

WORKING GROUP on Land Transport

**DG Move/A4
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Presentation of your organization's activities on rail security

- Land Transport Security is dealt by one unit – A4- in DG Move, headed by Mr Robert Missen. This unit is responsible for Security in Land and Maritime security.
- The specificity of the Commission, in the institutions of the European Union, is to have the monopoly of proposal of the EU legislation. It shares then with the Council and the Parliament the legislative process, mainly through co-decision.
- Today, there is no EU legislation in this domain. Traditionally, land transport security has been dealt with exclusively at national or regional level by Member States

LAND Transport Policy

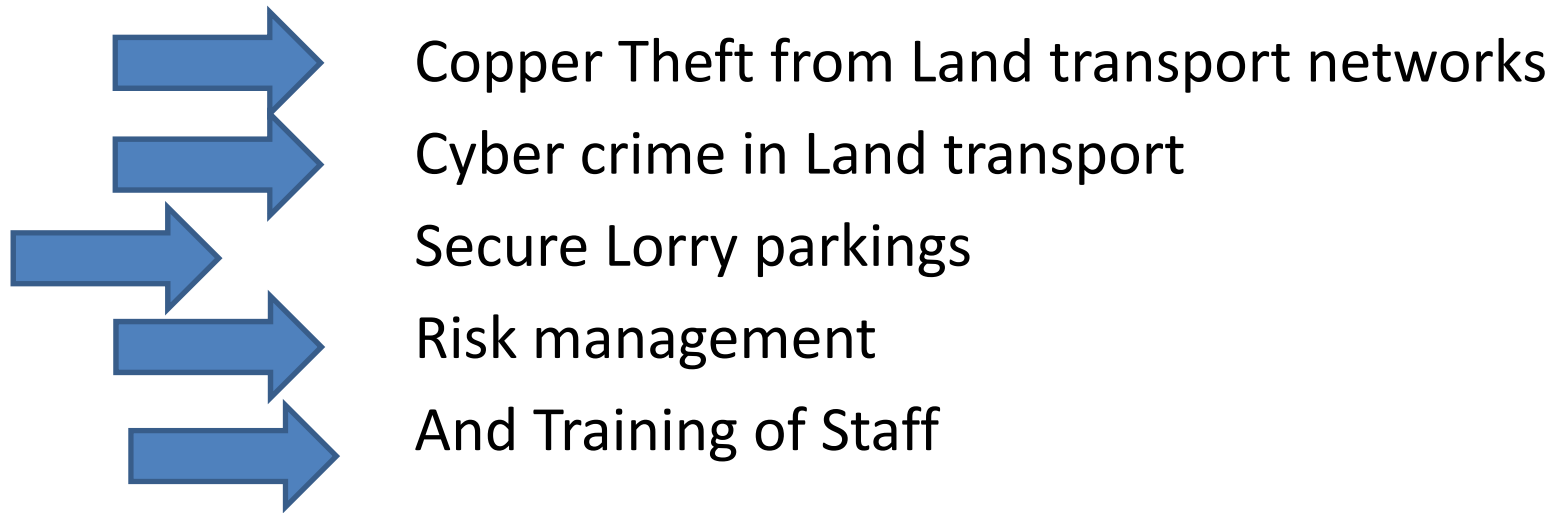
- However, this Commission questioned the wisdom of this approach, given the importance of cross border road and rail traffic and the desirability for good baseline standards of security throughout the EU as a whole.
- To this end, building on the Commission's 2011 White Paper on Transport the Commission adopted in **2012 a Staff Working Paper on Transport Security** that put forward ideas where there was a possible added value for EU actions.

LAND Transport Policy

- Creation a **land transport security advisory committee (LANDSEC)** as a forum to support for policy making, giving Member States and, in particular, stakeholders the possibility to voice their orientations, needs and wishes in this domain.
- In these meetings Members States and Stakeholders have expressed their opinions on their objectives and priorities. Echoing the diversity of Land transport a preference was given to "**best practices**" rather than EU legislation: No "one size fits all" for legislative action.
- Industry is positive to the idea of having common approaches at the EU level in the field of transport security

LAND Transport/Rail Policy

- Five priorities have been settled for the two-three years to come:



Rail Security

- In the short term we will focus on understanding the issues and learning where there is consensus that there would be added value from actions at the EU level. The role of the expert group is precisely to give input into this process.
- Regulatory solutions are not foreseen. If, in the longer run, this is appropriate in some areas – and it is not automatically assumed – then the solutions will be nuanced to allow maximum flexibility and minimum duplication. There will be no "one-size-fits-all" solutions, and wherever possible there should be commonality of rules across modes to avoid unnecessary duplication of security requirements.

Issues and Challenges that you believe that rail security will face during the next decade

- Security is not only an economic necessity; a condition for business models to develop and succeed
- It is first of all a **right** for citizens, and it is a necessity felt more and more. Insecurity may occur from various events, on a continuum of incidents which can go from incorrect/asocial behaviour , vandalism, to acts of criminalities and terrorism.
- From an EU perspective, solutions which could be adopted to optimize the security would need a vast consensus among Member States and Stakeholders. There is theoretically a case for EU intervention when there is a failure of national measures to tackle Trans-borders issues. This is presently the case in Metal Theft and international graffiti, where Member States cannot cope with the mobility of organised criminality.

Issues and Challenges that you believe that rail security will face during the next decade

- The risk to the individual is much more experienced in public transport than in individual transport. The perception of a possible security breach (by vandalism, violence, terrorism) has implications for the use or not to public transport.
- As Public transport are on the Forefront of economic and societal development; security is a strategic parameter.
- Main issue is the necessity to invest in technologies, methodologies and processes for Security.

Issues and Challenges that you believe that rail security will face during the next decade

- Today, and in the next coming period we will concentrate on Best practises, supported by our Member States and Stakeholders. The question will be whether best practices are sufficient to ensure a satisfactory level of security across the EU as a whole, and that there is a corresponding "level playing field" for providers of transport services.
- In a 10 years' timeline, it is not impossible that we would be asked to think on legislative proposals if these were answering the challenges of international criminality and terrorism. But whatever the solution will be, be it legislative; or technological, we should be aware that we are dealing with issues which are societal, and as such need the involvement of all: citizens, passengers and staff.