



**Economic and Social
Council**

Distr.
GENERAL

TRANS/SC.2/2004/2/Add.2
23 July 2004

Original: ENGLISH

ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

Working Party on Rail Transport

(Fifty-eighth session, 27-29 October 2004,
agenda item 2 (b)(i))

SAFETY AND SECURITY IN RAIL TRANSPORT

Addendum 2

Transmitted by the European Commission (EC)

EU involvement in rail security has been very limited until now. Some examples should be noted, however:

- The Draft Regulation on Passenger's Rights and Obligations for International Rail Passengers (3rd railway package) - Art. 32 states that "Railway undertakings shall take adequate measures to ensure a high level of security in railway stations and on trains. They shall prevent risks to passenger security and effectively address these risks where and when they occur within the sphere of their responsibility".
- Safety Directive (COD 2002/0022) - Preamble p. 15: "Every infrastructure manager has a key responsibility for the safe design, maintenance and operation of its rail network".
- Directive 2001/14 on the allocation of railway infrastructure capacity - Art. 29 states that the Infrastructure Manager shall draw up a contingency plan listing the various public bodies to be informed in the event of serious incidents or serious disturbance to train movements.

National legislation and action, therefore, prevail. The major body for cooperation between MS is through COLPOFER, the rail police organization. COLPOFER, however, has no 24h active coordination role; this is up to the regular police networking.
