



INTERNATIONAL UNION
OF RAILWAYS

UIC SECURITY PLATFORM

BIRC WORKING GROUP

Security of International passenger
transport within the East-West
Corridor



NOVEMBER 2014

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Paris, November 2014



Background

The working group “Security – Border Crossing, International Railway Corridors” (“Security-BIRC”) operates within the UIC Security Platform. It was established following the decision taken during a meeting of the Security Platform Steering Committee held on 24 October 2012 in Bratislava. The Steering Committee concluded that the experience and efforts of experts should be pooled together in one group representing railway security, infrastructure managers, railway undertakings, international railway organisations and governmental organisations in order to ensure the security of railway transport in Eurasia. “Security-BIRC” is led by PKP Polish Railway Lines (PKP PLK).

The Group decided to establish three subgroups:

- “Security – Border Crossing”, led by PKP PLK (SOK) Railway Security Guard, in Poland
- “Security – International freight transport within the East-West corridor”, led by the Coordinating Council on Trans-Siberian Transportation (CCTT)
- **“Security – International passenger transport within the East-West corridor”, led by Federal Passenger Company (FPC), in Russia**

One of the main objectives of “Security-BIRC” and its subgroups is to draft three technical UIC Leaflets by the year 2015/2016:

- “Security of railway border crossing within the East-West corridor”
- “Security of freight transport within the East-West corridor”
- “Security of passenger transport within the East-West corridor”

This brochure is dedicated to the work carried out by the “Security of the passenger transport within the East-West corridor” subgroup.

○ Introduction

The activities of international terrorist organisations, transnational criminal groups involved in drug trafficking, transport of weapons, migration, and the presence of criminal offence present a real threat to the safety of international passenger traffic.

Neutralisation of threats requires improving protection of international passenger traffic, which is understood as a system of organisational measures and technical solutions aimed at protecting passengers, staff and rolling stock.

Security of international trains can be based on the method developed by the "Security – Border Crossing, International Rail Corridors" (BIRC) group of the UIC Security Platform.

○ Areas of activity

The topic "Security of international passenger transport" in the BIRC subgroup "Security – international passenger transport within the East-West corridor" is led by the Russian JSC Federal Passenger Company (FPC), in Russia.

The main activities areas are:

- Studying the existing system with regard to the security of international passenger trains within the boundaries of the East-West rail route
- Developing methods of passenger train security, including the tool for exchanging information between stakeholders
- Accelerating passenger traffic at borders by reducing the length of customs procedures and procedures at the border

○ Activity of the subgroup:

Meetings, questionnaires, technical visits

Studying the existing system with regard to the security of international passenger trains within the boundaries of the East-West rail corridor is an important element in subgroup activities.

Meetings with representatives of international carriers, security providers, law enforcement forces provide a unique opportunity to explore and discuss security issues.



On 8 August 2013 in Warsaw, a meeting was held with representatives of PKP PLK S.A., PKP Intercity, SOK, JSC FPC, police and border authorities about security on trains within the boundaries of the Moscow-Warsaw rail route. Following the results of the meeting, it was decided to organise an information exchange about crimes and offences between JSC FPC and SOK.

On 9 August 2013 PKP Intercity, SOK organised a technical visit for employees of FPC Corporate Safety Administration to the passenger depot at Grochów railway station to become familiarised with international rail security.

On 6 June 2014, a meeting was held in Warsaw with representatives of UIC, SOK, PKP PLK S.A., PKP Intercity, JSC FPC about the results of the Information Exchange Agreement between SOK and JSC FPC. A questionnaire was presented to study the existing security system within the boundaries of the East-West rail route. And a proposal was made to create a common data bank about incidents on international trains.

Results of subgroup activities

1. Studying the existing system to safeguard international passenger trains within the boundaries of the East-West rail route.

A questionnaire has been generated to collect information about security with the following questions:

Who is in charge of security along the East-West corridor (police, gendarmerie, private security organisations)?

Who in railway administrations is in charge of interacting with security organisations (Security Department, a designated employee, conductor etc.)?

What legal documents regulate the activities of security units and the interaction between railway administrations (a law, an order, a directive etc.)?

Reference in case of emergency (calling the police, the driver etc.)?

Is there border control? Who carries it out? In what way (in the moving train, during stops)?

Types of emergency reporting (drafting protocol, evacuating the train, issuing warnings etc.)?

2. Developing a mechanism for information exchange between entities engaged in passenger train security within the boundaries of the East – West rail route.

Information Exchange Agreement has been entered into by SOK and JSC FPC.

Results of the Agreement:

- the parties receive information about threats and perpetrators in a timely manner
- according to the sent information measures are taken to safeguard trains



Prospects for further work

1. Accession of other stakeholders to the Information Exchange Agreement.
2. Continue studying the train security system (synthesis of information – answers to the questionnaire).
3. Accelerating passenger traffic at borders by reducing duration of customs procedures and procedures at the border.
4. Developing universal principles to be used for security on international trains. The following principles should be considered as a working basis: legality, availability, document availability, continuity, universality, justifiability, timeliness, upgrading and comprehensiveness.
5. Determining the methods of international train security.
6. Development of UIC Regulation related to the mechanism of exchanging information about offences and crimes on board international trains.
7. Developing UIC technical leaflet: "Security of passenger transport within the East-West corridor" by the year 2015/2016.





○ New technologies and their use

The development of new technologies, modernisation and improvement of infrastructure, and commissioning of high-speed vehicles with automatic gauge change operation, require optimising state control bodies in railway border crossings with the aim of creating comfortable conditions for passengers and reducing the time of movement of passenger trains through the interstate joints.

Active participation in this process is one of the priority tasks of the subgroup.

Facilitating rail transport of passengers and their baggage across borders can be achieved by:

- Holding a joint Customs and Border Protection
- Holding control operations during the movement of rail passenger trains in international traffic between border stations
- Holding control operations at internal stations
- Defining a time standard for each border crossing and subsequent monitoring of its execution and reduction
- Introducing modern technologies and technical control means
- Information interaction
- Developing multilateral cooperation

The successful implementation of such approaches can lead the Allegro train along the St. Petersburg-Helsinki route, where the border and customs control is carried out during the journey to the sites: St. Petersburg-Vyborg (Russian supervisory authorities), Vainikkala-Kouvola (Finnish supervisory authorities).

Participants of the subgroup had the opportunity to see it during a technical visit to Vainikkala station on 27 March 2014.

Another positive example is the technology of border and customs control of passenger trains in international traffic between Moscow-Kiev-Moscow both at domestic stations and in transit.

This kind of technology for border and customs control is used by the Belarusian and Lithuanian colleagues between Vilnius-Minsk-Vilnius. In 2015 JSC FPC is going to launch a new train, produced by the Spanish company Talgo, on the route from Moscow to Berlin. The main technological features of this train can reduce the time of international border crossings thanks to the system of automatic gauge change. Furthermore, the implementation of the SUW 2000 gauge-changing bogie system, which was developed by a group of Polish designers led by engineer Suwalski R.M., reduced the time of test operations in rail traffic between Poland and Lithuania, and Poland and Ukraine.

○ Promoting best practices

Promoting best practices to create optimum conditions for border and customs control at railway crossings can result in the experience of JSC FPC for production and subsequent distribution of visual audio and video information to passengers about the rules of passing control, movement of goods through the customs border, the features of their registration on the way from Moscow to Paris, from Moscow to Kiev, from Moscow to Helsinki.

In order to create comfortable conditions for passengers, Russian border and customs authorities and neighbouring countries, together with representatives of rail carriers, reduced the time at border crossing points for interstate passenger traffic and approved the order of interaction of carriers and state supervisory bodies, including:

- Conducting border and customs control on the route
- Use of mobile control terminals by border and customs services
- Using mobile payment terminal for customs charges by credit card
- Position of multifunction devices for the operation of border and customs authorities on board trains
- Providing customs and border authorities with passenger data based on international passenger traffic

JSC FPC prepared a draft of the Concept of a new Convention to facilitate the transport of passengers and luggage by rail across the border. This document has been approved and supported by UNECE. The Draft Concept proposes to include the following in the new Convention:

- Organise cooperation between contracting parties
- Define a set of measures to harmonise the conditions of control activities to increase efficiency of railway crossing points and reducing the time required for inspection
- Organise coordinated efforts to ensure the maximum possible formalities
- Maintain best practices in the use of modern technology and the improvement of technical equipment
- Strengthen interaction between representatives of borders, customs, railway administrations and carriers
- Support process control through information technology

The subgroup participants were invited to take part in the work to implement control operations on the East-West passenger route.



○ Conclusion

Implementation of the subgroup's projects will create a safe and comfortable environment for international rail passengers, increase the mean speed and reduce travel time, save carrier costs in today's complicated economic situation.

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More than 1 000 000 kilometres of lines



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