & CIP

-focus on:

- **EIM Security Policy Position Paper**
- **A “Technical Specification for Railway Security”**
- **Railway PPP Structure**
- **R&D needs**
- **Internal Information Charing**
- **Internal Risk Methods**
- **Cooperation between neighboring IM’s**
- **EIM International strategy**



Important partners



International Union of Railways

- **Member of UIC**
- **Part of the Security Platform and the Security Competence Centre**
- **Access to info from 10 WG's**
- **Access to statistics and best practice**
- **An excellent forum for network buliding**



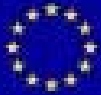
Collaboration of railway police
and security services

- **Member of Colpofer**
- **Access to info from 8 WG's**
- **Exchange of best practice and experience**
- **"Security without borders" (challenges)**
- **Common approach to combat crime on railway**



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Useful Security Web Pages



Directorate-General Energy and Transport

Security in Transport & Energy

SecurityCommunity.eu

Allows interested parties to share their views on EU security and defence issues.



Transport Security.

Brings together the skills of professionals with experience in EU affairs, journalism, information and communication as well as Internet technology.



SECURITYSERVICE
MI5

Provides information about the Security Service



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Security Program - example of topics

- **Registration of National Threats against the Railway**
- **Define National Railway Critical Infrastructure**
- **Control with –and Supervise Critical Infrastructure**
- **Further development of terror preparedness plans**
- **Development of a threat matrix / threat levels**
- **Organizing security / Crisis Management System**
- **Registration of all surveillance cameras, linking up to a central control room**
- **Further development of access control**
- **Classification of stations, technical installations, tunnels & bridges etc.**
- **Development of Standard Security Analysis and Standard Security Emergency Plans**
- **Development of Procedures for Secure Architecture**
- **Education of staff and security personnel**



Bergen – Oslo Railway line, 23.12.2005



Freight train, 15 wagons + lok, length 413 meter, weight 773 tonn



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-hitting stones and avalanches, 2006 -2007



Summary

- **Terrorism,- concerns the whole Railway family and the transport sector in Europe**
- **National responsibility – but a need for International cooperation and exchanges of info across the borders**
- **Gained value by sharing best practice in different organizations**
 - **Better technical solutions**
 - **Good access to new technology**
 - **Good access to real cases and how they were handled**
- **Establishing valuable relationship to international colleagues**
- **The Norwegian National Rail Security Program has reduced time spent on the Security Program and also reduced the overall cost**
- **JBV have been a catalyst to the Swedish Railway, Banverket, when they started up their program.**
- **International cooperation "is a must to" obtain a good result**



All experiences, good solutions and new technology
must end up where you find the passengers.
The passengers are not in your office!

Thanks for your attention



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