# Land Transport Security:

## the European Commission's perspective

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1. **DG MOVE**

2. **Aviation security**

3. **Maritime security**

4. **Land Transport security**
   - General approach
   - Priority work streams
   - Research

5. **EC Transport research**

Transport

# DG MOVE

- **One of 33 Directorate General based in Brussels**

- **Remit is to develop transport policies within the EU "to ensure efficient mobility in a single European area at the service of the citizen and the economy..."**

- **This remit includes transport security**

- **Maritime and Aviation security is regulated and inspected by the EC**

- **Land Transport security is regulated and inspected within the principals of "subsidiarity"**

Transport
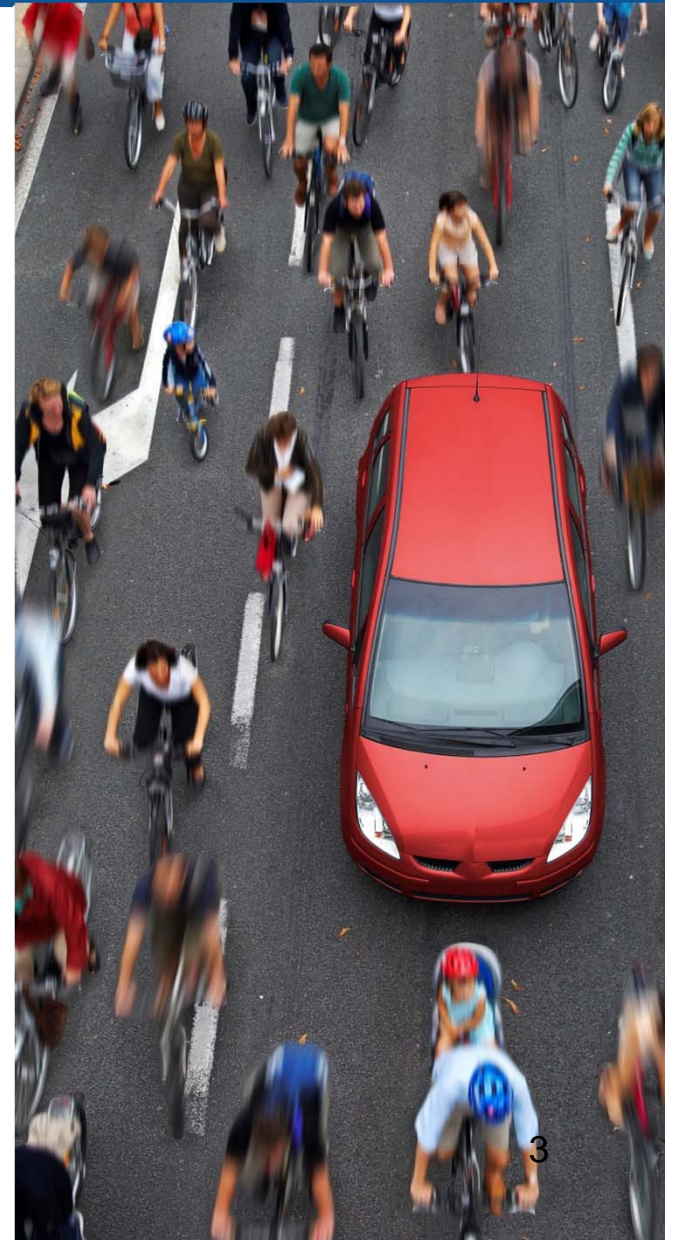
# Aviation Security in the EU

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# Regulated by EC 300/2010

## Member States

- Require operators to appoint security officers, develop security plans, implement access controls, conduct training and exercises, report incidents

- Appoint national officials to carry out regular inspections

- Sanction operators if they do not comply with EC 300/2010

- Facilitate visits by EC Inspectors

## European Commission

- Monitors Member State's compliance with Regulation

- Periodically inspects airports and aircraft in the Member States and have full access to operator's security documentation

- Sanctions Member States if standards are not up that required by EC 300/2010

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# EC 300/2010 is a set of obligations...

- **Member States must ensure operators comply with all requirements of EC300/2010**

- **The EC monitors the compliance work of Member States and will sanction Member States if they find airports and aircraft not following EC 300/2010**

- **Compliance with EC 300/2010 will mean that all airports and aircraft across the EU confirm to very similar security measures (unless a Member State decides to implement measures over and above that required by EC 300/2010)**

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# Maritime Security in the EU

Transport

# Regulated by EC 324/2008

## Member States

- Requires operators to appoint security officers, develop security plans, access control, conduct training and exercises, report incidents

- Appoints officials to carry out regular inspections and sanction operators is they do not comply with EC 324/2008

- Facilitate visits by EC Inspectors

## European Commission

- Monitors Member State's compliance with Regulation

- Periodically inspects port facilities and ships in the Member State and have full access to operator's security documentation

- Sanctions Member States if standards are not up that required by EC 324/2008

# EC 324/2008 is a framework…

- Member States carry out their own risk assessments and are free to determine an appropriate response

- The EC monitors that Member States are giving consideration to security measures for their ports and the ships that use them in line with EC 324/2008

- Compliance with EC 324/2008 can mean that two similar ports in two different Member States have different security measures in place

# Why different approaches in and Aviation and Maritime security?

- **Speed of travel** – an aircraft can cross Europe within a few hours and be the other side of the world in less the 24 hours

- **Diversity of operations** – maritime transport  presents a far more diverse infrastructure (ports) than aviation transport (airports)

- **Risk** – aviation has been a high profile target since the late 1960s and transports many times more passengers than maritime transport

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# Land Transport Security in the EU

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# The EC approach to Land Transport security:

- Different modes (road, rail, fluvial) have very different operational characteristics

- Passengers and freight equally present across the networks

- Domestic and international operations; Urban and long-distance networks

- Quick and easy boarding of passengers/loading of freight is an important part of the commercial offer= Business Models based on mass transport/fluidity/max Mobility

- Risk profile is very varied across the whole land transport sector

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# A large and diverse sector means:

➡ "*one size fits all*" cannot work

➡ "*Best Practice*" preferred to legislation

➡ "*added value*" – only intervene where the European Commission can work with Member States and Stakeholders to achieve a positive outcome for both citizen and industry alike
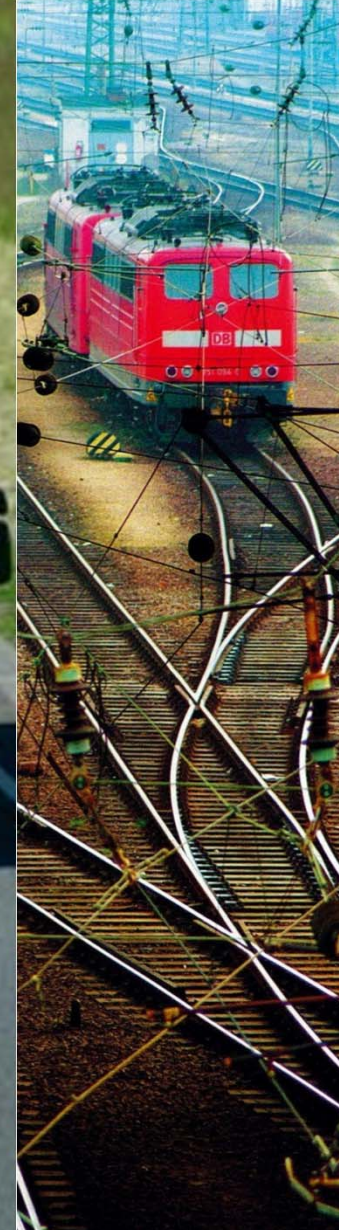
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# Land Transport Expert group

- **Member States – delegations comprise a land transport expert and a law enforcement expert**

- **Industry Stakeholders – all interested industry associations**

- **First meeting in <u>January 2013</u>, second meeting scheduled for <u>Friday 5th July 2013</u>**

- **Currently meetings are general in nature but could become thematic at the request of the Member States and Stakeholders**

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# First thoughts…

- **Training of staff**

- **Contingency plans**

- **Lorry parking**

- **Cyber-crime**

- **Multi-modal terminals**

# Framework programmes for research

## "Framework 7" (2007 – 2013)

- **SECURE METRO( 3.8m)**
- **SECURED  (€40.1m)**
- **DEMASST  (€1.8m)**
- **PROTECTRAIL (€21.7m)**
- **CASSANDRA  (€14.8m)**
- **IMOSEC  (€1.1m)**

## "Horizon 2020" (2014 – 2020)

- **Programme to be fixed by autumn 2013**

- **Will include a transport and security element**

- **Programme  still subject to "trilogue" discussions**

# In summary…

- **Land Transport security has to be conceptualised in a different way to both Maritime and Aviation security**

- **The Expert Group is designed to work towards the establishment and dissemination of Best Practice**

- **Given the huge diversity of the Land Transport sector effort needs to be focussed on priority areas as recommended by Member States and Stakeholders**

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