Rail security in NL

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Basic principles on rail security policy

• Dutch policy is defined in the Third Railway safety framework Document (set out in 2010): relates to traditional safety and security

• Emphasis on well defined roles and responsibilities

• Minister of Infrastructure is responsible for railway security policy and relevant legislation and regulations

• Railway sector is responsible for safe and secure day-to-day operation of railway transport within framework set out by Ministry
How does this work in practice?

• Dutch Ministry, Infrastructure manager and Dutch railway operators work closely together

• Structural prevention of risk situations and risk-reduction measures: risk-based approach

• Infrastructure Manager and Operators define measures on the basis of joint risk analyses

• This way sector can demonstrate to Ministry how risks are controlled

• In 2014 audit available of approach railway sector: lessons learned
To conclude

• Control of railway security risks is important

• Approach of risk assessment to control rail security and implementation

• Customised measures in place: based on risk profile and specific conditions

• No ‘one size fits all’ approach: tailor security measures to the threats: both domestic and international

• Case by case approach for international traffic to comply with security requirements from different countries.

• International Working Group on Land Transport Security (IWGLTS) provides platform to discuss best practices and cooperation between authorities and stakeholders
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