

ANNOUNCEMENT OF A WORKSHOP ON PASSENGER RAIL SECURITY

4 JULY 2017, BRUSSELS

DG MOVE will organise a workshop on passenger rail security on 4 July 2017 in Brussels. The workshop will start at 10:00 and should finish at 17:00.

The location is the Albert Borschette Conference Centre, rue Froissart 36, 1040 Brussels, close to Schuman underground station and Brussels-Schuman railway station.

Participants in the workshop will be stakeholders who will receive an invitation. The way to get an invitation is described below.

The development of a trans-European rail network has been a major achievement of the European Union. In this regard, considerable work has been undertaken to harmonise railway safety. However, no similar exercise effort has been done as regards railway security.

It is first and foremost for the Member States and rail operators to determine and put in place the measures necessary to achieve security in rail transport. However, the lack of security measures for rail transport coordinated at EU level constitutes a weakness.

The recent increase in terrorist attacks against rail transport with a cross-border dimension underlined the need for a common approach. DG MOVE is thus considering launching an action to improve passenger rail security.

In this regard, DG MOVE will organise a one-day working group on passenger rail security meeting to gather specific input from targeted respondents through direct interaction on 4 July 2017 in Brussels from 10:00 to 17:00.

Stakeholders will be able to comment on the following elements:

- Understanding and definition of the problem;
- Subsidiarity and EU dimension of the problem;
- Possible mitigating security actions and their likely impacts.

1. Participation

The workshop will be open to a limited number of participants.

The maximum number of participants will be 200, who should be either land transport security experts or persons directly affected by rail security measures.

A maximum of 50 seats will be allocated to the representatives of the Member States, a maximum of 50 seats will be allocated to the stakeholders identified by their European representative association and a maximum of 100 seats will be awarded to those who express their interest.

The following stakeholders will be selected via their European representative associations and invited to attend the workshop subject to representativeness, balance and availability of places:

- Railway operating companies
- Railway infrastructure managers
- Representatives of transport workers
- Representatives of rail users
- Technology providers
- Implementing authorities in the Member States
- Law enforcement authorities in the Member States
- Research institutes
- Third countries for sharing experience

Those wishing to participate in the workshop are invited to submit their applications via the attached form.

The application must be sent before 28 June 2017 to MOVE-EU-LANDSEC@ec.europa.eu. A personal invitation message will be sent to each applicant whose application is accepted and other data will be requested for access to the workshop room.

The places will be allocated according to the relevance of the candidatures in relation to the objectives of the workshop, the balance between the different sectors represented and the availability of places.

Participation in the workshop is free of charge. The Commission does not cover the costs of participation in the workshop, whether they are transport, accommodation or food.

Interpretation will be available in EN, DE, ES, FR and IT to facilitate the exchange of views.

2. Overview of the meeting

The Commission's services will present during the meeting possible actions to improve rail security and how an EU action will be linked to those undertaken by the Member States. It will gather the opinions and ideas of the stakeholders. Panels bringing together speakers reflecting the administrations and sectors involved will run in parallel:

- Panel 1: Risk assessment, cooperation and the human factor

The objective of this panel is to assess the extent to which actions to improve rail security should be based on a thorough analysis of the risks involved. Can the approach to protecting passenger rail follows the aviation or maritime security model and rely on a detailed evaluation of the risk at local level that takes into account the wider threat and addressing possible vulnerabilities in a proportionate manner?

The panel will be asked to evaluate how the assessment of security measures can be based on facts and observations that fall under the responsibilities of law enforcement authorities and which the companies in the sector cannot carry out on their own. Conditions should be defined to ensure effective cooperation between the authorities and operators at an early stage to ensure that the most appropriate measures are taken. Sharing information on threats appears to be a prerequisite for informing and ensuring a high-quality security response. How can such cooperation be a continuum, constantly update the risk analysis and include preparation for implementation?

Experts believe that investment in human capacities is essential to improving transport security. In addition to security professionals within or in support of transport companies, staff well trained by regular exercises and able to use the latest technology is the first and best protection against insecurity in trains, stations and on tracks. The protection of passenger rail transport should take account of the need to involve users, staff and passengers in understanding and being conscious of the role they can play in security. If appropriate the general public should be made aware of security issues and the role that they can play (eyes and ears). The development of a security culture for staff is essential to prevent security incidents, mitigate the impact of an event and recover quickly thereafter. The panel will be invited to suggest how the EU could help to invest in human capacities.

- Panel 2: Better approach to boosting technological innovation in rail security

Improved rail security can be achieved through the deployment of proven technical means in the field of detection, monitoring and resilience of equipment and infrastructure, such as those implemented in the aviation sector. However, the deployment of such systems would be complicated and expensive due to need to install them in space restricted environments, the need to process a much higher number of passengers and the resulting increase in transit time of the passengers and the congestion this would create. This would reduce the qualities which constitute the very attraction of rail transport, namely its favourable cost, its openness and accessibility. To overcome these disadvantages it is necessary to be able to deploy more innovative technologies in a way that does allow the incorporation of technical innovations as they develop.

The purpose of the panel is to gather elements of response to the challenges of innovation in the field of rail security and to develop an approach that takes into account the factual and technical aspects of the problem as well as the economic and human specificities of the sector.

- Panel 3: The future of passenger rail security: problem definition

The development of rail services across the EU is a key element in the creation of a single European railway area and they contribute more generally to the wellbeing of European citizens. Any risk to the security of passengers using such services might reduce their attractiveness and undermine the efforts to promote the competitiveness of rail.

The 2011 Commission's White Paper on transport¹ "Roadmap to a single European transport area" called for an appropriate European approach to land transport security.

The Expert Group on Land Transport Security was created in 2012 to help Member States to share and benefit from each other's technical experience in rail security.

In 2012, the European Commission adopted a Staff Working Document on Transport Security² that contained ideas for addressing land transport security issues at EU level. The paper pointed out the need for considering the introduction of EU-wide security standards for the high-speed rail network, enhancing training of staff, improving communication and procedures/contingency planning.

¹ <http://eur-lex.europa.eu/legal-content/EN/TXT/PDF/?uri=CELEX:52011DC0144&from=EN>

² <http://eur-lex.europa.eu/legal-content/EN/TXT/PDF/?uri=CELEX:32012D0286&from=EN>

Additionally, the Commission presented a non-paper³ to the 8 October 2015 Transport Council meeting, which proposed the development of common security rules for international and high-speed railway services in response to the terrorist attack of 21 August on a Thalys train.

A preliminary study carried out by Steer Davies Gleave/DG MOVE in 2016 at the request of Member States, indicated the need for an EU level response although Member States are primarily responsible for taking measures to manage their security.

This panel will examine whether and under what conditions security standards at EU level would ensure consistency of security measures across the borders, increase the level of protection and avoid possible duplication or incompatibility of measures taken in an uncoordinated way.

- General discussion

The objective of this general discussion is to compare the solutions and the implementation modalities cited in the three panels and highlight their impact on the attractiveness of rail transport for users, the quality of the rail service and the operational implications for the railway companies.

3. Questionnaire

Applicants are invited to complete the attached questionnaire in order to prepare the discussion and identify possible participants who will be invited to present the main concerns emerging from each panel. The objective of the questionnaire is not to select the participants but to draw a picture of the variety of points of view and to facilitate the discussion. An additional inquiry will be made in writing during the afternoon discussion.

4. Draft Agenda

The exchange of views will be carried out according to the following agenda and the following timetable which is given as an indication:

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|-------------|---|
| 9:30-10:00 | Registration |
| 10:00-10:30 | Planning and preparation of an EU action on passenger rail security |
| 10:30-11:30 | Panel 1: Risk assessment, cooperation and the human factor |
| 11:30-12:30 | Panel 2: Best approach to stimulate technological innovation in rail security |
| 12:30-14:00 | Free time or lunch, left to the decision of each one. |
| | The building has a restaurant accessible to participants. |
| 14:00-15:00 | Panel 3: Problem definition, the future of passenger rail security |
| 15:00-16:30 | General discussion on the possible actions and their consequences |

³ <http://data.consilium.europa.eu/doc/document/ST-12147-2015-INIT/en/pdf>

16:30-17:00 Conclusion Carlos Mestre Zamarreño (DG MOVE)

17:00 Close

Application form and questionnaire
Passenger rail security workshop 4 July 2017

Candidates who apply to participate to the stakeholder event on rail security are invited to fill the following questionnaire. A confirmation of the invitation will be send by e-mail.

Information relating to the applicant:

Surname:

First name:

Full Address:

Nationality:

E-mail address:

Information relating to the job, if relevant for rail security:

Name of the company:

Activity:

Address:

Job occupied:

Main concerns in relation to rail security:

In which respect rail security affects the activities of your company or you daily life?

Which measures would deserve a certain degree of harmonisation or coordination at European Union level?

The answers must be a number comprised between 0 and 5 with the following meaning:

0	No harmonisation of any kind
1	Cooperation limited to the exchange of information between Member States
2	Establishment of a cooperation mechanism involving operators and public authorities for the prevention and in case of crisis
3	Harmonisation limited to the basic rules, leaving to the Member States the choice of the modalities of application
4	Harmonisation limited to the basic rules, but supplemented by the development of non-compulsory technical standards
5	Full harmonisation through a regulation specifying detailed implementation modalities

POSSIBLE MEASURES TO IMPROVE RAIL SECURITY:

CATEGORY	MEASURE	0	1	2	3	4	5
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PROCEDURES

RISK-BASED APPROACH	Harmonised risk assessments will ensure that protection is provided through consistent and proportionate measures and to facilitate information exchange between interested parties.						
A WIDER STRATEGY	Transport security should be addressed as a part of a wider security strategy for the infrastructure of towns and cities.						
RECOVERY AFTER AN INCIDENT	A toolbox of security measures and responses should be established to ensure the quickest recovery of services after an attack occurs.						
CONSISTENCY OF CONTROLS	Security controls must be the same at all stations serving a given line to prevent weaknesses in the security chain (e.g. harmonise security controls across borders).						
CROSS-BORDER COOPERATION	Effective cross-border policing of trains requires that police from different countries with different laws and national powers can perform their tasks when trains cross borders.						

TECHNOLOGY

RESEARCH AND INNOVATION	Technology is an important tool in combating terrorism. More targeted research should be undertaken to address the specific needs of a railway environment.						
SECURITY BY DESIGN	Security by design should be installed as standard as an efficient way to mitigate the effects of an attack, e.g. explosion, shooting or an attack with a vehicle.						
INFORMATION SYSTEMS	Information systems should be more used to give clear messages to passengers and staff and inform police forces and transport operators during and after incidents.						
CCTV ON BOARD TRAINS	There should be greater use of CCTV on board trains, possibly including software to allow facial recognition or suspicious behaviour recognition.						

HUMAN ELEMENT

SECURITY STAFF	Staff that are specialised in security – either in uniform or in civilian clothes - should be increased.						
SECURITY TRAINING FOR ALL STAFF	Adequate security training for all staff (i.e. not just staff with a direct security task) should be provided to improve the preparedness of the operators to both prevent incidents and respond positively should an incident occur.						

INVOLVE THE PASSENGERS	Provide easy ways for passengers to inform the company about incidents or suspicious behaviour, e.g. through emergency call number, WIFI, smartphones apps, education campaign.						
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What, in your view, are the three main measures that can be taken by the European Union and which would be most effective in protecting users and employees of the railways against terrorist risk?

- 1)
- 2)
- 3)

Commitment:

In the event of a positive response to his/her application, the participant shall commit himself/herself to provide the additional identity data necessary for accessing the Commission buildings. If it happens that the participant can no longer participate in the workshop on 4 July 2017, he or she will notify the organiser without delay.

The participant will undertake to treat carefully the information that will be exchanged during the workshop of 4 July and notably to not report personal information.

	YES or NO
I agree with the two above declarations:	...