

## **Official Addendum**

**EC contract: MOVE/A4/SER/2015/637**

### **Study on Options for the security of European High-Speed and International Rail Services (Final Report, December 2016)**

The European Commission contracted 'Steer Davies Gleave' to produce a study report for the Land Transport Security Expert's Group (LANDSEC) to examine the full range of options that could be taken at the level of the European Union in respect of high-speed and international rail services. The final report was received in December 2016 and provided to LANDSEC members for review and comment in January 2017.

Requests were received for amendments to be made to the report where consultees' information was inaccurately recorded or misrepresented. These comments are listed by DG MOVE in this document to stand as an official addendum to the final report.

#### **Executive Summary**

Page iii

The table 'Evolution of costs of security failures' should state that this chart only illustrates the figures for High speed and International rail services only, not the figures for all rail services.

#### **Main Report**

Page 39, Section 3.11

CER notes that there are some Member States where it is obligatory to report crimes to the police.

Page 65, Table 4.7

The Netherlands Government states that it should be included in this table, specifically the column "Ticket check or gating for station" since it conducts such controls to deter aggression against staff and ticketless travel. The Netherlands also conducts police patrols on high speed trains and at railway stations.

Pages 66-67, Table 4.9

The Netherlands Government states that specific training on threat awareness is undertaken by the railway sector and that the train operator NS and the police provide the other types of training categorised in this table.

Page 70, Table 4.10

The Netherlands Government states that the Infrastructure Manager does require a safety management system which includes a security management system. The train operator NS has a security management system in place for managing criminal behaviour.

Page 72, Section 4.62

Deutsch Bahn AG would like to clarify that at present DB Sicherheit does not conduct awareness training specifically in regard to the detection of terrorist activity, but a training module on general security awareness including unattended luggage and identification of suspicious behaviour is mandatory for every security staff member.

Page 79, Section 4.99

The Netherlands Government states that it does extend dissemination of threat levels to the rail sector by means of the Dutch Counterterrorism Alert System (ATb) of the Ministry of Security and Justice.

Page 190, Table C.4

The Slovenian Government requests that the stakeholder data shown for Slovenia (SI) is corrected as follows:

Organisation: SŽ – Infrastruktura, d.o.o.      Contact: Matjaž Kranjc, Director

**DG MOVE Unit A5  
Transport Security**