

RAILPOL



"Co-funded by the Prevention of and Fight against Crime Programme European Union"

The Hague-Europol

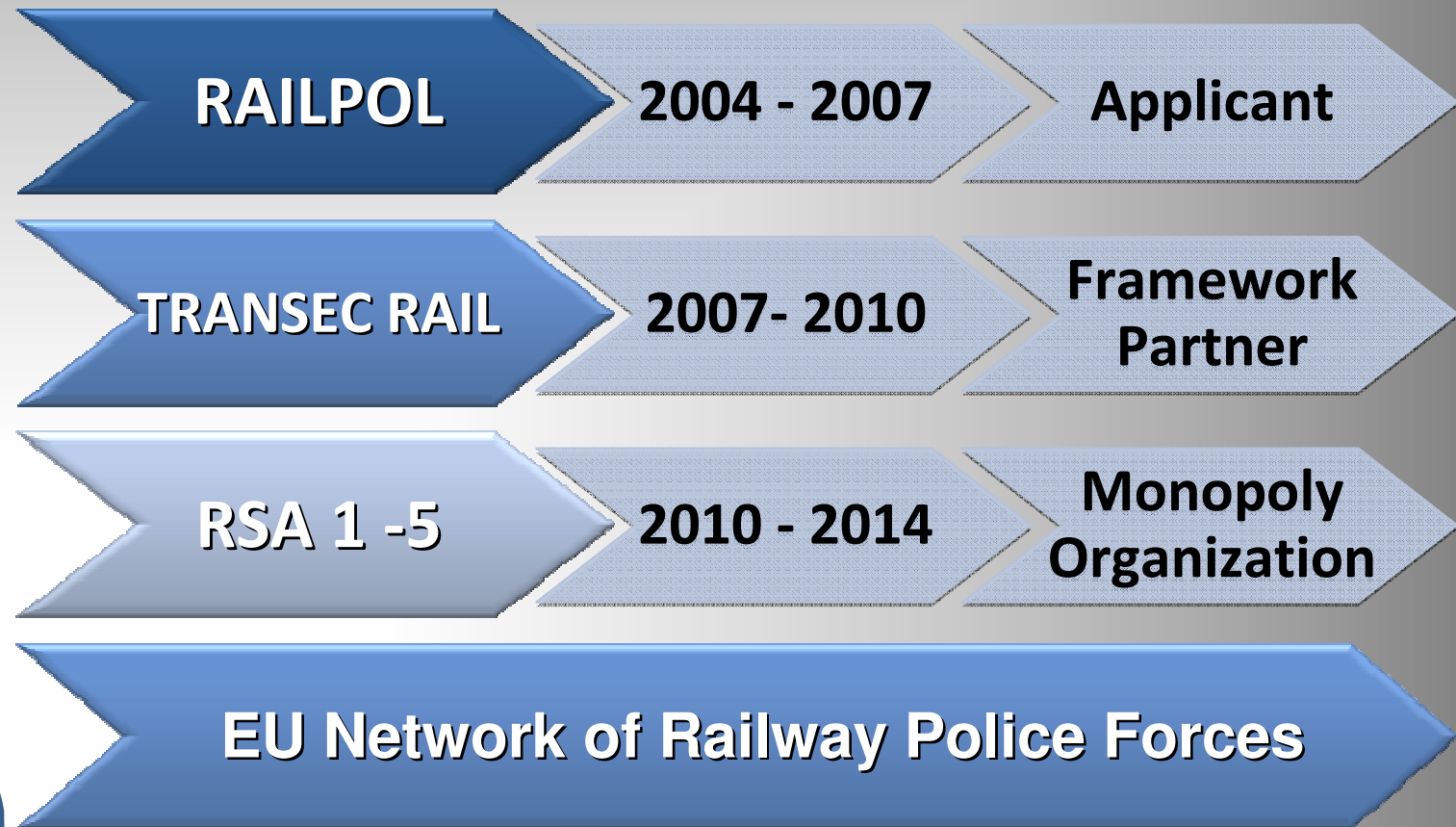
23-04-2014

RAILPOL

Network of
RAILway POLice organizations
which, under the responsibility
of the competent national
authorities,
are charged with carrying out
police tasks related to the
Railway transport
in the EU member states.

The EC- marks of recognition for RAILPOL

European Network of Railway Police Forces since 2003

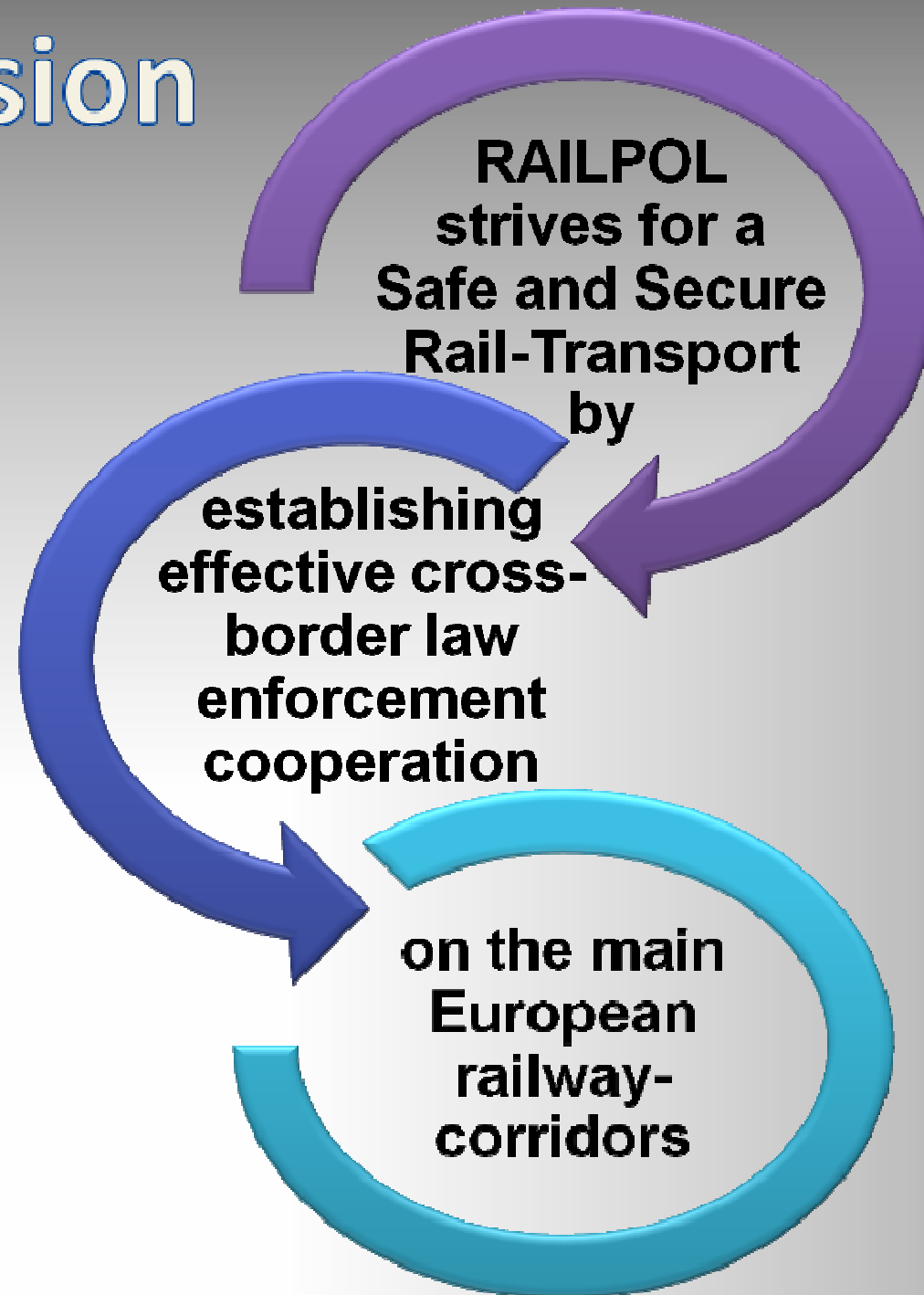


RAILPOL

EC*: “*RAILPOL is the only European network of railway police forces and the only organization for law enforcement tasks in the field of railway transport in the context of the RAILPOL network in view of the off setting security risks of increasing internationalization of rail transport in Europe*”.

** Brussels, 1. July 2011 – home.a.4(2011)*

Mission



General goals

Determining the conditions for and exchanging of best practices and information

Outlining the areas in which co-operation and harmonisation could take place

Organising joint activities and operations

Providing National and EU authorities with advices based on joint visions and policies

Gearing activities and operations to current and future European developments

Main activities 1

Maintain an operational law enforcement network

Organising joint international law enforcement operations

Stimulating multilateral co-operation

Exchanging of best practices/information

Main activities 2

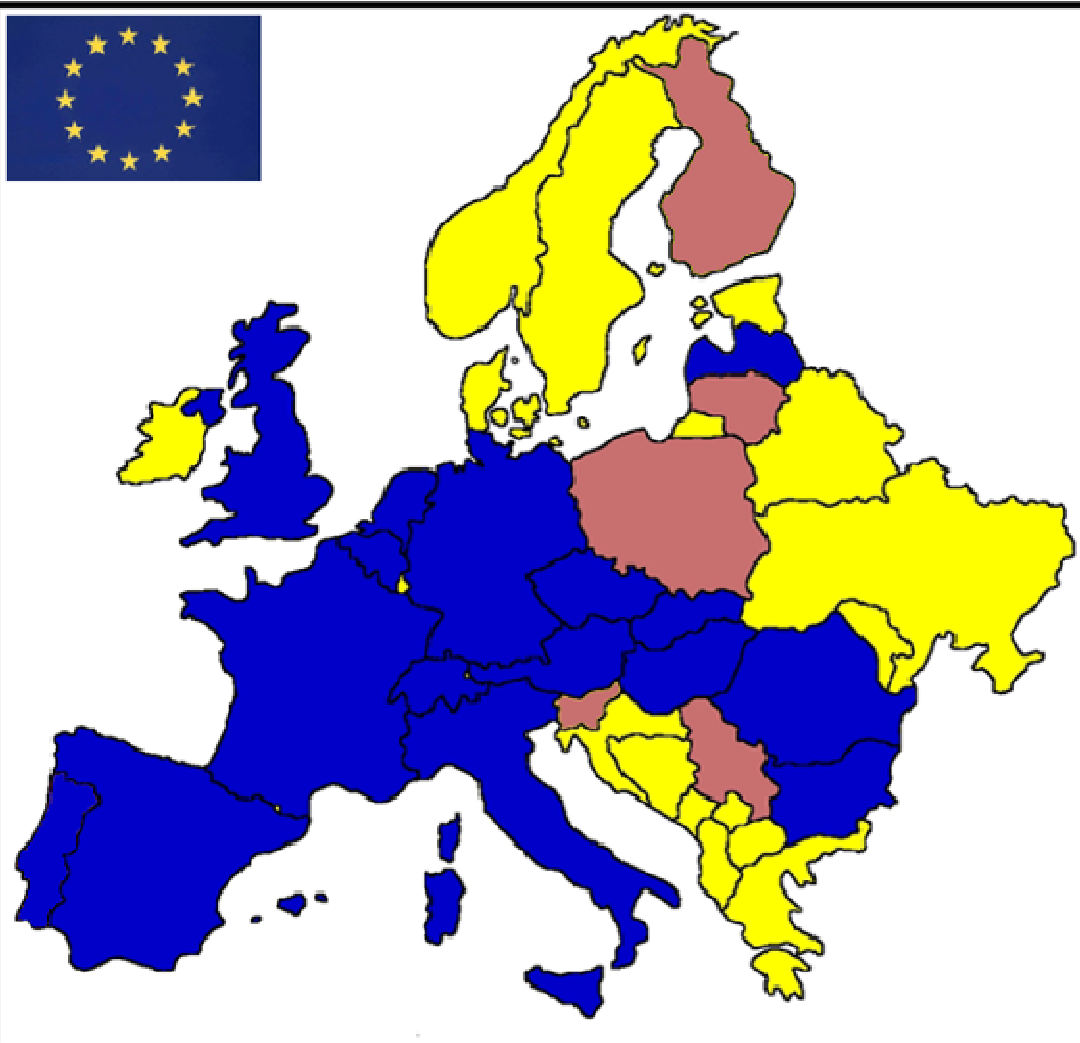
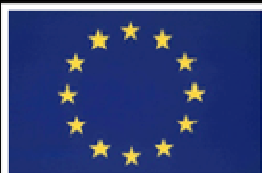
Generating new initiatives

Providing advices

Anticipating on the European Commission's plans to harmonise legislation, inspections and sanctions

Preparing for an increase in rail transport (of passengers and freight)

Participating Countries RAILPOL - 1st April 2014



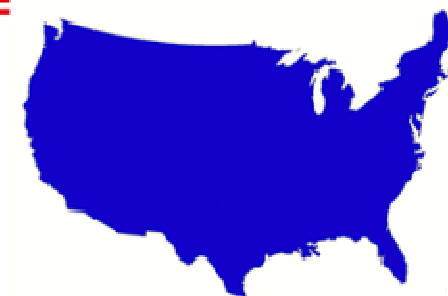
Participants



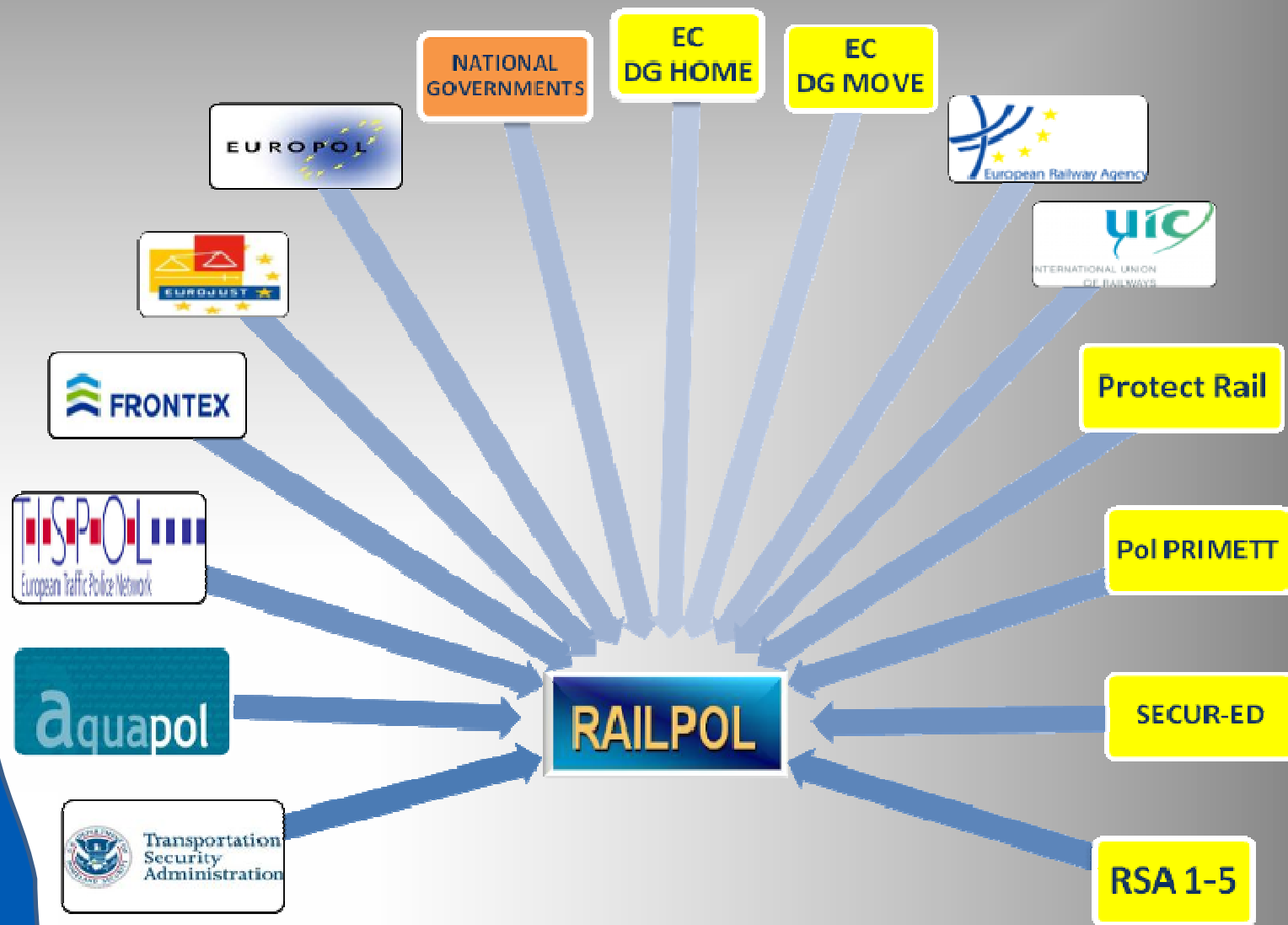
Interested EU Countries



Associate Member



(Some) Partners



RAILPOL

President

Management Team

Secretary General

General Manager Operations

Secretariat

Strategic Group

Heads of Service

Coordination Group

Coordination Group

Management Team

Chairs Working Groups

Working Groups

Strategic
Analysis

Railway
Accidents

Counter
Terrorism

Crime and
Illegal
Immigration

Public
Order

Some Results

Rail Action Days (24-Blue)

Copper E-book

RAILEX

Real Time Information Line

Analyse reports

Agreements

24BLUE RAD'S –Comparison

PREVENTIVE ACTIVITIES					Results of controls in Metal Depots/Scrapyard	
RAD'S	<i>Police Officers</i>	<i>Checked Trains</i>	<i>Checked Stations</i>	<i>Checked Persons (ID-CHECK)</i>	<i>Checked Metal Depots Scrap Yard</i>	<i>Kg. Of Copper and/or Metal recovered/seized</i>
2nd (11 Nov. 2011)	7.125	2.979	2.731	79.699	799	1.151
3rd (14-15 May 2012)	11.278	4.992	4.856	27.897	2.065	17.657
4th (4-5 Oct. 2012)	9.768	5.018	3.066	28.074	2.207	9.989
5th (6-7 Mar. 2013)	11.717	4.771	3.309	27.255	923	20.692
6th (9-10 Oct 2013)	11.891	6.143	5.166	31.303	2.858	231.786
7th (14-15 Mar. 2014)	12.094	5.407	5.325	37.125	2.356	13.379

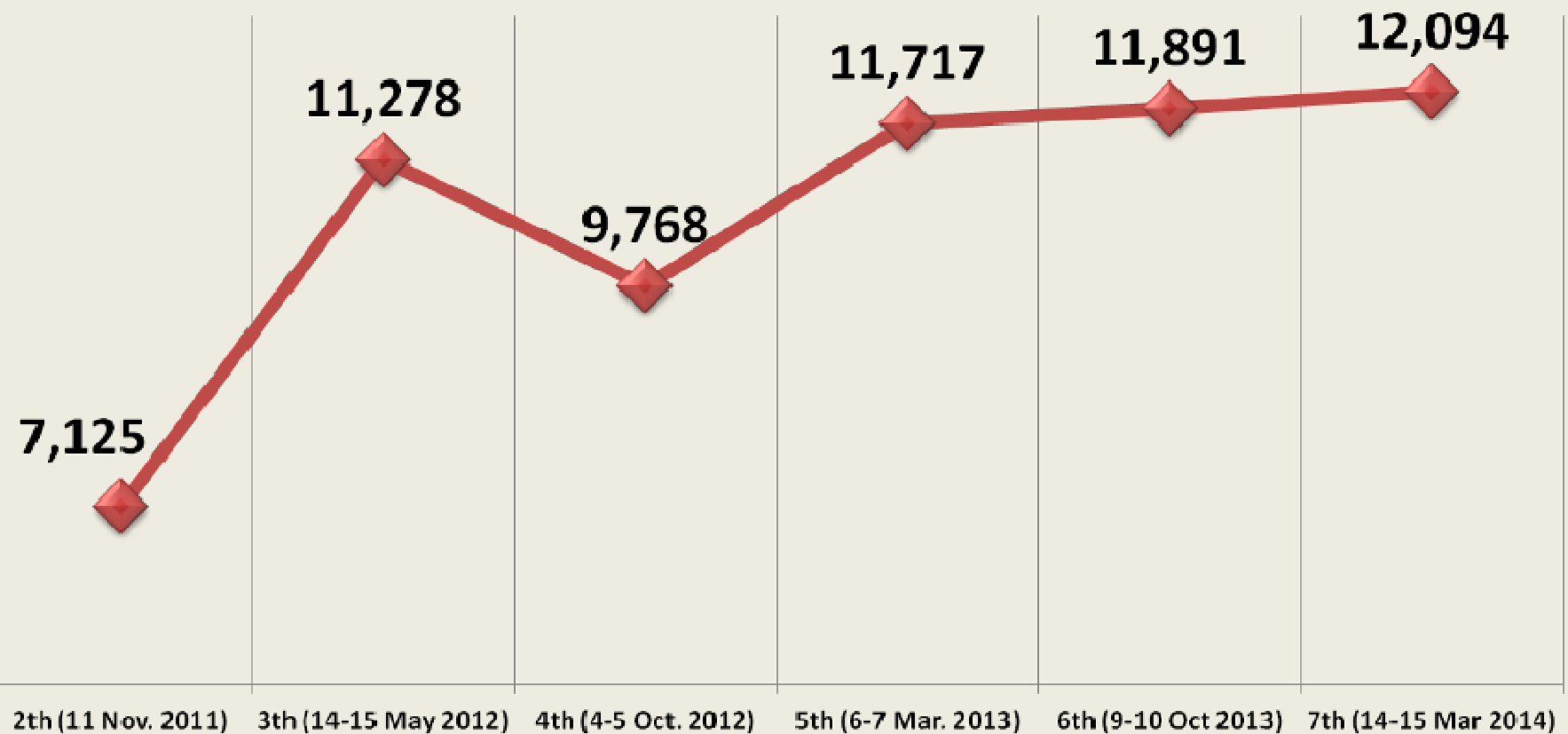
24BLUE RAD'S –Comparison

COUNTERACTING ACTIVITIES

RAD'S	ARRESTED / REPORTED PERSONS										
	Theft Pickpocketing	Metal/Copper thefts			Drug related crimes		Illegal Immigration and/or Stay	Aggression Antisocial behaviour	Thefts from Cargo Trains	Graffiti Damages Vandalism	Other Crimes
			Kg. of Copper recovered	Kg. of Metal recovered		Drugs recovered					
2 th (11 Nov. 2011)	48	6	191		41	121 grams	31	40	0	6	n/a
3 th (14-15 May 2012)	55	68	21		44	15,6 kgs	179	45	0	14	153
4 th (4-5 Oct. 2012)	12	28	794	6.623	44	6,13 kgs	183	36	0	12	183
5 th (6-7 Mar. 2013)	35	27	422	1.810	17	198 grams	247	32	1	3	634
6 th (9-10 Oct 2013)	21	64	710	2.200	28	13,4 kgs	244	44	0	19	258
7 th (14-15 Mar. 2014)	20	17	578	3.568	125	3,7 kgs.	175	58	0	74	216

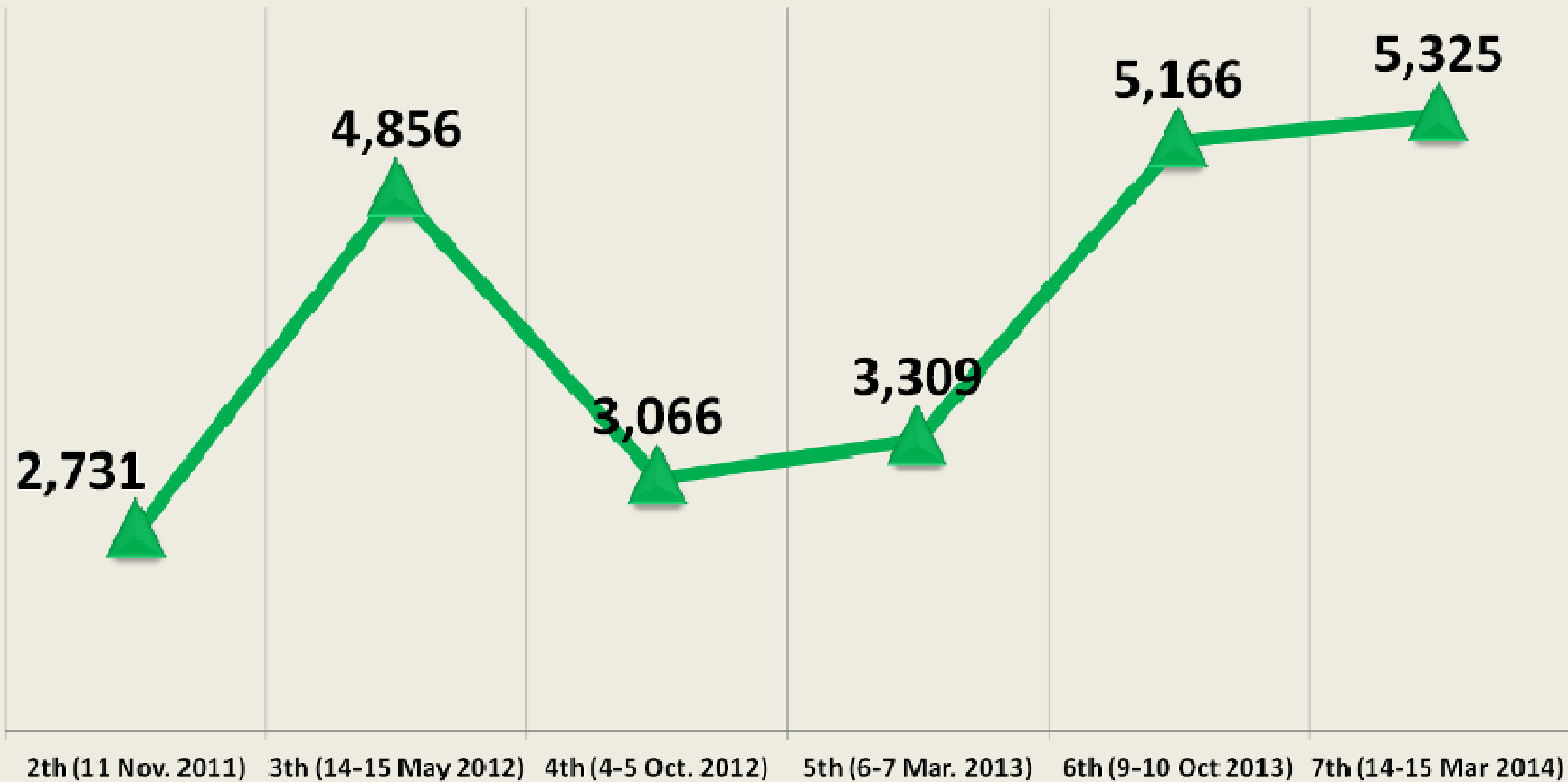
24BLUE RAD'S –CHARTS

Police Officers



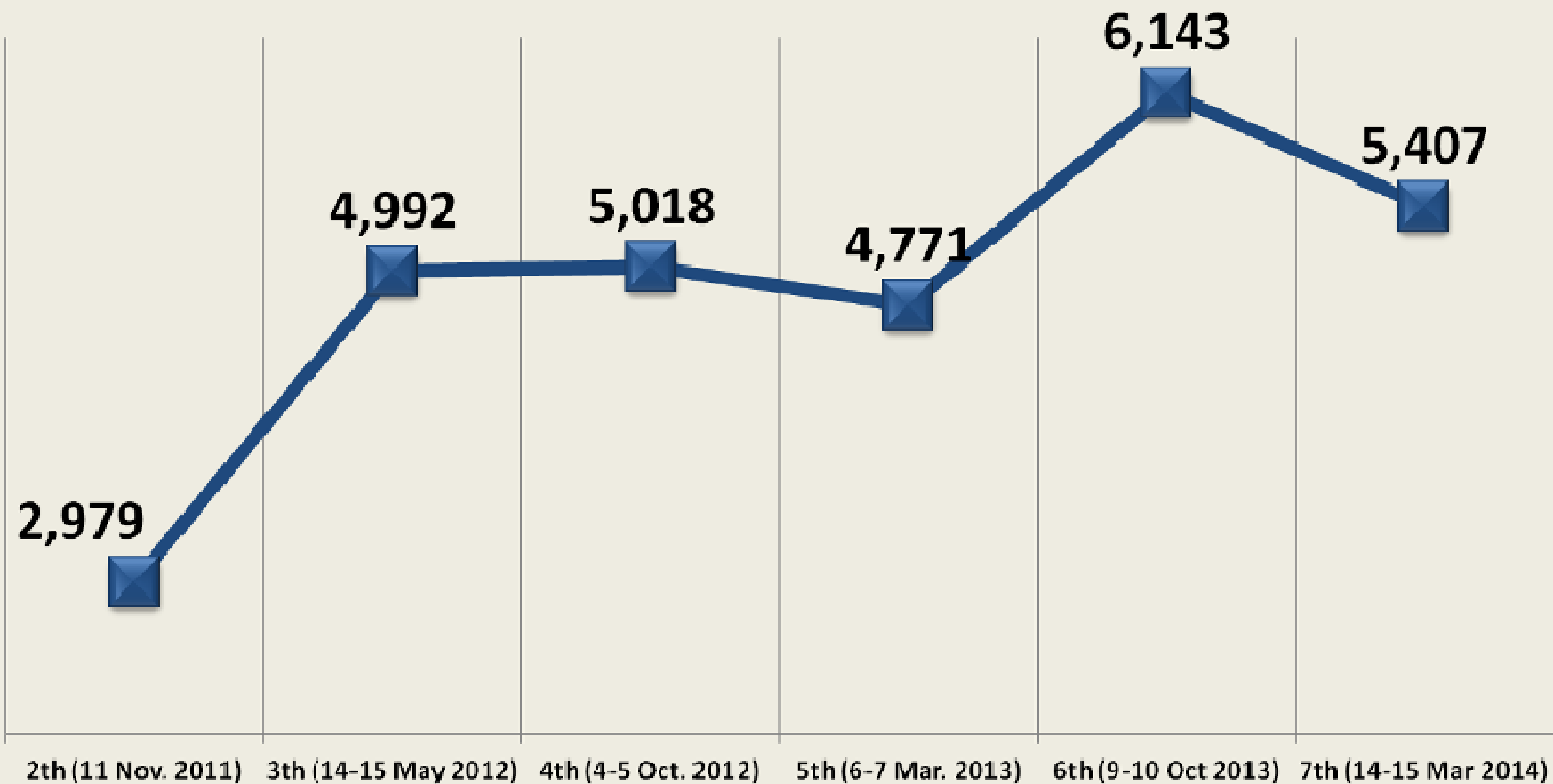
24BLUE RAD'S –CHARTS

Checked Stations



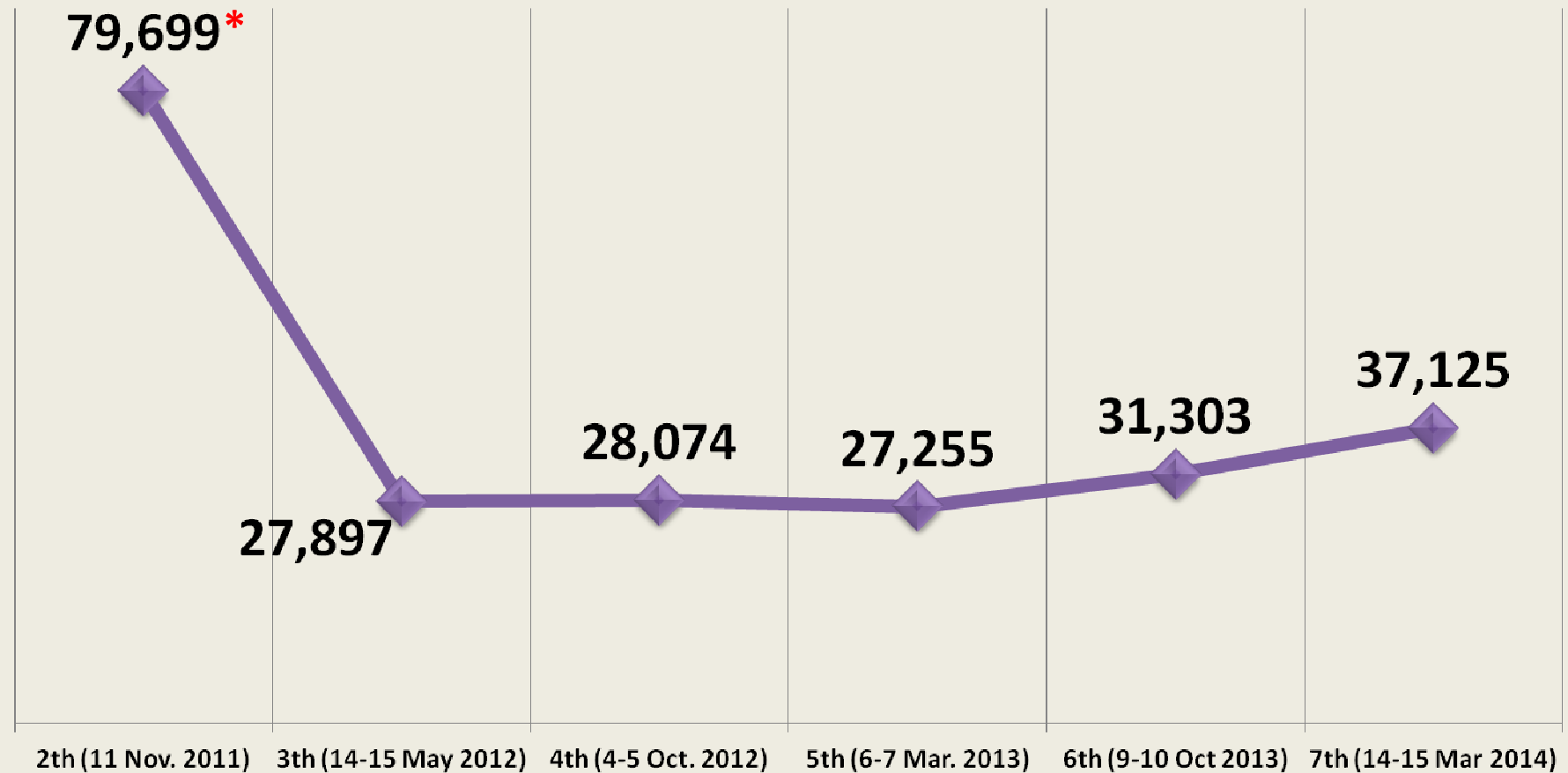
24BLUE RAD'S –CHARTS

Checked Trains

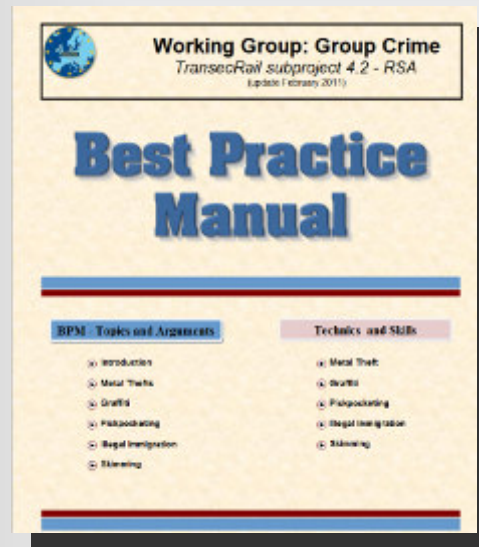
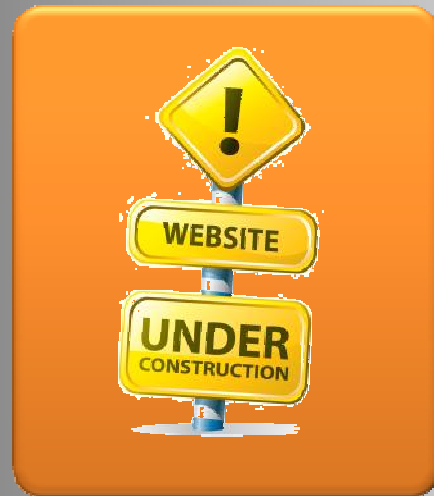
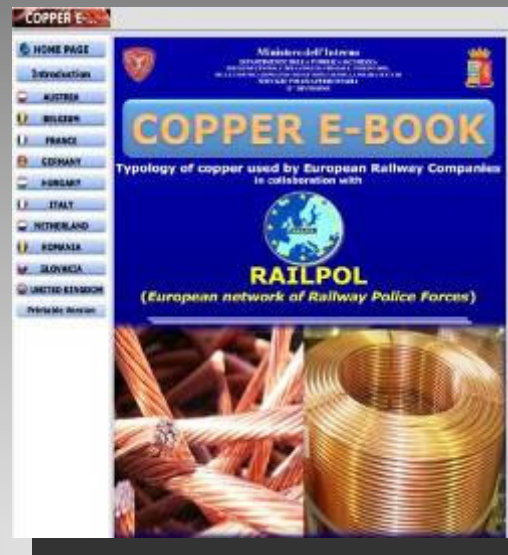


24BLUE RAD'S –CHARTS

Checked Persons (ID-CHECK)



* Different data collection system



The RAILPOL website



COPPER E-BOOK

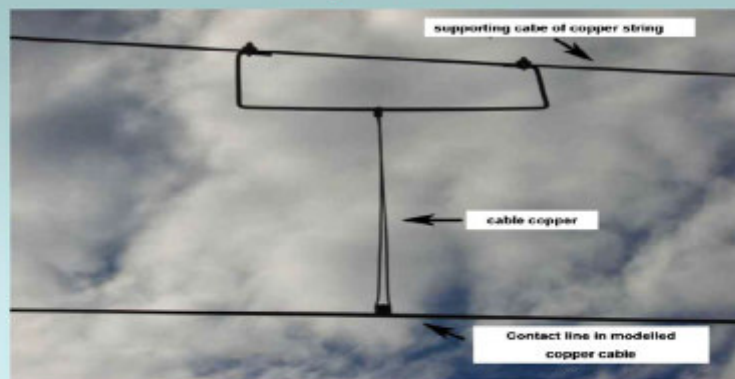
ITALY



Material, mainly subject to the thefts, used from the railway infrastructure



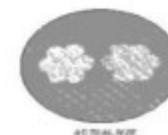
Material, mainly subject to the thefts, used from the railway infrastructure



UNITED KINGDOM



36mm



ACTUAL SIZE



2 core 70mm² B2

Cable that bears the marking on the sheath 'WTEPS/00005' is uniquely Network Rail cable.

ALL PHOTOGRAPHS ARE OFFICIAL. PHOTOGRAPHED ONLY

ONLY FOR POLICE IDENTIFICATION PURPOSES ONLY



20mm



ACTUAL SIZE



2 core 35mm² B2

Cable that bears the marking on the sheath 'WTEPS/00005' is uniquely Network Rail cable.

ONLY FOR POLICE IDENTIFICATION PURPOSES ONLY

ALL PHOTOGRAPHS ARE OFFICIAL. PHOTOGRAPHED ONLY



RAILEX



REAL TIME INFORMATION LINE



Some Results

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Priorities 2014 - 2019

with a special focus on the EU policy-cycle in the domains, on intelligence-led policing and on interdisciplinary and cross-border law-enforcement cooperation:

Maintain an **operational** network

Focus on the **domains** of :

Counter Terrorism

Crime and Illegal Immigrations

Investigation in Rail Accidents and other Dangerous Interferences

Public Order

Strategic Analyses

Strengthening **linkage to relevant bodies**

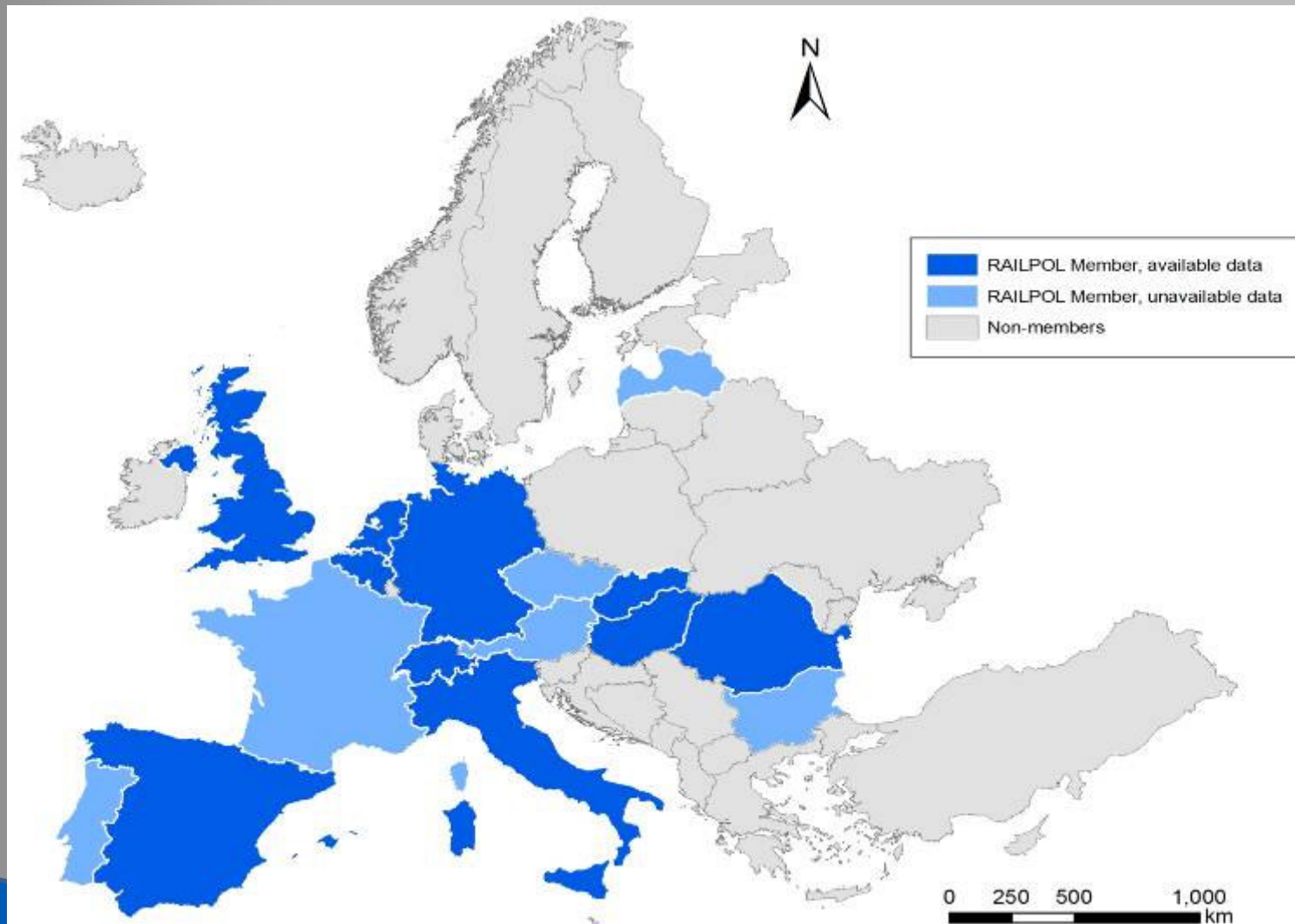
New Memberships
(open for law enforcement organisations)

OBJECTIVE

The analysis report aims at supporting and orienting the measures to be taken at a European level by reporting and analysing statistics on metal thefts committed in the railway environment



PARTICIPATING COUNTRIES



GENERAL OVERVIEW

- 2010 vs 2011: increase of 53% (+ 6188 cases)
- Increasing trend followed by 8/10 countries
- Absolute number of metal thefts is put into relation to the total number of railway lines.

⇒ 2011: 1.2 metal theft per 10 km railway

This ratio varies strongly from one country to another

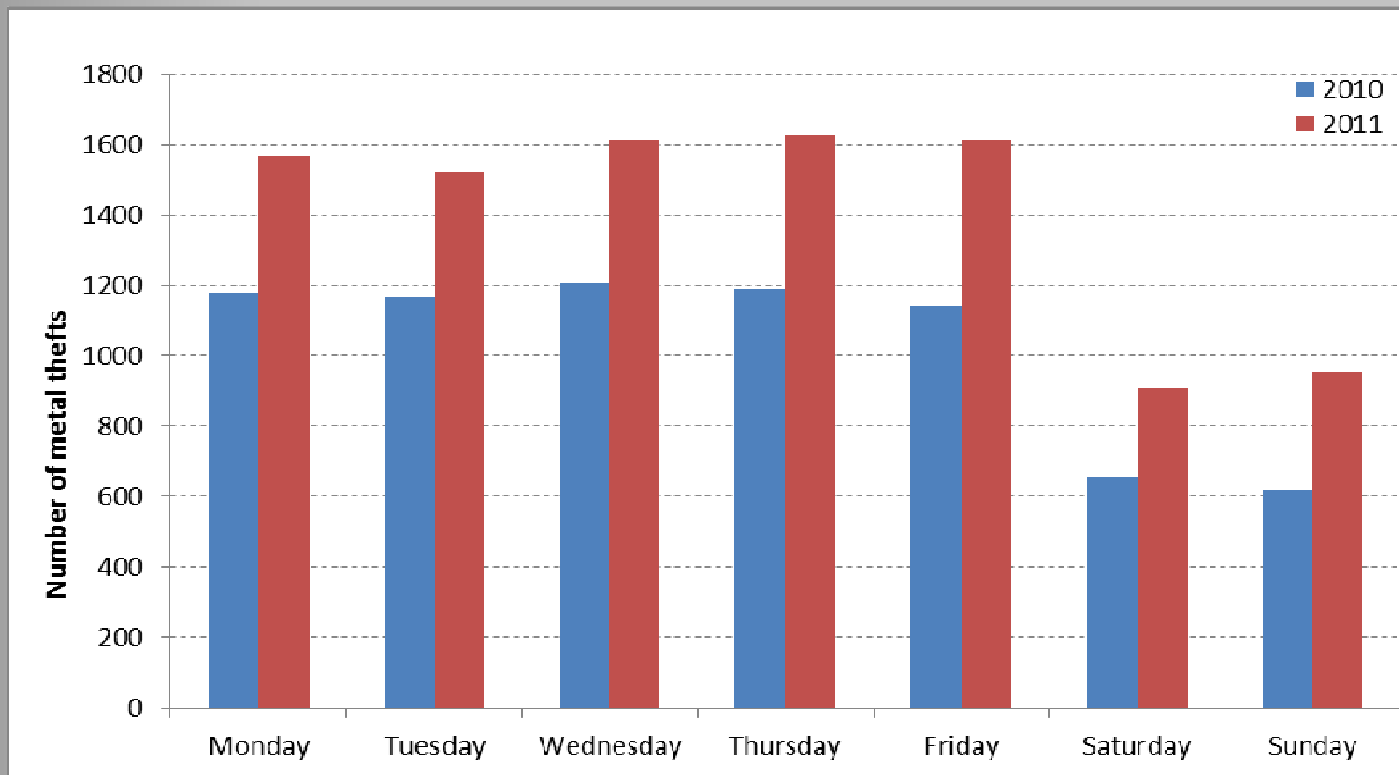


TEMPORAL BREAKDOWN

- Top months: March + October
- Most metal thefts occur during weekdays
- Explanation:
 - Opening hours of scrap dealers
 - Thefts discovered when employees are back on construction sites



TEMPORAL BREAKDOWN

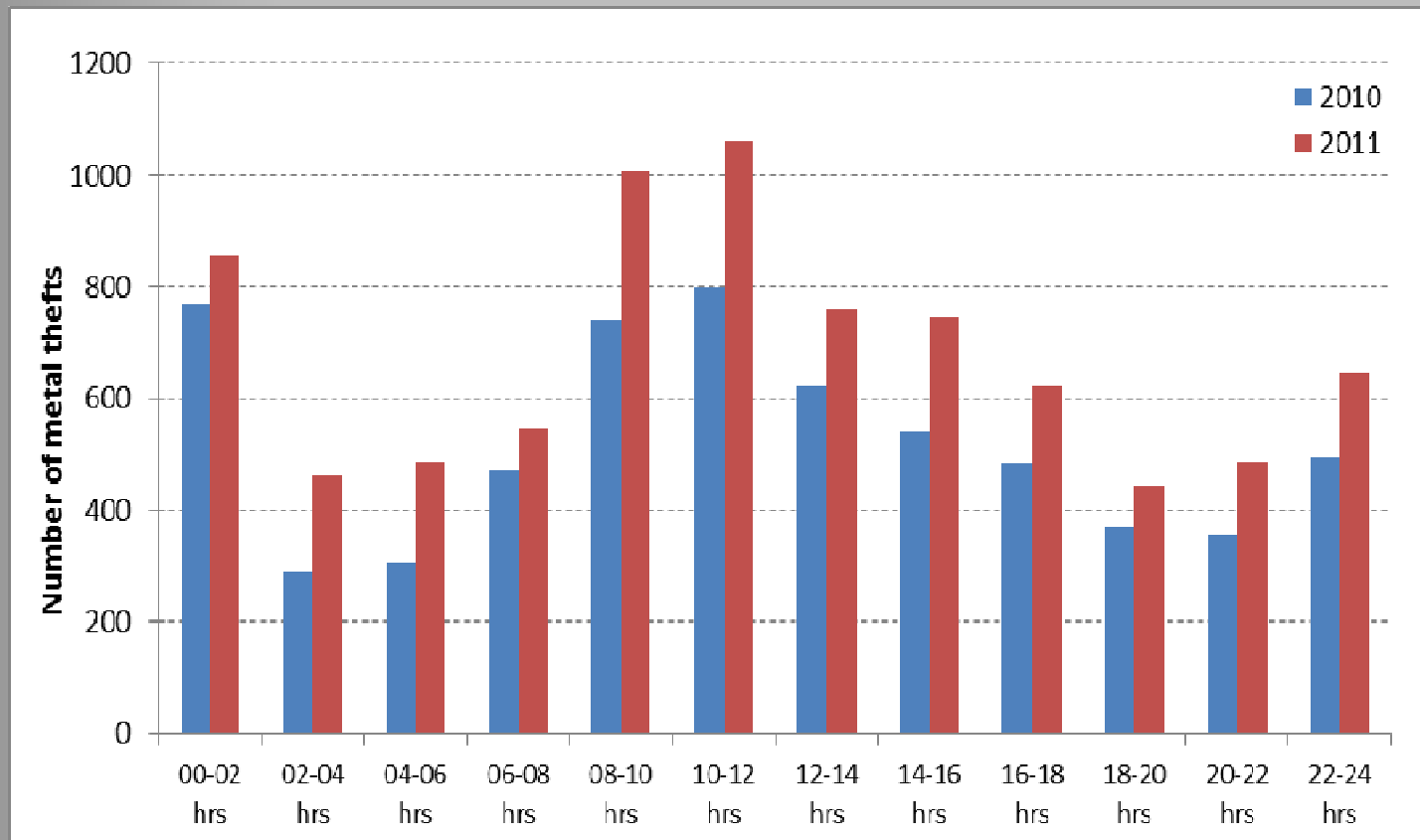


TEMPORAL BREAKDOWN

- Number of thefts per interval of hour
 - 10-00 PM and 00-02 AM: low density of traffic + darkness
 - 08-10 AM and 10-12 AM: hypothesis = time of registration



TEMPORAL BREAKDOWN



KNOWN OFFENDERS

- 64 % are between 20 and 40 years old (good physical abilities)
- Excluding native offenders – top 5:
 - Romania
 - Bulgaria
 - Serbia
 - Poland
 - Tunisia



PLACES TARGETED

- 92 % alongs railway lines (most traffic disturbances)
- 5 % in depots (represent great lengths of metal stolen)
- 3 % on construction sites

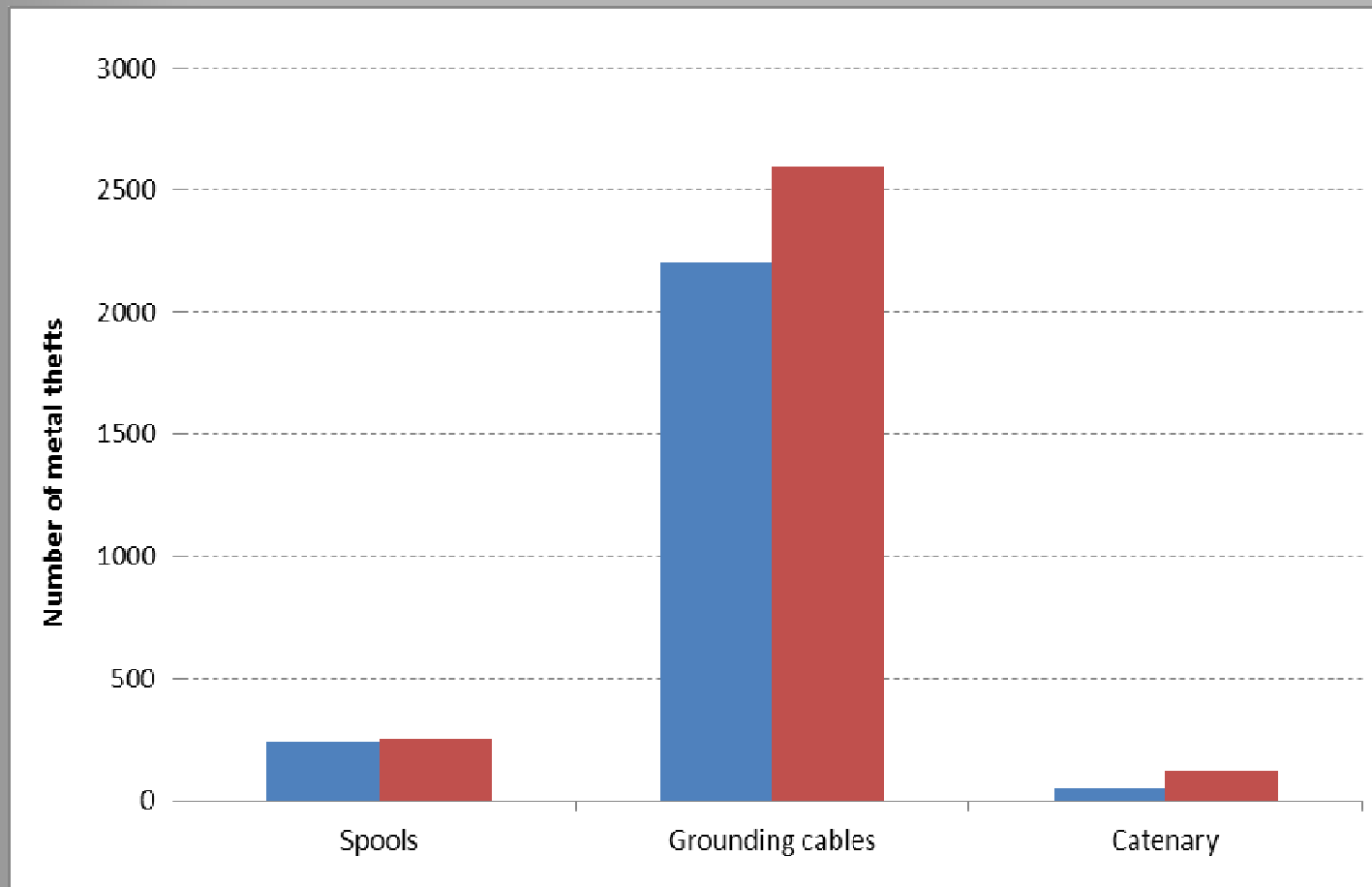


MATERIALS TARGETED

- 87 % grounding cables (easier access)
- 9 % spools
- 4 % catenaries



MATERIALS TARGETED



OFFENDER GROUPS



- 3 different groups:
 - ❶ Professional offenders: well-prepared, well-equipped, often use stolen vans or cars
 - ❷ Non-professional offenders: unemployed, living in vicinity, stealing small amounts, using own car, bike
 - ❸ Inside offenders: people who work(ed) for the railway company or subcontractor, knowing the dangers



LOCATION

- Remote areas/along secondary lines
- On construction sites (not very well protected, materials easily accessible)
- Depots (often no fences or cameras)



PREVENTION & REPRESSION

- Checks or controls with scrap dealers (different methods per country) – very important since thefts are committed in function of opening hours scrap dealers



PREVENTION & REPRESSION

- Improvement of storage premises security
- Controls of places and areas prone to theft
- Metal marking
- Replace copper with other materials
- Forensic capabilities
- Gathering intelligence
- Registration sub contractors



TRENDS

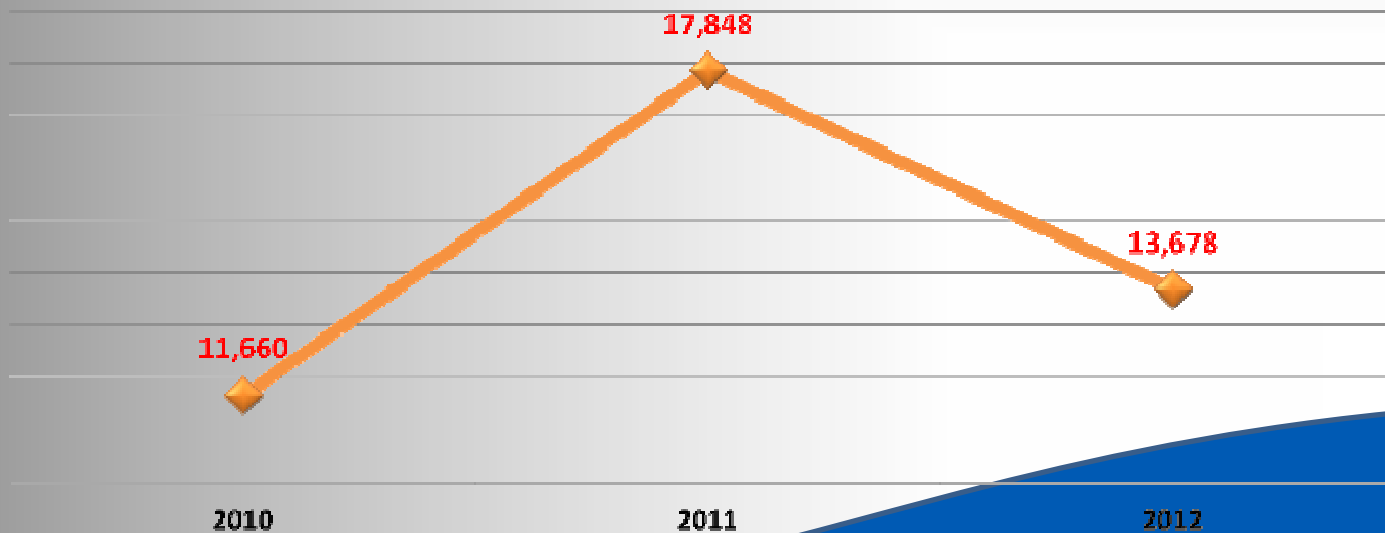
- More professional offender groups from Eastern Europe
- Scrap often sold with scrap dealers in neighbouring countries
- Correlation between high densities of scrap metal dealers and hotspots of metal thefts



UPDATE 2012

- Serious decrease: - 23%

2010	2011	2012
11.660	17.848	13.678
+ 53%		- 23%



Thank you for your attention !

J. LAENE
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WWW.RAILPOL.EU

