

Rail Transport Security Paper Review
OSCE – UNECE Round table
12-13 December 2011
Vienna

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Rail transport security defined

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- Railway security attracts significant interest both from politicians and businesses
- Railway sector is diverse – mass urban transit through to high speed and freight services
- Broad definition for security – graffiti, vandalism to terrorist attacks
- Some counter measures can provide wider benefits
- Security should not distort the transport market – risk based approach
- Security measures are difficult to quantify economically but can be a business enabler.

SWOT analysis

- Railways help the economy by moving large numbers of people and freight about
- The success of the railways also makes them attractive to criminals and terrorists
- Attractiveness to attacks and criminals - densely populated, mass casualties, large disruption, psychological impact
- Responsibility – state, private sector - both
- Open verses closed transport systems
- Measures are limited so other alternatives can include infrastructure redevelopments.

Institutional frameworks

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- Opening up of the European passenger rail market – concern over compatibility of different state's security measures
- Global frameworks – EU requirement to provide security for railway passengers - but how effective and appropriate to the risk is this statement
- Bilateral and multi-lateral – better tailored to the risk, can be linked to specific rail corridors but could be incompatible with other state's requirements.

Thesis -1

- Is there a need for a global railway security body?
- Global organisations in aviation, maritime and dangerous goods sectors
- Several organisations discussing railway security – UNECE, OSCE, EU, IWGLTS.....but no one taking a strategic lead
- Good cooperation and coordination between operator groups but a lack of a strategic body to show direction
- Railways are bound by continents, different degrees of threats and state sovereignty.

Thesis - 2

- Does railway security lend itself to global regulation or best practice?
- Global standards – need buy in from all relevant states and organisations
- Flexible – variable threat and different categories high speed rail, inter-urban, urban and freight categories
- ‘Tool box’ or ‘catalogue’ of best practice measures approach
- Scenario based & using a common risk assessment – threat, vulnerability and impact.

Suggested way forward

- Steering group – needs to have very well defined objectives, milestones clear time line, etc
- Having the right participants is crucial – those that can provide the time to actually do the work and those that can ensure its delivery
- Above all getting a consensus across railway organisations and states on what is needed is crucial.

Thank you