

SNCF >>>>>

Enhancing security of an « high risk » infrastructure

► specific case of the channel tunnel crossing traffic



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The SNCF group generated 25 bn € in revenue in 2009*

5 main branches

- Gares & Connexions** (AREP, A2C, Parvis)
- SNCF Voyages** (Voyages France Europe) (Thalys, Eurostar, Voyages-sncf.com, IDIGV, ...)
- SNCF Proximités** (Proximités) (Keolis, Effia, ...)
- Transilien**
- SNCF Infra** (Infrastructure et Ingénierie) (Systra, SNCF International, Inexia, ...)
- SNCF Geodis** (Transport et Logistique) (Geodis, IFL (STVA), Ermewa, MTL, Logista, Naviland Cargo, Novatrans, ...)

49 joint groups in mobility and logistics sectors
200 000 staff employees (of which 160 000 GBE SNCF)

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TOPICS

I – Some key figures about the french railways SNCF and key facts about its daily security approach.

II – How SNCF is dealing with the security of the channel tunnel crossing traffic.

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How « public » is SNCF



SNCF: an "open" public transport enterprise with:

- 31000 km tracks of which 2000 of High speed tracks
- 36 500 bridges, 14 000 tunnels
- 5 000 stations served
- 14000 trains per day ...

► **SNCF is an iconic organisation: any attack on it is of national significance, make it an attractive target**

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The daily security scope that SNCF has to manage permanently

- Offenses, insults**
- Delinquency** (thefts, vandalism, graffiti, hooligans, physical attacks...)
- Cyberdelinquency**
- protection of know how, projects**
- Terrorist threats** (suspicious packages, bomb alerts, bombing attacks)

Per year

- 27 000 malicious acts
- 1200 unattended packages
- 50 bomb alerts requiring intervention

Every day...

- 160 calls handled by our central security control room (PCNS)
- 15 victims of physical attacks
- € 1 million security direct costs
- 35 H lost by trains

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The daily SNCF security direction challenges

to conciliate:

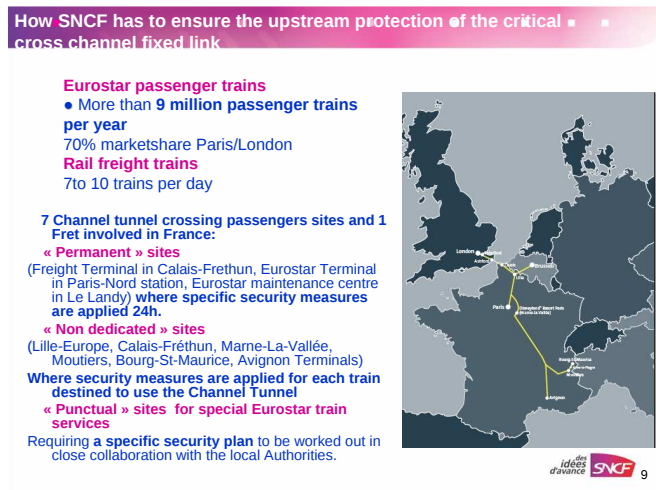
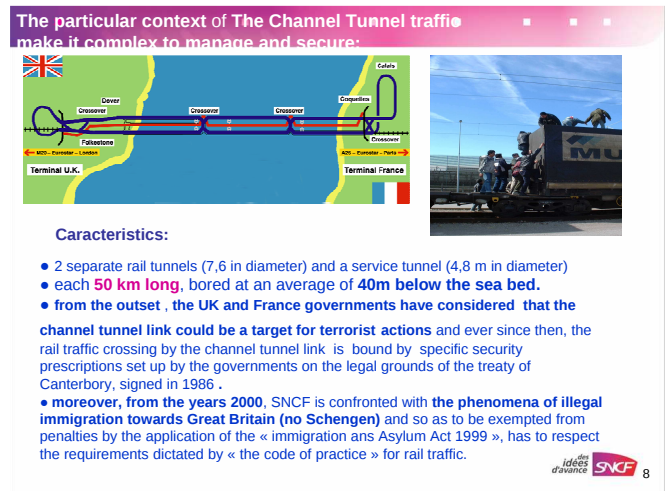
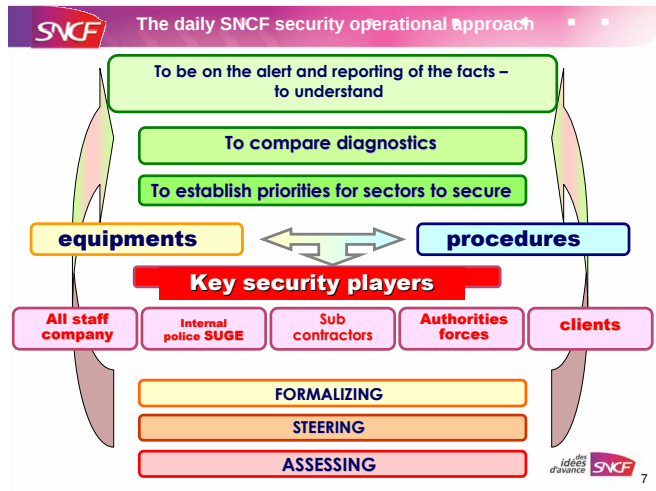
- the interests of the enterprise SNCF (regularity of the trains, reputation, protection of know how and properties)
 - the demand of the railway services users (trains and stations easily accessible without discomfort - protection of staff , passengers and goods)
 - the national government Authorities requirements (government anti-terrorism plan, vital areas protection)

► **The SNCF security direction develops the security on 2 axis:**

- one axis of **Prevention** , aiming to reduce the **frequency** of malicious acts
- one axis of **Protection** , aiming to reduce the **seriousness** of the acts

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How SNCF has to secure the freight shunting yard of Calais-Préthumb

A shunting yard highly impacted by **illegal immigration** at the beginning of the years 2000s

An investment of € 11 Million to reinforce the protection of the site perimeter .

Dual fences divided into compartments with:
an outer detecting fence (at crossing ,unbolting , shearing or cutting),
an inner holding up fence dotted with
« concertina » (sort of razor blades)

Infrared barriers protecting all the railway track breaches.



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Securing the Eurostar depot and maintenance centre at Le Landy (near the Paris -Nord station)



Physical or technical arrangements for protection and supervision (fences, detector systems, CCTV, lightning, access control, ...).

Creation of « a specific channel tunnel crossing area » with biometrics control access for the sterilization of the trains.



Strong focus on « Active » measures :
security guarding,
surveillance patrols.
And specific procedures reinforcing the passive and active measures.

Protection of the « channel tunnel crossing » tracks at the Paris-Nord station



■ Protection of 4 « channel tunnel crossing » dedicated tracks by a fence of 3,50 m high

■ Railway track breach watching out by:

- 6 cameras
- Infrared barriers
- 2 watchmen located in a sentry box at each end of 2 tracks
- 2 security agents in charge of supervising the passing through the adjacent platforms



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Measures for securing passengers and luggage at Paris Nord station

4 successive controls for passengers



Specific access control for the company and subcontractors staff

Passengers and luggage screenings



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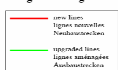
The liberalization of the railway sector in Europe produces effects on the railway security field

As an example:

- To-day : London – Avignon : 3 infrastructure managers- 1 rail operator
- To-morrow : London – Barcelona: 5 infrastructure managers- with 2/or X rail operators

2020

European High Speed Network
Réseau Européen à Grande Vitesse
Europäisches Hochgeschwindigkeitsnetz



UIC
High-Speed Division



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By way of conclusion

- By the Act of the European Parliament and the Council - the rail transport users have right to security from the origine to the end of their journey.
- In most cases, the nations have different legislations
- Special attention has to be paid to constraints which would not allow the international development of the railway transport
- So, a permanent dialogue between government Authorities and the railway undertakings and infrastructure security Experts has to be established and formalized



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Thank you for your attention !

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