Land Transport Security:
the European Commission's perspective

Jacques Zachmann
Principal Administrator
DG MOVE
Brussels

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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
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"
Aviation Security in the EU
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 to that required by EC 300/2010
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)
Maritime Security in the EU
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 if 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 to 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
Land Transport Security in the EU

UNIT A4
Land Transport Security
Robert Missen
Jacques Zachmann
Contact Point: 00322 295 98 41
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
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
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 January 2013, second meeting scheduled for Friday 5th July 2013

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