



# Land Transport Security:

## the European Commission's Initiative

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Genève. 30 May 2013.

# **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"**





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# Aviation Security in the EU





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# 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
- **Diversity of operations** – maritime transport presents a far more diverse infrastructure (ports) than aviation transport (airports)
- **Risk** – 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 January 2013, second meeting July 2013 - 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**



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**THANK YOU!**

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