

# Position paper

*Prise de Position – Stellungnahme*

MARCH 2013

## Land Transport Security

### Proposals for EU working programme

UITP (Union Internationale des Transports Publics) is the international organisation of public transport, it is based in Brussels and covers all urban, suburban and regional public transport modes (bus, metro, light rail, regional rail and waterborne public transport). It gathers over 3.100 members worldwide, public transport operators, their authorities and suppliers.

In the European Union, the UITP EU Committee (EUC) represents the views of the public transport undertakings of the 27 member countries. It is closely following and participating in the elaboration of the different European policies and initiatives that have an impact on urban, suburban and regional public passenger transport.

#### **Key facts for public transport in the EU 27:**

**Passenger journeys:** 60 billion/year, more or less equally shared between road modes (mainly bus) and rail modes (urban, suburban and regional rail)

**Economic value of public transport services:** € 130 - 150 billion/year or 1 – 1.2% of GDP

**Employment:** direct employment 1.2 million and indirect employment 2 - 2.5 indirect jobs for each direct job on average

## Context

On 31 May 2012 the European Commission adopted a staff working paper on transport security. Furthermore, UITP attended the stakeholders session of the first meeting of the *Land Transport Security Expert Group* on 30 January 2013. During this meeting, the European Commission invited stakeholders to submit their views and priorities, to be taken into account as the working programme is developed.

## Preamble

UITP, the International Association of Public Transport, is the international network for public transport authorities and operators, policy decision-makers, scientific institutes and the public transport supply and service industry. UITP covers all modes of public transport: metro, bus, light rail, regional & suburban rail and waterborne transport.

As such, the views expressed in this paper focus specifically on issues specific to **local public transport** (also referred to as mass urban and suburban or local and regional passenger transport, e.g. metro, bus, light rail and regional & suburban rail).

1. A clear distinction must be made between land transport and other sectors such as aviation. As an example, local public transport in the European Union transports some 60 billion passengers per year, compared to 800 million in aviation. Passenger numbers and the intrinsic open and accessible nature of local public transport make it impossible to copy and paste security measures from the controlled environment of aviation. Security measures with a disproportionate impact on the open and easy accessibility of local public transport are counterproductive and will not be adopted by public transport operators or accepted by passengers.
2. When discussing "land transport", a clear distinction must be made between local public transport with other modes, for example cross-border rail networks, freight and so on. They must be looked at separately in terms of security as the issues for each can be rather different. For example, security requirements for the local public transport operator of one European city will be very different to that of a cross-border high speed rail network. Where appropriate, the various sub-sectors of "land transport" should be looked at separately.
3. UITP acknowledges from the staff working paper that "the Commission does not envisage prescriptive rules for security for the land transport sector" and that "detailed requirements would be left to transport operators to develop, in conjunction with the national or local legislators". This was repeated at the meeting on 30<sup>th</sup> January. UITP fully supports this premise and, as local public transport is organised at local or regional level, and bearing in mind that there is no one-size-fits-all solution to security in land transport, UITP continues to support the principle of subsidiarity and the voluntary sharing of best practice, rather than binding measures at European level.
4. The day-to-day security priorities of UITP members tend to be local issues such as aggression against staff or anti-social behaviour, however the following topics are of a cross-border nature, making them ideal topics to be considered at European level:

<b>Fight against terrorism</b>	Although the fight against terrorism is primarily the responsibility of the national security authorities, the land transport sector would continue to benefit from support from the European Institutions in this area (funding of R+D projects, exchange of best practice etc).
<b>International graffiti</b>	Considering the international coordination of organised graffiti gangs, coordination at European level could be useful.
<b>Metal and cable theft</b>	Due to the international nature of organised metal and cable theft, coordination at European level could be useful.
<b>Cyber security</b>	The borderless nature of the world wide web is such that a European approach could be useful.

Finally, UITP would be very grateful to receive more information about the work of the *Land Transport Security Expert Working Group* and the *Stakeholder Advisory Group on Land Transport Security*, including its work programme (once developed), schedule of meetings, expected output and so on.

UITP looks forward to the next meeting and for the continued opportunity to be a part of this initiative.