EOS POSITION PAPER

on

Developing Security Screening and Detection Technologies to enhance European Rail Security

The European Organisation for Security (EOS) represents Europe's leading suppliers of security screening equipment, bringing decades of experience developing security screening and detection technologies for complex new threats through R&D, testing and approval and into the global market. Within EOS, the Security Screening and Detection Technologies Working Group represents leading manufacturers of security screening and detection technology for the transport security market, with a strong European presence.

EOS KEY MESSAGES

1. **Encourage fit-for-purpose European Rail Security Technologies:** Rail security technologies put in place need to be operationally practical and proportionate to the threat that they seek to address, and be targeted to and tested in the rail environment in which they are to be implemented. There is no 'one-size fits all' approach given the varied threat picture, and the direct application of airport security measure to the rail sector would be impossible.

2. **Create a Framework for Innovation**: Security technologies developed specifically with the European rail network in mind are less advanced than in other transport sectors such as aviation. Without a European regulatory framework in place on rail security, Europe's market for rail security technology will remain fragmented – defined by Member state standards and security needs.

3. **Mobilise Targeted Rail Security Research Funding**: Combined with the appropriate regulation, a key driver for innovation is EU research funding, which is essential to the rail sector accessing the most innovative, efficient and effective security technologies tailored to their needs in the emerging threat environment.

DEVELOPING TAILORED RAIL SECURITY TECHNOLOGIES

The complexity and ever-evolving nature of European security threats calls for cost-effective and adaptable technology solutions, and yet the development of a new security technology can take years to complete and require millions of euros of investment. Nowhere is this more evident than in the transport security sector. EOS Members are committed to the research, development and implementation of new security screening and detection technologies that can adapt to a shifting security situation.

Technologies are available at various levels of maturity, but users' needs need to be well specified as trade-offs exist between performance and cost. Detection requirements could be less demanding for rail than aviation, depending on the nature of the threat. This would reflect the different risk posed to rail as compared to aviation, together with the different circumstances – time, space – to screen passengers. Security checkpoints for access to platforms have been used in a number of cases in the EU, notably for

boarding controls on Thalys in Paris and Lille, on Spanish High-Speed Rail services and Eurostar. They have proven to be highly effective solutions that also constitute a useful visible deterrent. However, they can create queues which provide a new target. They may also be accompanied with high operational costs and they need trained staff.

Technology developers are motivated to provide the best security solutions adapted to the specific railway transport conditions and operator's needs. To achieve this, **EOS reaffirms the importance of manufacturers receiving timely information regarding the specific nature of threats to rail sector, of end users clearly specifying what performance requirements they need in selecting the equipment, and a clear process for the testing and approval of new security equipment, tailored to the specific rail environment, and based on a clear risk assessment.**

DEFINING THE EUROPEAN MARKET FOR RAIL SECURITY TECHNOLOGY

A risk assessment of the European rail security environment has yet to be formally concluded, and without a clear view of the threats, a prescribed set of European solutions, or established EU security standards to be achieved by rail network authorities, rail security measures are being applied on a case by case basis by individual Member States. This unstable regulatory environment and fragmented market has proven to be a significant disincentive for long term R&D investment for rail security technology. **EOS calls on the European Commission to encourage regulatory stability and the development of a single market for rail security through standardisation and certification of relevant security technologies.**

RAIL SECURITY RESEARCH AND INNOVATION

The European Commission has dedicated growing levels of R&I funding to security issues through its research programmes over the past decade, encouraging the development of technologies that support the implantation of EU security policy. However, the scope of many projects in the security field has remained too broad, with only four projects funded under FP7 specifically tailored to enhancing rail security. **EOS stresses the importance reducing the gap from research to market by: aligning the funding programmes dedicated to rail security technologies along the full innovation cycle (from low to high TRLs), establishing EU pilots to adapt existing security screening and detection technologies to rail transport security needs, as well mobilising pre-commercial procurement (PCP) and direct finding strategies in the context of security research in FP9.**

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