

Land Transport Security:

the European Commission's Initiative

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1. Overview

2. Current EU transport security policy

3. Land Transport security

- General approach
- Priority work streams
- Research

4. EC Transport research



DG Mobility & Transport (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
- Note that ALL legislation developed in Brussels is approved by both the European Parliament AND the Council





EU TRANSPORT SECURITY POLICY

- Legal Basis: Articles 90-100 of Lisbon Treaty
- 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





Maritime Security in the EU



INITIAL ACTION AT IMO LEVEL

ISPS CODE

TRANPOSED INTO EU LAW

Regulation 725/2004

complemented by Directive 2005/65

Inspection powers (Reg 324/2008)



EC legislation 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 legislation
- Compliance with EC legislation 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
- <u>Diversity of operations</u> maritime transport presents a far more diverse infrastructure (ports) than aviation transport (airports)
- <u>Risk</u> 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





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
- Risk profile is very varied across the whole land transport sector



A large and diverse sector means:

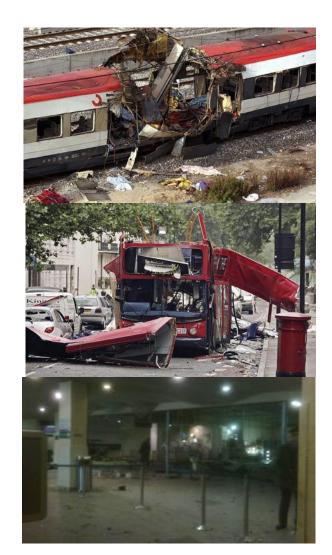
- —— "one size fits all" cannot work
- "Best Practice" preferred to legislation
- "added value" only intervene where the European Commission can work with Member States and Stakeholders to achieve a positive outcome for both citizen and industry alike



What threat...??

(TOO) Many examples:

- Madrid
- London
- Moscow
- Nairobi ...???





Land Transport Expert group

- Member States delegations comprise experts from both Transport and Justice Ministries
- Industry Stakeholders all interested industry associations
- First meeting in <u>January 2013</u>, second meeting <u>July 2013</u> general in nature
- Next meeting 28 November 2013 to be focussed specifically on rail security

First thoughts...

- Training of staff
- Contingency plans
- Lorry parking
- Cyber-crime
- Multi-modal terminals





Framework programmes for research

"Framework 7" (2007 – 2013)

- **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

