

European Rail Infrastructure Managers (EIM)



UNECE
INFORMAL TASKFORCE ON RAILSECURITY

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14 May 2009

European Rail Infrastructure Managers

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Created in April 2002.

10 members: Finland, Sweden, Norway, Denmark, the Netherlands, Belgium, the UK, France, Portugal, Spain

44% of EU27 lines

49% of EU27 rail passengers

35% of EU27 rail freight

Social dimension: direct and indirect employment of over 250.000.

Total investments of 9.1bn (2006 fig.)



Our Mission

- Improve the development of the rail transport mode
- Act as a lobbying organisation towards the European Institutions and together with the industry
- Provide our expertise to the appropriate bodies including the European Rail Agency (ERA)



Our Vision

- Create an intra- and intermodal level playing field
- Promote the development of rail traffic
- Provide an efficient cost effective and open rail network
- Allow infrastructure managers to operate in an independent and non-discriminatory manner to facilitate optimisation of overall system cost and performance



Present situation

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- There are a lot of bodies in Europe concerning railsecurity: UITP, UIC, Colpofer, EFRTC, EIM, Railpol
- There are limited security regulations with direct consequences (i.e. dangerous goods)
- Member states have different strategies on security
- There is an increased number of legislation that (will) influence railway operation

(2)

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- There is no clear responsibility between Infrastructure manager and Railway Undertakings
- There is no common vision on security
- Security will influence business cases
- There is limited data available about security incidents in the railwaysector
- There is a growing understanding to cooperate
- There are no clear objectives for security

Issues for the discussion

- Security should Risk based, not rule or incident driven -> differences in measures between member states can exist based on risk-profile
- Focus on rail transport chain (all assets and processes)
- Security is business-enabler when organised well
- Business case is more quantitatively then qualitatively
- Exchange of recommended practices
- Three level of focus for a security aproach
 - Awareness, risk-apatite
 - Organisation and procedures
 - Technical solutions and security staff

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- Is there a need for more legislation?
- Add security in tasks infrastructure managers and railway undertakings?
- Add security in risk management ?
- Market structure should not be an issue
- Both generic recommendations (how to organise the process) and regional
- Focus on security chain

Possible issues of importance

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- Equal leveling playing field for all modes of transport
- Approach in line with railway safety
 - Include security in risk assessments
 - Do mention security as part of function
Infrastructure Managers and railway-undertakings
 - As little regulations as possible, no focus on
security licenses
 - Focus on recommended practices
- Security Management System is the end of a process,
not the start
- Who will pay
- Who will coordinate within one member state

First steps (for Europe)

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- How to cooperate
- Knowledge exchange
- Is there a need for (further) legislation and regulations?
- Clear objectives for security
- Clear roles and responsibilities between Infrastructure Manager and Railway Undertakings

Thank you for your attention

www.eimrail.org

