



The protection of the Railway Infrastructure

COLPOFER

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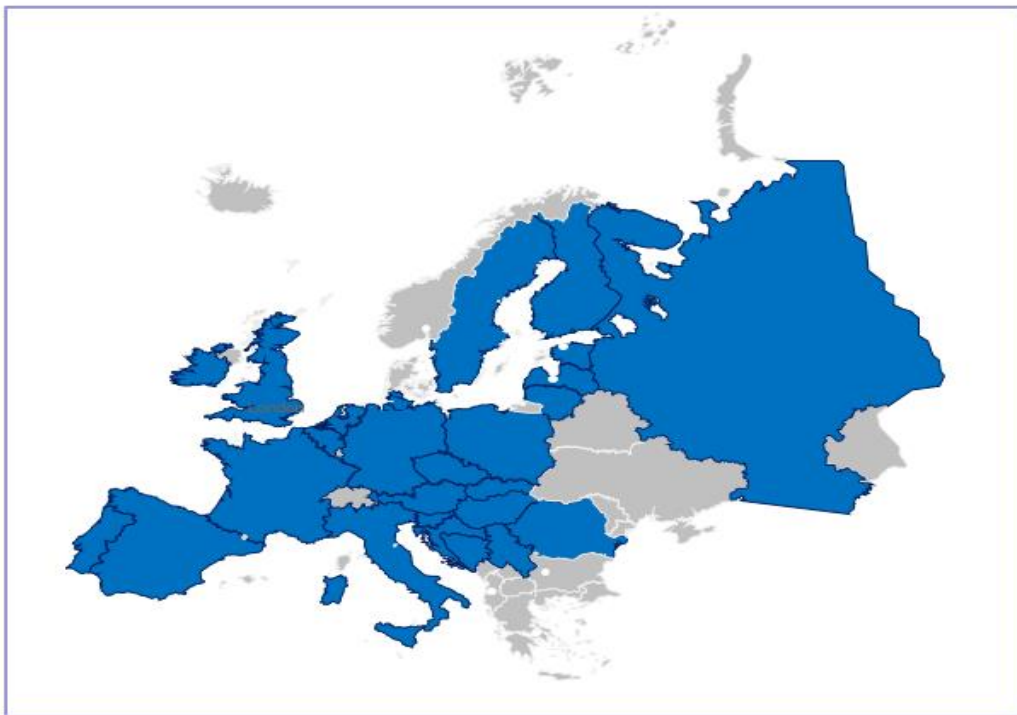
Chairman

Brussels, 12th July 2018

COLPOFER (Collaboration of railway police and security services)

COLPOFER was created in 1980, when a group of railway companies and railway police (public-private-partnership) decided to join forces and set up a European association with the mission of improving the protection of persons and premises by:

COLPOFER MEMBERS: 32, both Railway Undertakings and Infrastructure Managers, Railway Police Forces, from 25 European Member



- ❑ The **exchange of information and best practices** between members;
- ❑ The adoption of a **common railway security strategy**;
- ❑ The enhancement of co-operation between railway operators and transport Police Forces, participating in Working Group activities
- ❑ The **elaboration of recommendations** in order to improve the security level within the railway environment and, in doing so, increasing the **public perception of security** (customers, railway staff, contractors and suppliers);
- ❑ Gaining an overview on railway **security incidents dimension**
- ❑ Collaboration with **International bodies** dealing with Railway Security (UIC, RAILPOL, LANDSEC, CER, UNECE, UITP, ITF-OECD)

European railway network

- **9.7 billion** passengers carried per year
- **17.4%** of inland freight transported by rail
- **1.3 million** people directly employed and **€68 billion** (GVA) annually
- **55,000** railway stations in Europe
- **>200,000 Km** of railway tracks

Railway Security Threats

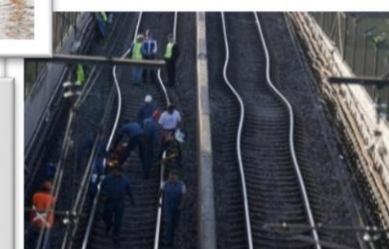
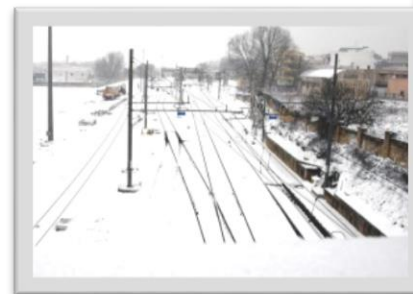
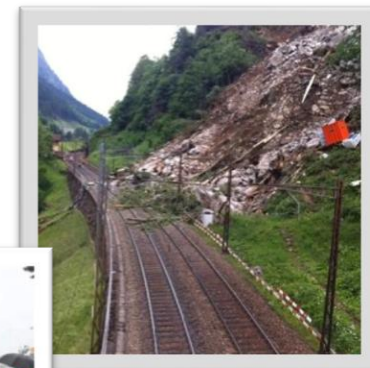
Anthropic Threats

- Terrorism
- Sabotage
- Theft towards passengers / robberies
- Copper theft
- Aggression toward rail staff and passengers
- White collar crime
- Ticket forgery/ frauds
- Unlawful occupation/unregulated activities
- Unauthorized entrance (physical and cyber)
- Arson
- Stone throwing
- Vandalism / obstacles on the rail line
- Graffiti
- Ticket fraud
- Cyber crime



Natural Threats

- Hydrogeological instability
- Flood
- Landslide
- Earthquake
- Sequake
- Snow
- Wind



Railway Security Measures

Physical measures

- CCTV in stations
- CCTV on board
- Video analysis
- Alarm systems
- Access control systems
- Luggage detection
- Gates in major stations
- Turnstiles
- Security Control Rooms (fix and movable)
- Use of antiblast material
- Waste bin ready for inspections
- Drones for rail monitoring
- Bollards



Operational measures

- Security staff department for RU and IM
- Private guards patrolling
- Risk assessment
- Security procedures (es. Lost/abandoned luggage)
- Contingency planning
- Security training for front end staff
- Fare-dodging teams
- Emergency exercises
- Emergency Number
- Awareness campaign
- Information to the public
- APP and IoT for passengers



Public – Private Partnership

- Railway/Transport Police information sharing and cooperation
- Direct line of communication with Law Enforcement Authorities
- Railway Police and private security patrols in stations and on board
- Crisis management in collaboration with national institution (i.e. Ministry of Interior, Civil protection and Civil Defence Authorities)
- International Cooperation on security topics



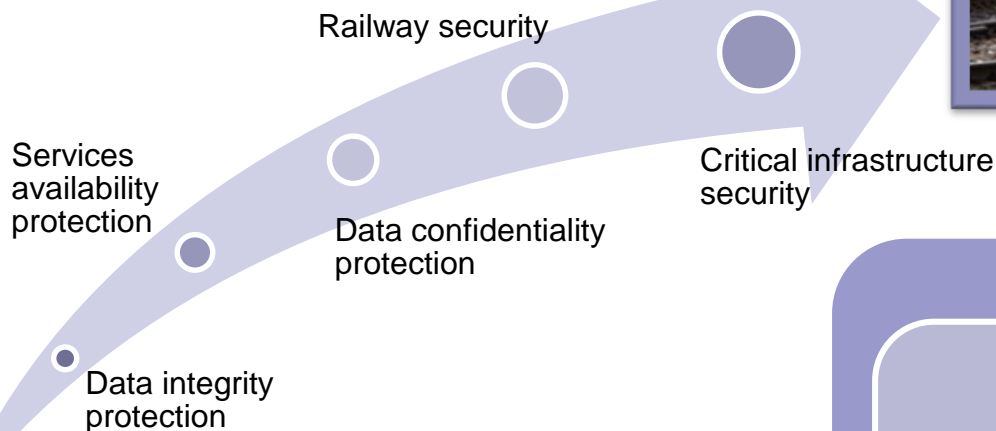
Security Training



CIP against cyber threats

CYBER SECURITY

Critical infrastructure protection is also linked to data protection through the ICT field.



Safeguard integrity of Public Security

Safeguard integrity and availability of services
(Infrastructures and Transportation)

Protection of confidentiality, integrity and availability
of information

ICT Security

Needed actions

- ✓ Exercises on the interdependences between critical infrastructures.
- ✓ Closer collaboration between security managers of railway operators and Railway Police on an operational basis.
- ✓ Training and education of railway staff under supervision of Police Forces on antiterrorism topics.
- ✓ Definition of the role of security agents within security departments of transport companies.
- ✓ Security by design.