



UNECE

Informal Task Force on Rail Security

Geneve

14th May 2009

-contributions to discussion

Norwegian National Rail Administration

Vidar Westrheim MSc

Chief Engineer / Head of Security Program



Jernbaneverket

The Norwegian Railway Family 2006

- **Ministry of Transport and Communication**
- **Railway Inspectorate (Safety Authority)**
- **Accident Investigation Bureau**
- **Jernbaneverket (Infrastructure Manager) “JBV”**
- **13 Railway Undertakings (Train Operating Companies); Freight and pax**

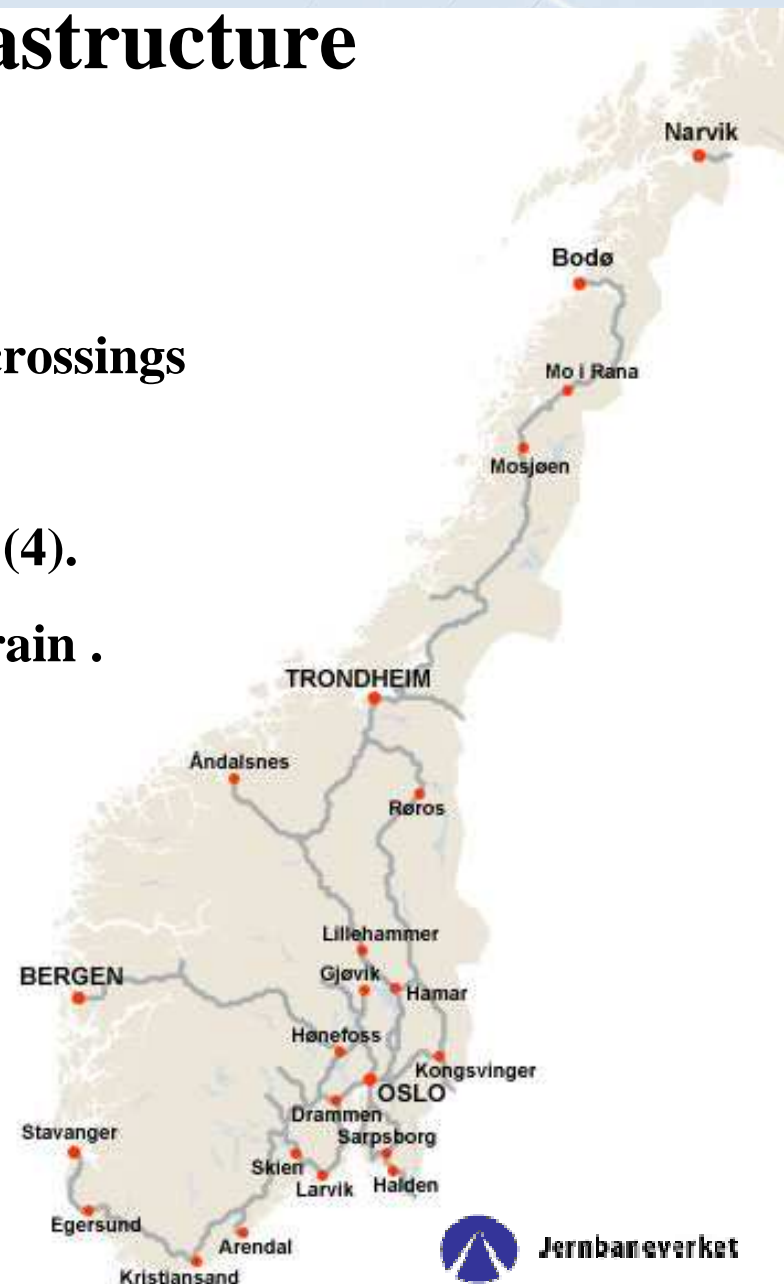
www.jernbaneverket.no

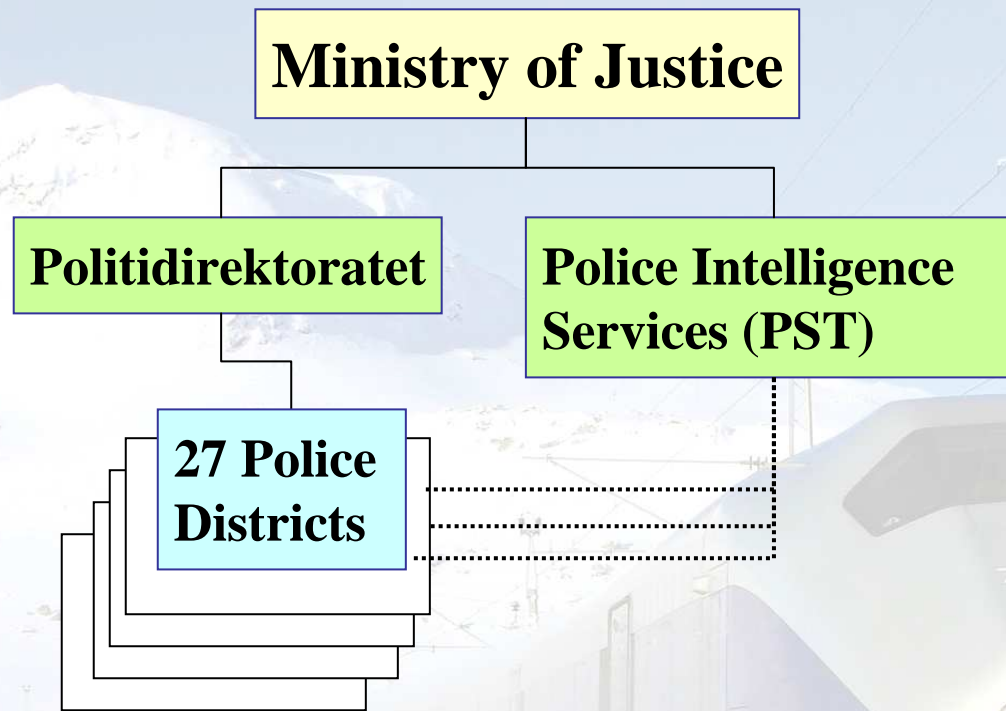


Jernbaneverket

Norwegian Railway Infrastructure

- Appr. 3000 employees
- National Network 4087 Km
- 2807 Brigdes, 702 Tunnels, 4100 Levelcrossings
- GSMR
- Railway border crossings with Sweden (4).
- Europe's fastest international freight train .





- **No separate “Transport Police” or “Railway Police”**
- **PST Contact Group against Terrorism**
- **Norway is a member of the Schengen cooperation, but not EU.....**

JBV's Security Program

Started 01.05.2006 – Finish 31.12.2007

Development of a Security Program for JBV

-based on “All Hazard Risk Approach”

Security Policy > 1 Main goal – 3 Section goals – 11 Strategies

-the 3 section goals:

- ▶ Structure, Organisation, Education**
 - ▶ Preventive measures**
 - ▶ Cooperation – Best Practice**

-leading to a:

“National Railway Security Handbook”



Jernbaneverket

Success criteria

- **Mandate > linked to the top level management**
- **Project organized**
- **Good cooperation with partner-organizations**
- **Cooperation with neighbor IM's**
- **Sharing of best practice and experiences**
- **Establishing good relationship between colleagues**
- **Focus on security as a common task in Europe**
- **Free to work towards national -& international org.**



Security Program - example of topics

- **Registration of National Threats against the Railway**
- **Define National Railway Critical Infrastructure**
- **Control with –and Supervise Critical Infrastructure**
- **Further development of terror preparedness plans**
- **Development of a threat matrix / threat levels**
- **Organizing security / Crisis Management System**
- **Registration of all surveillance cameras, linking up to a central control room**
- **Further development of access control**
- **Classification of stations, technical installations, tunnels & bridges etc.**
- **Development of Standard Security Analysis and Standard Security Emergency Plans**
- **Development of Procedures for Secure Architecture**
- **Education of staff and security personnel**



Summary

- **Terrorism - concerns the whole Railway family and the transport sector in Europe**
- **National responsibility – but a need for International cooperation and exchanges of info across the borders**
- **Gained value by sharing best practice in different organizations**
 - **Better technical solutions**
 - **Good access to new technology**
 - **Good access to real cases and how they were handled**
 - **Establishing valuable relationship to international colleagues**
- **The Norwegian National Rail Security Program has reduced time spent on the Security Program and also reduced the overall cost**
- **JBV have been a catalyst to the Swedish Railway, Banverket, when they started up their program.**
- **International cooperation "is a must to" obtain a good result**
 - **International railway legislation is a must to get fundings**



What about Railway Security Legislation?

- There are to day some international cooperation within railway security
- On national level there are differences in security legislations, regulation etc.
- Due to the differences, it can make interoperability difficult between the different IM's
- It will be a need in the future to speak the same language in European Railway with respect to security legislation.
- It will be a need to get fundings for security measures.

Aviation > ICAO > Legislation > Fundings

Maritim > IMO > Legislation > Fundings

Railway > ? > No legislation > No Fundings

No legislation – No money?



Bergen – Oslo Railway line, 23.12.2005



Freight train, 15 wagons + lok, length 413 meter, weight 773 ton




Jernbaneverket

-hitting stones and avalanches, 2006 -2007



Jernbaneverket



All experiences, good solutions and new technology
must end up where you find the passengers.
The passengers are not in your office!

Thanks for your attention



Jernbaneverket