
RAILPOL – European Network of Railway Police Forces Annual review 2016



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1. Introduction

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 national police force. Due to the characteristics of stations, trains and railway infrastructure, policing in the railway environment requires a specialised approach.

The key principals of the RAILPOL network 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.”

Besides day to day police work, the year 2016 was also marked by terrorist attacks, illegal migration and EURO 2016, a major sports event with lots of movements by football supporters through Europe.

RAILPOL, being an operational network, focused on the operational aspects within (railway) policing such as the exchange of best practice, (real time) exchange of information, organising Rail Action Days and exercise(s).

Some of these operational aspects include, the immediate activation of the Real Time Information Line after the terrorist attacks in Brussels, RAILPOL’s Rail Actions Days with their common thematic on organised crime, aggression and detecting explosives, but also an International exercise for public order teams connected to the European Championship football EURO 2016 as well sharing real time information about the number and behaviour of football fans traveling by train during this sports event.

RAILPOL is not the only player in the field, which is why RAILPOL investigate in co-operation with other partners and stakeholders in the railway network. Some examples are the co-operation with Colpofer, the security services of the railways, participating in the security steering committee of the UIC, the international organisation of railway operators, and also providing advice/support to the European Commission with RAILPOL’s expertise related to policing of the railway network.

This first annual review provides the achievements of RAILPOL in 2016.

On behalf of the RAILPOL Management,

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

2. Working Groups.

As mentioned in the introduction, RAILPOL is an operational network, and the back bone of the network is the Working Groups. In 2016 RAILPOL had 5 Working Groups, namely; 'Crime and Illegal Migration', 'Public Order', 'Counter Terrorism', 'Police Investigations on Railway Accidents and other major Incidents' and 'Strategic Analysis'. Main goals of the Working Groups were to exchanging best practice and sharing information but also draw up recommendations and organise joint International days of action.

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

1. Crime and Illegal Migration



The working group Crime & Illegal Migration deals generally in all crimes related to or committed in the railway domain of the member states. Over the years policing the railway domain is a jigsaw puzzle regarding the competences of the several police forces responsible for this policing - Railway police, Border police, Transport police, National Police, Gendarmerie and so on. The differences between member states, their priorities, their legislation and enforcement is enormous. The Working Group tries to find solutions for and exchange best/good/bad practice - to fight crimes in this environment. They also monitor the influx of migrants and their way of travelling through Europe to their final destination.

The following members, chaired by the National police of The Netherlands, attended this working group in 2016 - Belgium, France, United Kingdom, Spain, Portugal, Italy, Switzerland, Romania, Latvia and The Netherlands.

The Working Group held two meetings - London (England) March 2016 and in the Swiss Embassy in Berlin (Germany) September 2016.

During these meetings, the participants exchanged information and best practice on the following crime topics: beggars, pickpocketing, exploitation of people as well as a case study regarding this last item. They worked on a recommendation on the security of marshalling yards, updated the crime fields in every member country and monitored the European migration situation. They also started to restructure the on-line BPM (Best Practice Manual) which is a type of data-base on the secure part of the RAILPOL website and contains an overview of best practice by the different members on specific topics.

The Working Group also organised two Rail Action Days so called "24 Blue". Almost all RAILPOL members, National and/or cross border, executed specific police actions on the railway network on 10 March and 5 October 2016. The topics for these were migration on 10 March and aggression/violence against railway staff and police on 5 October.



RAILPOL 11th Rail Action Day 24BLUE 10 - 11 March 2016

OVERALL RESULTS*

Number of Police Officers employed	GENERAL			MIGRATION		METAL THEFT		
	ID-CHECKS	Number of checked stations	Number of checked trains	Number of Illegal Stay	Number of Illegal Entry	Number of checked Metal Depots Scrapyard	Kg. of stolen copper seized recovered	Kg. of stolen metal seized recovered
16.788	47.678	5.060	7.712	220	18	2.560	1.362	32.876

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	Aggression Violence Antisocial behaviour	Graffiti Damages Vandalism	Theft from Cargo Train	Other Crimes
11	4	27	25	74	57,5	7.536,3	0	107	43	0	280

* including the results of the US number for the RAILS SAFE Operation on March 11th



RAILPOL 12th Rail Action Day 24BLUE 5 - 6 October 2016

OVERALL RESULTS

Number of Police Officers employed	GENERAL			MIGRATION		METAL THEFT		
	ID-CHECKS	Number of checked stations	Number of checked trains	Number of Illegal Stay	Number of Illegal Entry	Number of checked Metal Depots Scrapyard	Kg. of stolen copper seized recovered	Kg. of stolen metal seized recovered
8.930	24.891	4.137	5.637	192	189	962	211	1.070

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	Graffiti Damages Vandalism	Theft from Cargo Train	Other Crimes
5	2	22	4	82	300,0	578,0	0	6	2	159

RED LINE (people arrested or reported)		
Violence Aggression against Railway Staff	Violence Aggression e.g. vs: Passengers	Violence Aggression against Police Officers
3	7	4

The Working Group also noted that theft has the largest number of offences recorded with organised crime groups travelling throughout Europe to do their devastating work.

Over the last few years there has also been a decrease in metal theft of over 40%. At the moment, the price of copper is increasing so the chance of becoming a victim of metal theft will grow so we must keep this in mind. On the railway network copper/metal is widely available and easy to remove. Also migration is still something that should be monitored.

A new phenomenon in our sector is cybercrime and although (railway) police is not specialised on this subject it's an item we should consider in the future.

2. Public Order



The Public Order Working Group deals with topics relating to crowd control and public order. Public order within the railway network requires a different approach in comparison with other public places like stadiums and public roads and as well as the infrastructure there is always the aspect of safety.

The following countries, chaired by the Federal police of Germany, participated in this working group. Romania, Bulgaria, Hungary, Italy, Switzerland, Belgium The Netherlands, Slovakia, Czech Republic, France and Germany.

The Working Group held two meetings - Paris (France) April 2016 and in Bucharest (Romania) October 2016. The meeting in Paris was combined with RAILEX 6 which was held also in France.

During these meetings, the participants shared best practice and information from a public order perspective on the topic of the terrorist attacks in Paris, Brussels and Germany in 2015/ 2016. Also the response of the railway police in cases of a terrorist attack were an agenda item during these meetings. In connection to that, they started to draw up a recommendation on possible actions for shift leaders and field officers. Another topic, which had a starting point in 2016, was the commanding process/chain of command after huge attacks or incidents.



An important accomplishment of this Working Group was organising the International exercise for public order teams called RAILEX. In 2016 it also related to the European championship football EURO 2016 and the 6th RAILEX was organised by the French railway police in the city of Sens (France). Public order teams from France, The Netherlands, Spain, Switzerland, Czech Republic and Germany shared best practice and worked together for two days on different aspects like escorting and separating violent football supporters in trains and on stations, blockade of a nuclear train, gun rampage (AMOK) in and outside of a train, terrorist attack in a train with and without escaping offenders and sexual harassment on a train. On the first day, a tactical team from the French counter terrorism unit (RAID) joined in and took part in several exercises.



During EURO 2016, at the request of the French National police, the Working Group also activated RAILPOL's Real Time Information Line (RTIL). The goal of the RTIL is to provide the participating members with real time information/intelligence about the behavior and amount of football fans travelling by train. This time RAILPOL also co-operated with Colpofer, the security forces of the railway operators in a similar way to that during the Olympic games in London 2012.

3. Counter Terrorism



The increasing number of terrorist attacks in/on the railway environment accompanies the trend of terrorism events in Europe. This observation is supported by the prospective view of the Investigative Project on Terrorism (IPT) from the University of Maryland that "Europe's security systems will become more stressed and unable to respond to the rising challenges associated with the mass migration of refugees. Violence in Europe will increase in size and scope as Islamists exploit its nearly unregulated immigration system and Muslim enclaves such as Molenbeek in Brussels become more widespread".

The recent attacks in France, Belgium, Germany, Switzerland, Turkey and in many other countries in the world have shown the need to address the issue of protection of public areas next to, or part of, infrastructures such as train stations.

Regarding these threats, the characteristics of public areas, such as train stations or multimodal infrastructures, offers an ideal opportunity for terrorists. The role of 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 this Working Group’s work within the areas relating to these pillars.

The following countries, chaired by the National Republican Guard of Portugal, participated: Belgium, Bulgaria, Germany, France, Italy, The Netherlands, Portugal, Romania, Spain, Switzerland, United Kingdom and the United States of America. The Working Group held two meetings: Madrid (Spain) February 2016 and in Rome (Italy) August 2016.

During these meetings, the participants shared best practice and information about risk assessments in stations, techniques to recognise deviant/suspicious behavior and railway infrastructure protection. They reviewed the manual on exchange of information and after the attack in Brussels in March 2016, shared within 48 hours the measures taken by the different RAILPOL members on and around stations and on (inter)national trains.

The Working Group also organised a Rail Action Day (RAD) on 7 September 2016 called “Active shield.” Most RAILPOL members participated into this action with a focus on detecting explosives on International trains and public lockers in train stations.



**RAILPOL Working Group Counter Terrorism in the rail sector
Rail Action Day ACTIVE SHIELD 7 - 8 September 2016**

Police Officers	Checked Stations	Checked Trains	Checked Person	Arrested or Reported Persons	Checked baggage	ADDITIONAL MEANS			Left luggage office	Checked automatic lockers	cases with detected explosives vdevices
						Dog	metal detector	Explosive Detector			
7.407	2.993	6.123	28.236	298	9.426	yes	yes	yes	231	1.466	0

4. Police investigations on Railway Accidents and other Major Incidents



The working group “Police investigations on Railway Accidents and other major Incidents” deals with the investigation of these kinds of events in Europe. These investigations are carried out by several institutions, with different goals. Some European countries have a specialised “Railway Police”, whilst other European countries carry out the task within their general police organisations. Responsibility for

the criminal investigation always sits within the criminal departments of the concerned police organisation.

The RAILPOL network with the working group “Police investigations on Railway Accidents and other Major Incidents” is one of the cornerstones to exchange knowledge about investigations in Railway accidents/incidents all over Europe from a Police point of view. The exchange of experience in these complicated investigations is needed to gather knowledge and to spread this knowledge to the responsible police officers in their countries.

The working group brings together not only EU police investigators but also tries to establish close co-operation between other European organisations, e.g. the European Railway Agency, EUROJUST and the JIT-network, and the National Investigation Bodies (NIB) in each country.

Only if the Working Group can combine safety and security, is it possible to improve the standard of safety and security in the railway sector and also for a good police approach to the prevention and fight against criminal and terrorist attacks.

The following countries, temporarily chaired by the Italian railway police, participated: Belgium, Germany, Italy, Latvia, The Netherlands, Romania, Slovakia and Spain. The Working group held two meetings: Haarlem (The Netherlands) April 2016 and in Madrid (Spain) October 2016.

During these meetings the participants shared information and best practice on data registration tools and devices, possibilities of reading and conservation of data needed for the legal investigation as well as optimisation and reduction of trespassing (tracks) and accidents on level crossings. Also operating resources and tools required for safe operation in the railway environment was a topic of the meetings.

A new aspect was decided upon, namely to organise a Rail Action Week in 2017. The focus will be aimed at security and safety on railways with different safety and security targets.

5. Strategic Analysis



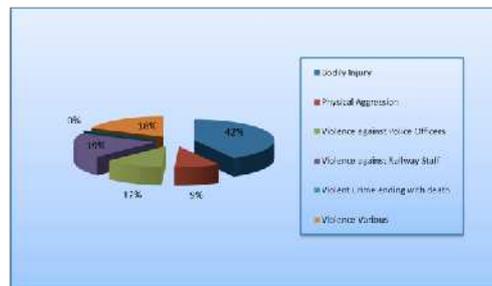
The Working Group Strategic Analysis developed its activities to complement the other RAILPOL working groups by providing them with useful information to elaborate their activities and to provide RAILPOL members with the necessary elements to plan actions and strategies. Since the basis of police work is information, it is essential that railway police forces gather as much information as possible and also on an

international level. The goal of this Working Group was to create strategic analysis of different aspects and on different levels (phenomenon, offender, target, etc.), and considering the needs and suggestions of the other RAILPOL Working Groups and/or members.

The information acquired during the analysis lets the Working Group create a product that: informs and drives intelligence-led policing and international co-operation between all RAILPOL partners; serves to reduce the international threat faced by the railway network throughout Europe by providing the members with useful information to plan measures and preventative police activities as well.

The following countries, chaired by the Italian railway police, participated in the Working Group: Belgium, France, Germany, Italy, The Netherlands, Portugal, Romania, Spain, Switzerland and the United Kingdom.

The Working Group held two meetings: London (England) May 2016 and in Lisbon (Portugal) August 2016. Besides these regular meetings a small task force within this Working Group held a meeting in Brussels to prepare the focus report on weapons.



The Working Group, using a well-tested system, performed a general analysis on trends of the most common crimes on the railway environment (General Report), for instance theft, aggression/violence and criminal damage. Besides this report a deep analysis of a specific criminal phenomenon was carried out (Focus Report).

The 2016 General Report 5, could be considered as an update of the previous ones and it contains statistics on crime within Europe on the railway environment and describes the period: 1st January 2009 to 31st December 2015. The figures are based on data collected by the members of the group and the report contains at the time of completion the figures from 12 countries. This general Report looks at developments within collected statistical information and identifies future trends or problems and the need to investigate them more profoundly.

In regards to the 2016 Focus Report (weapons on the railway environment), it contains statistics within the European railway environment and describes a period of two years: 2014 – 2015. The participating countries were also invited to provide some information about trends and preventive measures to make a qualitative analysis of the phenomenon.

3. Management.



1. General.

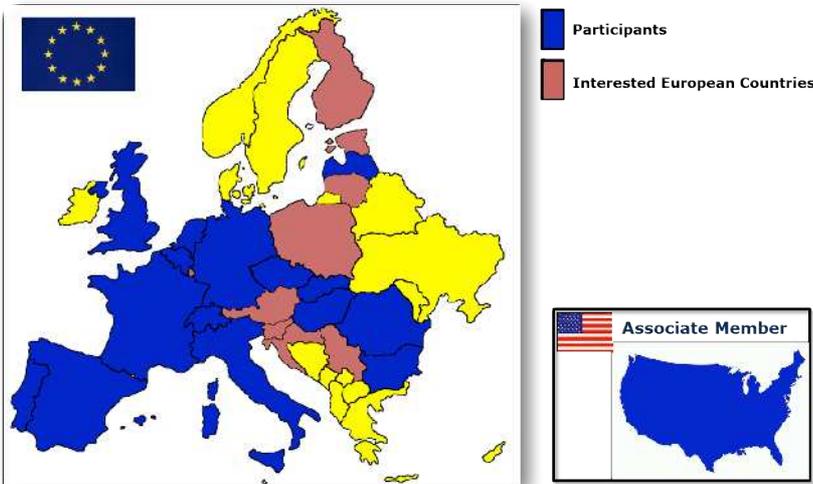
The RAILPOL Management consist of 4 persons: The President, the Secretary-General, the General Manager Operations and the Management Assistant. Each person has their own tasks for which they are responsible for within the daily Management of the RAILPOL network.

Due to the retirement of the former President and Secretary-General a new President and Secretary-General were appointed in 2016. The General Manager Operations was promoted to the position of Secretary-General, therefore a new person was appointed as General Manager Operations. The complete RAILPOL Management is made available and financially supported by the National Police of The Netherlands.

Besides the RAILPOL management, the National Police of The Netherlands also provide financial support to the meetings of the Working Groups, Conferences, the Management and Coordination Group as well as the costs for the RAILPOL website.

In 2016 RAILPOL had 17 members from 15 different European countries: Belgium, Bulgaria, Czech Republic, France, Germany, Hungary, Italy, Latvia, Portugal, Romania, Slovak Republic, Spain, Switzerland, The Netherlands and United Kingdom. Also 2 associated members from the United States (Amtrak police department and the Transport Security Administration).

Participating Countries RAILPOL – November 2016



2. Activities.

1. Internal.

The RAILPOL Management organised two Strategic Conferences in 2016, one in Breukelen (The Netherlands) May 2016 and one in Stirin (Czech Republic) in October 2016. The goals of these conferences were to give the members an update about the activities of the Working Groups and to seek their approval around future activities and steps to be taken at an operational, tactical and particularly at a strategic level. Occasionally external guests are invited to give presentations about their specific line of work relating to the (railway) police. An important topic in Breukelen was the public private partnership with guest speakers from the transport sector.

In Stirin the future of RAILPOL was the main item with discussions about the structure and organisation of the network as well as the strategic goals for the coming three years.

Coordinating the Management activities, RAILPOL Management held 10 Management Team meetings, mostly in Winterswijk (The Netherlands) branch office RAILPOL.

In order to discuss the cooperation, tactical and strategic goals, the RAILPOL President and Secretary-General visit on a regular basis the different member organisations. In 2016 they visited the (deputy) heads of the British Transport Police, the Italian railway police and the National police of Latvia.

The General Manager Operations, occasionally accompanied by the RAILPOL President or Secretary-General, represents the Management at most of the meetings of the Working Groups. This year, being new within RAILPOL, the RAILPOL President visited all the meetings of the Working Groups to be personally updated about their work and activities.

To coordinate the activities of the different Working Groups, the Management organise a coordination meeting which takes place twice a year. Participants are the RAILPOL Management and the Chairs of the Working Groups. These meetings were held in Winterswijk (The Netherlands) in April and October 2016. Important items at these meetings were the tasks and responsibilities of the Working Group Chairs, content and structure of the Working Group presentations, investigation of common topics as well as feedback and advising the Management about future steps.

The exchange of information/experiences/best practice are important goals within RAILPOL. Occasionally RAILPOL uses questionnaires to investigate these items. Important questionnaires in 2016 were on drones within the railway environment, first responder (railway police) tasks after a terrorist attack, using freight trains for illegal migration as well as an information exchange on an international criminal who tried to extort railway companies within several countries.

The RAILPOL management distributed 14 (digital) newsletters to inform all RAILPOL members and their organisations about actual events, news and other items relating to railway policing.

Also the RAILPOL website was updated with the support of the website supervisor from the Italian railway police.

To be more in contact with the public, RAILPOL has also created its own Facebook account.

2. External.

RAILPOL also strives for co-operation with the different stakeholders. In 2016 the members of the Management had several meetings with, and/or represent RAILPOL at the following organisations and/or conferences:

- UIC Steering committee of the Security Platform (February/September). Permanent member/advising on security items within the railway companies on a global level;
- UIC security division (March). Investigate co-operation/information exchange and joint copper E-book;
- UIC Security week on Counter terrorism and Immigration flows (June). International conference to exchange information and best practice;
- COLPOFER General Assembly (February/June/November). To give presentations about police measures in the railway environment (especially after the terrorist attacks) and to advice on security measures taken by the railway operators;
- COLPOFER Management (May). Investigate for a closer co-operation;
- CER (March/June). Sharing joint visions and priorities;
- AIRPOL (September). Investigate for a closer co-operation and about an operational co-operation on airports with train stations during RAILPOL's Rail Action Days;
- EUROPOL (September). Investigate for a closer co-operation and about the possibilities of Europol to support RAILPOL during the Rail Action Days (i.e. cross checks on identities);
- DG MOVE / LANDSEC (January/October). Permanent member to advice EU member states and stakeholders about security items within the railway environment;
- DG MOVE / Rail passenger security conference (May). Member of the conference forum to respond on questions related to policing in the railway environment;
- DG MOVE / Security conference (November);
- DG HOME / Directorate Security (June/September/October/November) Meetings with DG Home about the activities and future of RAILPOL;
- DG HOME/Conference on Insider threats (June);
- UN/ECE (November). RAILPOL supported the idea of the UN to establish an international database on security items;
- National police of The Netherlands (NPN) / Criminality on transport (November). To inform the NPN about the possibilities of RAILPOL but also the advantage of cooperation with Aquapol and Tispol on nodal infrastructure;
- TETRIS Project (February). To advice from a (railway) police point of view on a table top exercise on measures after a terrorist attack on railway infrastructure.

The Management also gave some interviews to the Japanese government on the subject of European railway policing and to DG MOVE and DG HOME on the aspects of the European ISEC subvention program.

4. Conclusions.



1. General.

2016 was an important year for RAILPOL. Besides the change of the Management it was also the first year that the network didn't get any subvention from the European Commission and members had to pay their own expenses. To guarantee a smooth transition, the National police of The Netherlands gave financial support for these expenses in a system of "step by step" reduction.

It is good to see that all the members, except Austria, remain members of RAILPOL and have participated in activities and as members of various Working Groups. Some members even want to expand their participation within the Working Groups.

RAILPOL is an operational network and it is important for the Management that co-operation is on an operational level. RAILPOL took the initiative to discuss these co-operations with Europol and Airpol from a police point of view and with UIC and Colpofer from a "rail" security point of view. Also, the co-operation with DG Move and especially DG Home were important points on RAILPOL's agenda.

2. Future.

The meetings with DG Home resulted in a decision to apply for a new grant from the European Commission. The decision of assigning the grant will probably fall to mid-2017.

During the last Strategic Conference in Stirin (Czech Republic) the conference members agreed with the RAILPOL Work plan which describes the Strategic goals for the period 2017-2019 as well as the RAILPOL activities for 2017. The Conference also gave their support to the present Management for these years.



RAILPOL is always open to discuss new initiatives and ideas. The first thoughts and ideas to establish an "European Transport Police" will be a topic to investigate in the near future.

RAILPOL remains now and for the future a solid network with active members, not only looking internally, but looking for possibilities and co-operation within our surrounding areas and promotes public private partnership. Together we want to make Europe safer. RAILPOL is ready for it!