



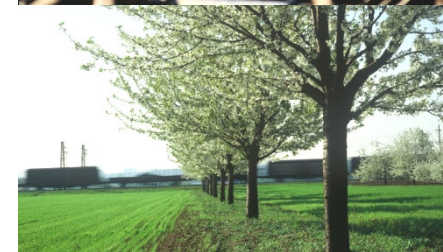
The Voice of European Railways

Community of European Railway and Infrastructure Companies (CER)

Europol Conference on Metal Theft

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CER membership's diversity and interlocutors



The Voice of European Railways

82 members and partners:

- Railway undertakings
- Infrastructure managers
- Vehicle leasing companies
- Path allocating bodies
- New entrants and established companies
- Public and private
- Separated and integrated
- Large and small



Other railway organisations

like EIM, UIC, UNIFE, CIT, OSJD, OTIF, AAR, RŽD, ETF and RNE

Other international organisations

World Bank, EIB, UNECE, UNIDROIT

European Institutions

Council of the EU

European Commission

European Parliament

European Railway
Agency (ERA)

CER members represent:*

71%



**of the rail
network length**

>85%



**of the rail freight
business**

>96%



**of rail passenger
operations**

** CER members come from EU-27, Norway, Switzerland, Western Balkan countries and Turkey*

CER activities in the field of Rail Security

- Fostering cooperation among its members
- Following activities of EU institutions, especially the European Commission
- Developing common positions on EU political issues related to rail security
- Participating and providing high quality input to the European Commission's Expert Group on Land Transport Security
- Cooperating with other CER WGs as well as CER partners

- Favours **voluntary measures**
- Supporting the **exchange of best practices and experiences**
- Welcoming **stronger European coordination and cooperation** between security authorities, police forces and transport operators
- Focusing on **metal theft and vandalism**

Metal theft as a threat to the European internal security

Schengen area → 1990s → free movement of persons, goods and services
→ **transnational criminal groups** → the need to **improve cooperation and coordination between police and judicial authorities**

2010 EU Internal Security Strategy: specific actions: protect transport

‘a more active European approach to land transport security’

‘to cover rail, including related infrastructure’

2011 Transport White Paper: find an appropriate **European approach to land transport security**

Metal Theft

- an organised cross-border crime in Europe
- results in disruption of vital infrastructure services
- has a significant impact on daily lives of people and (railway) businesses in Europe

Metal theft from Railways

- Signalling and power cables, rail fastening systems, rails, elements from bridges, elements from wagons, breaking systems etc. → **essential for the functioning and the efficiency of the rail services**
- **Occurring every single day across Europe** → lead to delay or cancelling of thousands of trains, and affect millions of passengers and freight customers

A common action at EU level needed

Railway sector

- Railway services need to remain **functional, reliable, safe and secure**
- Provide an **adequate level of protection**
 - **Technical measures** (replacing copper, CCTV systems, violation detection systems, access control systems, fire alarm systems, cable marking technology...)
 - **Cooperation mechanisms** (police forces, counterparts, other sectors)
- **BUT** rail transport = open access transport mode → cannot be protected entirely; too large to fence or guard → **costs of protection measures are enormous**

The only effective response to metal theft

- the combined implementation of legislative, financial, technical and administrative measures in the context of a close collaboration among public and private sectors **nationally**, and
- Communication, coordination and cooperation **at EU as well as International level** among all interested parties

There is a need for an involvement of each Member State, the EU institutions, the sectors affected as well as security solution providers and International bodies

1. Acknowledgement of already existing European practices, strategies and approaches

- European Council's Stockholm Programme
- Commission's Internal Security Strategy
- Europol's EU Serious and Organised Crime Threat Assessment (SOCTA)
- Council's priorities for the fight against serious and organised crime between 2014 and 2017

2. Operational activities

- Police cooperation
- A high level of coordinated action of law enforcement and jurisdictions
- Systematic exchange of information; use of investigative tools
- Establishment of joint operations involving police, customs, border guards and judicial authorities

3. Criminal offences and sanctions

- Penalties need to be **proportional** to the considerable seriousness of the offences
- Consider **establishing common definitions and sanctions** for crime on services essential to the maintenance of vital societal functions, such as metal theft affecting e.g. railway, energy and telecommunication sectors

4. Administrative measures

- Ensure that **all scrap metal dealers are established in accordance with the existing European as well as national legal framework** and operating to national standards

AND SYSTEMATICALLY

5. Awareness raising, better communication and sharing of intelligence

Thank you for your attention!



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