

EIM Security WG activities

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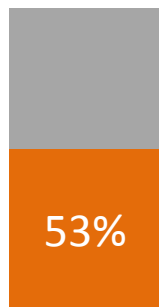
EIM in brief

Geographical coverage



Main facts & figures

- Its members provide 53% of the European Union's railway lines,
- with 40% of the EU's rail freight services and
- 58% of the passenger services are being carried out on them.
- EIM is the only European railway association representing exclusively rail infrastructure managers:
- Network Rail, ProRail, Infrabel, RFF, ADIF, Jernbaneverket, Refer, Finnish Transport Agency, PKP PLK, Banedanmark, Trafikverket



Lines



Freight



Passengers

Definition of operational security

“Operational security is a holistic regime that incorporates physical, technical, human and procedural security assets to provide a level of protection from identified risks and threats.”

EIM Security WG Chair

EIM Security Work

- Since 2006, EIM has had an active work stream in the field of security:
 - EIM aims for the delivery of achievable and relevant security tool-kits and recommendations that provide member organisations added value
 - Risk assessment, output focused – we take the customer/supplier approach for delivering added value

EIM Security Work

- Security work plan 2013-2016 focusing on 6 work streams (e.g. metal theft and terrorism & counter terrorism)
- Targeted output: "tool kit" per work stream for all stakeholders
- Common denominator of all activities: benchmark and best practice

Priorities for EIM security work

Examples: national risks in the field of vandalism



Priorities for EIM security work

- At all times / before an event – protect the business (business & operational objectives):
 - Know your business – critical functions and activities – focus is placed on how to recognise them
 - Identify, deter, interdict potential events
 - Risk analysis
 - Delivery of mitigation
 - Security governance (exercise, competence and assurance).

Output of the EIM security product

- Help EIM members manage better security planning processes on vital infrastructure whose business interruption (temporary or total loss) would impact on the operation of the rail network
- Essential part of managing security is the common understanding amongst IM's which assets are critical
 - For example: Signalling Control Centres, Electrical Control Rooms, Key Bridges and Tunnels...

Critical Infrastructure Protection (CIP)

- Questions that need answering:
 - What is Critical National Infrastructure (CNI)?
 - How do we categorise it?
 - What is the impact if it is lost?
 - How can we protect it and at what cost?
 - What are impacts of an incident for the railways and society?

Challenges and practice with CNI

- Rail infrastructure managers have little direct liaison with other than rail infrastructure, i.e. owners/operators (energy, road, etc.) of other CNI's:
 - Interdependencies and possible impact on other CNI (e.g. airports)
- Issue can be covered by sharing best practice

Metal theft

Affecting safety and punctuality of
the railways

Metal theft is an acute issue

- Direct cost of metal theft (i.e. cost for replacement material only, working hours and delays not included) is tens of millions of euros per annum for EIM members
 - One member reported 267,3 km of cable stolen in one year
 - Another member reported total delays of almost 70 days per annum
 - Number of trains affected was over 7000

The objective we strive for regarding metal theft

Disrupt the supply chain and make railway cable
an unattractive commodity for thieves

to

eliminate metal theft and its impact on the
network performance of our members

Need for legislation in scrap metal dealing?

- General proposal:
 - A reform is seriously and urgently needed
 - This reform has to be holistic to cover the entire scrap material trading chain (use of approved scrap yards for disposals of used materials)

Need for legislation in scrap metal dealing?

- Coordination of approved scrap yards across all of Europe
- Improve the ability to track and trace the trade in scrap metals, reduce the ease and rewards for offenders, and increase the risk for scrap metal dealers from handling stolen material

Need for legislation in scrap metal dealing?

- Detailed proposal (extract from letter to 3 EU Commissioners in Nov 2011):
- EC should consider an EU regulatory framework on the licensing of scrap metal dealers – requiring member states to establish regimes with clear requirements upon the dealer to take steps to reduce the risk that stolen materials are purchased or received.

Need for legislation in scrap metal dealing?

- EC to consider the introduction of an EU-wide harmonised system of cashless payments for the trade in scrap metal
 - Metal theft is not limited to railway system thus action taken has to offer solution to wide range of industries
- EIM sees influencing scrap metal dealing as the potential solution for tackling this problem

Future cooperation

- External security relations are important for us
 - We are not the only organisation that addresses rail security
 - Need to maintain liaison
- Focus on what EIM member organisations need

Thank you for your attention

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