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**RAILPOL**

**Annual review 2021**

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**RAILPOL**

**EUROPEAN ASSOCIATION OF  
RAILWAY POLICE FORCES**

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# 1. Introduction

2021 has become a year in which RAILPOL had to stay on 2020 tracks. The global pandemic on Covid-19 forced RAILPOL to adjust meetings and operational activities. Keeping the association going was an important goal. By using online web-based applications, the meetings could be held and experiences were shared. Although online meetings are a good addition, physical meetings continue to have added value to the RAILPOL association.

Being an operational association, RAILPOL values his operational activities and made a lot of effort to, despite the pandemic, execute these activities.

Unfortunately, RAILEX X had to be postponed again but several Rail Action Days/week could continue.

The police occupy a central position in society and are constantly adapting to meet the demands made on them by politicians and the public.

Combatting crime is a core function of governance and a core task of each police force. Due to the characteristics of stations, trains and railway infrastructure, policing the railway environment requires a specialised approach.

The key principals of RAILPOL are described in its mission and vision;

## **Mission:**

*"The mission of RAILPOL, is to strive for a safe and secure rail-transport by establishing cross-border law enforcement co-operation on the main European railway corridors."*

## **Vision:**

*"RAILPOL is the platform for cross-border law enforcement co-operation to tackle transnational crime and other security issues in the European railway environment."*

RAILPOL's promotion video, showing the association and its operational activities, can be found by clicking the link <https://www.youtube.com/watch?v=l1PIekZQBfA>

Security is not only a police task, co-operation with the other partners/stake holders is a major element in RAILPOL's strategy. Investigate multidiscipline approach, is always on our agenda. Some examples are participating in EU projects like PROACTIVE, the co-operation with COLPOFER, the security services of the railways, and the UIC, the international organisation of railway operators.

RAILPOL's expertise related to policing the railway environment had its value by providing advice/support to the European Commission. Also, the co-operation with the other police networks on the European infrastructure like ROADPOL and AIRPOL is a continue investigation. This annual review provides the most important achievements of RAILPOL in 2021.

On behalf of the RAILPOL Management,

A.J.H.M.(John) Laene  
Secretary-General RAILPOL.



## 2. Operational results

RAILPOL is an operational association. Operational activities in the field is one of our major goals. During the past years, RAILPOL expanded and professionalised these operational activities with increasing results. Explanation as well as some results are showed below.



### **RAD/RAW**

In 2021 RAILPOL held several Rail Action Days (**RAD's**) and a Rail Action Week (**RAW**). During the **RAD's** the participating countries worked on one specific topic, like aggression, drugs, weapons, explosive detection, ID checks etc. Beside the common topic, participants worked on their own National priorities. Despite they are not a member yet, the Polish railway police participated also, like in last years in the RAD's and week. Results of these actions are mentioned below.

The **RAW** focused both on security and safety, like actions at level crossings, information at schools, alcohol testing of railway staff but also checks on critical infrastructure and of transport of dangerous goods.

Although Covid-19 required a change of priority, which had an effect on capacity, RAILPOL members still managed to participate at these pan-European activities. See the press release below.

### **RAILEX**

Another operational activity is RAILEX, a major exercise in the railway environment, with participation from public order units from several countries. RAILEX X was planned to be held in Germany but, due to the pandemic, postponed to 2022.

### **RTIL**

RAILPOL was preparing to activate the RAILPOL Real Time Information Line (RTIL) during the recent European Championship football. Goal of this RTIL is to provide the participating countries with real time information about the amount and behaviour of football fans traveling by train. The RTIL can also be used after a major accident/incident or terrorist attack.





Working Group Counter Terrorism in the Rail Sector  
Rail Action Day Active Shield 19-20 January 2021

Police Officers	Checked Stations	Checked Trains	Checked Person	Arrested Reported Persons	Checked baggage	ADDITIONAL MEANS			Checked luggage shops	Checked automatic lockers	cases with detected explosives devices
						Dog	metal detector	Explosive Detector			
6.576	2.175	5.068	34.627	348	5.704	9 (Countries)	7 (Countries)	1 (Country)	91	288	0



Working Group Counter Terrorism in the Rail Sector  
Rail Action Day Active Shield 2-3 July 2021

Police Officers	Checked Stations	Checked Trains	Checked Person	Arrested Reported Persons	Checked baggage	ADDITIONAL MEANS			Checked luggage shops	Checked automatic lockers	cases with detected explosives devices
						Dog	metal detector	Explosive Detector			
5.372	2.055	4.822	27.913	264	4.594	12 (Countries)	6 (Countries)	3 (Country)	27	24	0



RAILPOL  
21st Rail Action Day 24BLUE  
24 - 25 March 2021

GENERAL							MIGRATION		METAL THEFT		
Number of Police Officers employed	Railway Staff	RED LINE			Number of checked stations	Number of checked trains	Number of illegal stay	Number of illegal entry	Number of checked Metal Deposits Scrapyard	Kg. of stolen copper seized recovered	Kg. of stolen metal seized recovered
		Violence against passengers	RAILPOL ID CHECKS	SIMPLE ID CHECKS							
10.093	1.361	279	29.091	11.823	4.591	6.185	19	143	1.273	0	31.660

CRIMES (people arrested or reported to the court)													
Copper Theft	Copper Receiving	Theft Pickpocketing	Robbery	Drug related crimes	Hard drug seized in grams	Soft drug seized in grams	Trafficking of human beings	Griffiti Damages Vandalism	Theft from Cargo Train	Violence Aggression against Railway Staff	Violence Aggression against Passengers	Violence Aggression against Police Officers	Other Crimes
2	0	24	7	142	1.421	438	0	35	1	23	17	47	825



RAILPOL  
22nd Rail Action Day 24BLUE  
24 - 25 November 2021

GENERAL							MIGRATION		METAL THEFT			
Number of Police Officers employed	Railway Staff	RED LINE			Number of checked stations	Number of checked trains	Number of illegal stay	Number of illegal entry	Number of checked Metal Deposits Scrapyard	Kg. of stolen copper seized recovered	Kg. of stolen metal seized recovered	
		Violence against passengers	RAILPOL ID CHECKS	SIMPLE ID CHECKS								Number of persons with criminal records
15.391	1.224	27.809	25.173	2.009	189	8.347	7.587	19	35	1.236	47	2.085

CRIMES (people arrested or reported to the court)													
Copper Theft	Copper Receiving	Theft Pickpocketing	Robbery	Drug related crimes	Hard drug seized in grams	Soft drug seized in grams	Trafficking of human beings	Griffiti Damages Vandalism	Theft from Cargo Train	Violence Aggression against Railway Staff	Violence Aggression against Passengers	Violence Aggression against Police Officers	Other Crimes
2	42	20	2	100	419	2.857	0	9	2	21	11	78	885



## Press release 5<sup>th</sup> Rail Action Week 6<sup>th</sup> – 13<sup>th</sup> September 2021

**RAILPOL**, the European Association of Organisations responsible for policing the railways in Europe, organised the **5<sup>th</sup> Rail Action Week**.

This coordinated action took place from 6 to 13 September 2021 in the member countries of RAILPOL with the collaboration of Railway Companies.

The participating RAILPOL Member States performed checks to critical infrastructures, rail crossings and trains with dangerous goods. They also performed Public Relation measures to sensitize railway passengers. Because of specific endangerments the Police Officers had during the 5<sup>th</sup> RAW the specific task to increase the safety awareness by giving rail passengers advices to adopt safe behavior in the railway environment.



Over **25.500 police officers** and over **2.800 other partners** (railway security agencies) in Europe participated in the RAW to prevent and to reduce the number of railway accidents and incidents on the railways.

Over **4000 checks of critical infrastructure, 13.000 Railway crossings** and **514 trains with dangerous goods** were conducted.

To raise awareness about the dangers in the rail environment, **474 public relations measures** were carried out.

Overall, **the RAW 2021 increased awareness** about possible threats and dangers in an important mode of transport and it also underlined the global involvement and relevance of the Railway and Transport Police Forces in Europe.



### 3. Working Groups.

RAILPOL is an operational association with its back bone, the Working Groups. Organising operational actions, as mentioned above, are important parts in RAILPOL's Working Groups.

In 2021, we had 5 Working Groups, namely;



- Crime and Illegal Migration;
- Public Order;
- Counter Terrorism;
- Police Investigations in Railway Accidents and other major Incidents;
- Strategic Analysis.

Normally, each Working Group organised yearly 2 (physical) meetings of one and a half day each. Because of the Covid-19 physical meetings were cancelled and held online by using the platform WEBEX. During the meetings, they exchanged best practices and shared information but also draw up recommendations, analyse reports and organised joint International days of action.

All RAILPOL members are represented in one of more Working Groups.

Under this paragraph you will find some details of the activities of the Working Groups.

#### 3.1 Crime and Illegal Migration



The Working Group on Crime and Illegal Migration aims to contribute, together with the participating Member States, to combating organised cross border and national crimes, committed within the European rail environment. They monitor new phenomena and set out to find solutions for- and exchanging best/good/bad practices. They also exchange current affairs for monitoring the influx of migrants and their way of traveling through Europe.

During their meetings in 2021, the Working Group discussed the next main topics

- Update/new phenomena on general crime as well the Covid-19 situation;
- Monitoring/update on the general migration situation (including freight trains);
- The China-Europe Freight train connection (Belt Road Initiative);
- Inventory and update of crimes related with graffiti and investigate cooperation with Colpofer, the security forces of the rail operators;



- Organised crime including mobile banditry;
- Evaluation of the Rail Action Days (24 blue) and preparing new Rail Action Days in 2022.

### 3.2 Public Order



The Working Group Public Order deals with the examination and exchange of “best practices”, measures and information related to public order issues (e.g. demonstrations, sports events) within the railway environment. The specific infrastructure needs special attention. There is always the aspect of safety. The focus of this Working Group lies in determining and studying causes of public disorder and hazards due to mass transits during different events and how law enforcement units could handle these situations more effectively.

The Working Group only held several, online meetings, where they discussed the impact of the Covid-19 pandemic on policing within public order.

Unfortunately, due to the pandemic, the public order exercise “RAILEX X” had to be moved to 2022. The Working Group evaluated the EURO 2020 (held in 2021) especially related to the Covid measures and the organisation in different countries.

### 3.3 Counter Terrorism



The railway system goes along with the trend of terrorism in Europe and has been the target of terrorist attacks. Being a public, open and crowded environment, it offers an ideal opportunity for terrorists. The role of the Railway Police Forces is usually related to the three pillars of security in railway environment: deterrence, detection and resilience.” Therefore, there is an alignment of the WG CT’s work, with the areas related to these pillars. The work of the Working Group attends to provide preventive and affordable solutions to reduce the terrorist threat and risk in the railway environment. Since security strategies should include prevention and response, the Working Group is a relevant platform in regard to the sharing of preventive measures to allow countries to adapt solutions that may contribute to the common European security.





Like other Working Groups, this group held only online meetings.

The working group worked on the topics of:

- Protection of Critical Infrastructures;
- Protection of Public Spaces;
- Explosives and CBRN;
- Insider threat;
- Evaluation of the Rail Action day's in 2021 and preparing Rail Action Days in 2022;
- Explore the possibility to involve CEPOL in train the trainer's programs.
- Concerning the CBRN topic the Working Group developed, in straight cooperation with the European Counter Terrorism Center from EUROPOL, and informative flyer with useful guidelines for law enforcement use. The flyer can be found on the RAILPOL website.

### 3.4 Police investigations in railway accidents and other major incidents



The Working Group (WG), deals with the police investigation in rail accidents and incidents. Furthermore, the WG analyses and evaluates the development and structure of the railway sector with its operational interoperability in Europe. The work of the group is focused on best practice / exchange of experience in rail accident investigations but also in analysing and assessing threat scenarios in the railway system in Europe. The group has also a focus on the terrorist threat situation and other conceivable attacks in the railway sector. In this context the WG considers, that security and safety are linked in the field of railway transport, and therefore a strong co-operation with the different involved stakeholders is needed.

The Working Group held 5 online meetings.

The following main topics were handled in 2021:

- European Guidance/ Checklist for rail accident investigators divided in three parts:
  - Part I “Guidance for the first police officer on the scene”
  - Part II Checklists “First officer on the scene” / “Level crossing”
  - Part III “Rail Accident investigators” (draft)
- Seminar/training for advanced railway accident investigators
- Manual “Suicides on rail premises” (Update)
- “Railway Accident Investigator” (Info –letter)
- Rail Action Week (RAW) 2021 aimed at the security on the railways –



Because of the re-organisation of the European railways (4<sup>th</sup> railway package), responsibilities for the European Agency for Railways changed and a “new” network was formed in the railway sector. To start with co-operation talks, the chair of the WG was invited to give a presentation about opportunities of co-operation regarding railway accident investigations. A meeting is planned in 2022 if Covid allows.

### 3.5 Strategic Analysis



The WG Strategic Analysis, focused is activities to provide the RAILPOL members and the Working Groups with useful information in order to plan priorities, strategies and activities by a deep analysis of criminality, its trends and the growth over the years, in the Railway environment

The information acquired during the analyses helps in creating a product that informs and drives intelligence-led policing and international co-operation between members and EU partners. The results of analyses, which also include a wide and long-term view of several factors, such as the new commercial routes and the effect of the Covid-19 outbreak, and the information about the international and cross border threats are a key point for the members and their organisation to plan Police measures and develop strategies.

The Working Group held 5 online meetings. During, but also outside this meeting the members of the working group compiled a **RAILPOL general report 10** (period 2016-2020). This is Analysis (Report) of criminality in the railway environment with a focus on the main crimes who affect this specific area of mobility, theirs trends, as well increasing and decreasing during the last years.

The aim of this strategic reports consists in the early detection of criminal trends and phenomena and, if necessary, to investigate them more deeply. In addition, the report seeks to assess the new needs of data collection and analysis.

The Working Group also compiled the Report dept analysis on the topic of “Freight and related offences”. This is a detailed report considering detection of criminal trends and phenomena and, if necessary, to investigate them more deeply, with a special focus on the occurrences that seem to be common problems.



## 4. Management

MANAGEMENT



The RAILPOL Management consist of 4 persons: The President, the Secretary-General, the Chief operations and the Office manager.

The complete RAILPOL Management is made available and financially supported by the National Police of The Netherlands.

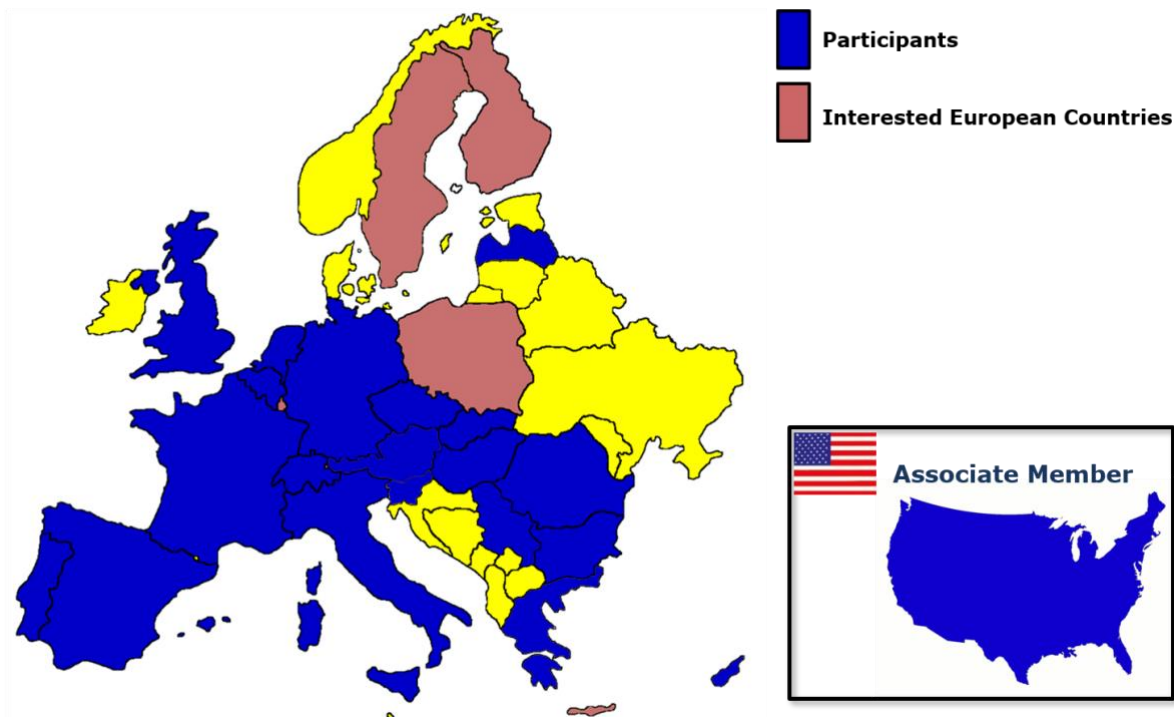
Next to the RAILPOL management, The Netherlands provides financial support to the RAILPOL activities as well act as legal partner by the subvention application.

Starting 1 July 2022, the French National police will be the Financial responsible for RAILPOL and as from 1 January 2023 will completely take over the management. 2022 will be consider as a transition period from Dutch to French management.

### 1. General.

RAILPOL consist of 23 members from different European countries including two associated members from the United states (US Transport Security Administration and Amtrak police department). The membership of several other interested European countries is still in progress.

### Participating Countries RAILPOL



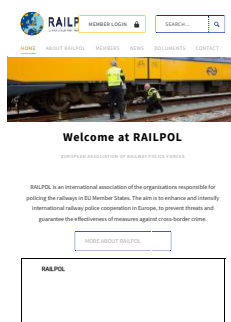
## 1. Activities.

### 2.1. Internal.

To manage and to coordinate the internal aspects of RAILPOL, the management organised and/or participated in several (online) meetings

- Meetings Strategic Council (Heads of service)
- Meetings Coordination Group (management and chairs Working Groups)
- Meetings Working Groups
- Meetings Management Team

**Communication** is an important topic within RAILPOL. To inform the RAILPOL members we disseminated regular newsletters, shared information on the website and used facebook to get into contact with the public. In 2021 we also opened a LinkedIn account.



### **Questionnaires**

As already mentioned above, sharing information and exchange best practices are important aspects within the RAILPOL association. One of the means to accomplish those aspects is the use of questionnaires among the RAILPOL members. RAILPOL held several questionnaires on different topics like train surfing, vetting etc. The outcome of this questionnaires was shared among all RAILPOL members and, in adapted form, to relevant stakeholders.



## Financial

Starting 1 July 2020, for a period of 24 months, RAILPOL received a direct grant from the European Commission. This grant covered a large part of the costs made by RAILPOL to execute all her activities.

Starting 1 July 2022, RAILPOL received again a direct grant for a period of 4 years to continue with the activities within the RAILPOL association.



## 2.2. External.

The RAILPOL initiative to establish a cooperation between the police networks working on the European infrastructure, the so-called European Cooperation on Policing Mobility (ECPM), is getting more concrete. Besides strategic cooperation, further steps will be taken in the future to come to operational co-operation. This idea of cooperation was also presented at a meeting with DG HOME and DG MOVE and positively received.



## Co-operation

RAILPOL strives for co-operation with different stakeholders and other police organisations/networks. In 2021, members of the Management represented RAILPOL during several (online) meetings to give presentations, to exchange information, giving advices as well investigating closer cooperation.



## 5. Final comments.

### 1. General.

2021 was a year in which Covid-19 dictated again an important part of the police work in general, but for sure in the transport sector. Priorities changed and new legislation was implemented. It required great flexibility for police forces. The effect of Covid-19 also had great impact on our stake holders, especially the rail operators.

RAILPOL values the cooperation with other parties. Security is not only a police task but a multidisciplinary one, with other responsible parties. RAILPOL is and will focus on the co-operation with stake-holders, the European Commission and continue to support other European projects on security in the railway environment.

RAILPOL is a successful association. Some indicators are:



- The types, numbers and results of control operations;
- The development in relation to joint trainings;
- The exchange of good practice and information;
- The evaluation by the strategic Council on the impacts of activities and results.



## 2. Future.

RAILPOL will stay active to improve the regular police work in the European railway environment. RAILPOL will do this by aligning its activities with the changing security situation in Europe. Especially focussing on protecting soft targets, public spaces and critical infrastructure, but certain also on illegal migration, cybercrime and mobile organised crime groups. New challenges are waiting like expanding the RAD's and other operational activities., and a closer co-operation with the other police networks as well CEPOL

RAILPOL remains now and for the future a solid network with active members, support from the European Commission and promoting public-private partnership.

In this way we want to make Europe more secure for our citizens.  
*"RAILPOL is on the right track"*

