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SAFETY AND SECURITY IN RAILWAY TRANSPORT

Transmitted by the International Union of Railways (UIC)

UIC work in the field of transport and security

Action Plan for 2003

An Ad Hoc Security Group was set up by the UIC Board of Management at its meeting on 17 December 1997. Building on the initiatives taken since then, an action programme has been drawn up for 2003. The main topics covered are as follows.

1. Development of synergies between the UIC and other organizations

Security and immigration problems are addressed at least partially or from specific standpoints in various bodies. It is the aim of the member railway companies of the UIC to adopt a coherent approach to these issues as a whole and to provide operational responses to the problems they raise.

Initial contacts have already been made with various bodies dealing with the subject of security and immigration problems, namely:

- **European Commission**

The Directorate General for Justice and Home Affairs is working on two subjects of interest to railway companies: carriers' liability if illegal immigrants (stowaways) are discovered, and inspection and surveillance measures to be organized by States and railways in the context of the enlargement of the Schengen area with the admission of 10 new countries to the European Union in 2004.

The Directorate General for Transport and Energy has agreed to contribute to UIC work related to immigration.

- **European Conference of Ministers of Transport (ECMT/CEMT)**

The ECMT has announced its interest in multimodality and, particularly, in international container traffic, as well as in the various methods and organizational measures for inspecting their contents. This priority encompasses aspects connected with efforts to combat illegal immigration and terrorism and the ECMT will now be associated with the UIC work on security.

- **International Union of Public Transport (UITP)**

The members of the UITP must cope daily with acts of vandalism and crime and with the feeling of insecurity in urban public transport. It has been decided that the UIC and the UITP should work together, and one of the initiatives planned, in addition to the regular exchange of information, is to coordinate UITP and UIC security forums or to stage them jointly (UITP Security Forum, June 2004, and UIC Security Forum, autumn 2004).

2. Development of synergies between the various UIC bodies

The relevant work of the various UIC bodies will be coordinated, notably the work of:

- Colpofer

Colpofer is the railway police group and is made up of the operational managers responsible for railway security, whether they are railway staff or members of law enforcement bodies acting in the railway environment. Colpofer has been a UIC group since 1998. The aim is to integrate action undertaken by Colpofer into an overall security policy extending beyond operational aspects.

- East-West Task Force

The East West Task Force is the committee that deals with questions which particularly concern rail services between Eastern and Western Europe. One of the tasks of the committee is to look at matters arising at the railway border crossings. In this context work is being done in the ABC project (Action Border Crossing) to improve conditions at the crossings to ensure that they continue to meet the monitoring and inspection requirements planned at the borders of the Schengen area in order to prepare the validation work to be conducted by the European Commission.

- The 1520 mm Group

This group, which covers the broad gauge railways in Northern, Central and Eastern Europe, will be associated to cover the Baltic States and, thus, ensure that all EU candidate countries for 2004 are included.

3. Development of contacts and exchanges on the subject of terrorism

Preliminary work on warnings has been done among the railways most closely concerned and there are regular contacts with the American authorities with which initial discussions were held in Budapest from 10 to 12 December 2001 and in Japan in May 2002.

Although it is clear that exchanges of sensitive information will circulate firstly via the various official authorities, progress needs to be made jointly in exchanges of information about operational measures, organizational measures, as well as prevention and surveillance techniques. Information will be exchanged permanently on technologies (risks, chemical or biological detectors, etc.) in the necessary atmosphere of confidence.

A seminar will be held in New York in the week of 27 October 2003 at the invitation of the American authorities (FRA) and the New York Port Authority. The seminar will involve the UITP and ECMT. The aim is to share experiences on security problems in connection with container transport. It will also help to coordinate measures carried out in the field of research.

4. Preparation of action needed for security to be included as an integral part of transport quality

The two UIC World Security Forums held in Madrid (27-29 September 2000) and Rome (29-31 October 2002) helped to assess the challenges to railway security and resulted in the creation of a number of joint initiatives and joint structures.

The third Forum which is scheduled to be held in France in the autumn of 2004 will examine transport security as a prime contributor to production quality, as well as seeking to clarify the mutual responsibilities of railways and States despite the organizational differences from one country to another.

Furthermore, the Forum, which will be staged in close liaison with the UIC Group of Communications Directors, will continue to analyse the strategies pursued by different railway companies when communicating proactively (in anticipation of events) or reactively (in the immediate aftermath of events) on security matters, and when communicating at a local level or at a global corporate level.

The Forum will highlight lines of action in the fields of:

- "social" prevention (visits to and discussions in schools and associations, etc.),
- creating awareness of the technical and human means of protection of installations, stations and trains,
- the behaviour to adopt when security incidents occur,
- cracking down on criminal acts and providing care for victims.

The common principles identified at the Forum will be compiled in a UIC document containing recommendations and integrated into railways' communications policies.

5. Creation of a Schengen group on immigration

At its meeting held on 21 November 2002 the UIC Assembly of Active Members decided to set up a Schengen group, and this will be formally constituted later in 2003. It is anticipated that the group will meet once every quarter. The European Commission has agreed to join the group.

Contacts with the European Commission have confirmed the possibility of obtaining funding to implement the Schengen measures, particularly in the framework of the PHARE and ISPA inter-regional Community programmes among others. The existence of the UIC Schengen group should help the railways to win funding of this nature.

The group will take on board the two tasks of inspection at official border points and surveillance of the railways of countries already belonging to the Schengen area and new members. The work will be based on:

- time aspects: a transitional period will run between the joining of the new Member States in May 2004 and their official integration in the Schengen area in 2006 following evaluation by the Commission of the effectiveness and consistency of measures taken,
- geographical aspects: to take account of the difference between the situation of a new member and a non-Schengen member, two new members in relation to each other, and a new member and a country already belonging to the Schengen area.

Once the UIC Schengen group has been officially set up, the group's programme for 2003 will comprise:

- joint work with the European Commission Directorates General for Justice and Home Affairs and Transport and Energy in the autumn of 2003 (agreement in principle has already been given),
 - an information seminar at the end of 2003 during which the railway companies will review the work carried out or in progress with their national authorities, or bi/multi-lateral contacts already set up with a view to applying the Schengen acquis.
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