



Responsibilities of Transport Security's Land Transport Division

TRANSEC LT (Land Transport) is responsible for counter-terrorist security on the national rail network, London Underground and Channel Tunnel, and for the security of dangerous goods in transit.

Key activities post 7 July 2005

- TRANSEC undertook a series of passenger and baggage screening trials at stations on the national railway and London Underground networks during the first half of 2006. Trials took place at Paddington railway station and at Canary Wharf and Greenford Underground stations. At each, a small number of randomly selected passengers were asked to pass through the screening facility before boarding their train. A number of exercises were also undertaken using Police explosives detection dogs. People were asked their opinions of the screening processes used. Along with the scientific data, the views expressed are now being analysed.
- Vulnerability assessments continue of areas adjacent to, but outside of railway station property.
- Guidance on best practice for the security of bus and coach operations has been developed and was issued to the industry in October 2005.

Railways

- The Department took on the responsibility for setting and enforcing railway security standards on 22 February 2000, whilst Network Rail and the Train Operating Companies (TOCs) continue to be responsible for the day to day delivery of security.
- This brought the Railways into line with the Aviation, Maritime and Channel Tunnel sectors with the responsibility for setting standards, inspecting against them and taking necessary enforcement action to ensure compliance being undertaken by TRANSEC.
- Security standards are set out in the National Railways Security Programme (NRSP). This document is issued to TOCs, Network Rail and others with direct involvement in railway security. The document details both mandatory and best practice standards for the industry. A Station Security Instruction under the Railways Act 1993 was served on the owners and operators of stations on 27 May 2004, making key parts of the NRSP legally enforceable. The requirements are kept under constant review and an updated Instruction will be issued later this year.
- The Department continues to monitor against the security standards set out in Railway Group Standards, the NRSP and the Instruction. The security regime builds upon the sound and proportionate measures developed by Railways and British Transport Police (BTP) during more than

30 years of direct experience in dealing with the terrorist threat.

- Further Instructions are currently under development to extend the regulatory regime.
- Alongside this, in the light of the attacks in Madrid, we have reviewed counter-terrorist security on the railway network in conjunction with the industry and the Police. We have identified a number of additional measures to enhance the existing regime and we are working with all relevant parties to develop and implement these whilst recognising the limitations imposed by the essentially open nature of the system.
- The Department seeks to provide a secure environment for all persons, staff and goods using the rail network within Great Britain whilst ensuring that users can continue to use the system without unnecessary restrictions. The security regime is designed to be proportionate and responsive to the assessed level of threat. The BTP continues to handle bomb threats/warnings, including making recommendations on the closure of stations.
- The Department asks all persons using the rail network to remain vigilant and report any suspicions to Rail Staff or the BTP.
- Advice on chemical and biological attacks has been issued to the rail industry.

Underground and Light Rail Security

- London Underground and the British Transport Police (BTP) have over 30 years of direct experience in dealing with terrorism. During this period, sound measures to deter the threat posed by terrorists have been devised and implemented successfully.
- However, there had been no regulatory overview of this, so in July 2003 the Department issued Instructions to London Underground Ltd under the Railways Act 1993 to formalise the protective security measures already in place. These Instructions came into effect in October 2003.
- A supporting London Underground Security Programme, developed in consultation with LUL and BTP, was issued in August 2003.
- London Underground Ltd continues to be responsible for the day to day delivery of security.
- The Department acts as regulator: an inspection regime to monitor and enforce compliance has been established.
- BTP continue to police the Underground system and to be closely involved in contingency planning. Close liaison between all three parties (The Department, LUL and BTP) on security matters remains an important element.
- In response to the London attacks of July 2005, there was a tightening of security measures. Security remains at a high level.
- The security regime for the Underground is designed to be responsive to the level of threat, and to be proportionate. It is kept under constant review.
- The wider review of rail security, following the Madrid attacks, recommended that security regimes be extended to other underground, light rail and tram systems in the UK.
- Regulatory security regimes have now been put in place for two key systems (DLR and Glasgow Subway) and best practice security programmes are being developed for the remaining 7 systems (Tyne & Wear Metro, Midland Metro, Manchester Metrolink, Nottingham Tram, Sheffield Supertram, Croydon Tramlink and Blackpool Tram).
- Legislation has been amended to enable the Department to put the advisory programmes for tram systems on a regulatory footing should the need arise in the future.

Channel Tunnel Security

- The Channel Tunnel (Security) Order 1994 requires the operators of the tunnel and the trains that go through it to carry out counter-terrorist security measures. The operators are responsible for the day to day delivery of security. Amongst other measures, all traffic using the tunnel, both passenger and freight, is liable to be screened.
- The Department's Inspectors monitor the security arrangements in place to ensure that the required standards are, and continue to be, met. Security measures are closely tailored to the risk taking account of the threat, as assessed by the Government's security advisors, and the vulnerability of the system.
- Security in France is the responsibility of the French Government. French and UK Government Officials meet regularly to discuss security and ensure continued comparability of security standards.

Channel Tunnel Services

Eurotunnel

- Eurotunnel is responsible for security of the UK sector of the Tunnel, the terminal at Cheriton and the shuttle trains designed to carry road vehicles, including private cars, coaches and lorries.
- Eurotunnel operates two types of shuttle train service, one for car-borne passengers, the other for lorry-borne freight.
- All traffic is liable to be screened.
- Cars and coaches are required to submit to screening at the passenger inspection facility at the Cheriton terminal if they are selected. Screening of the vehicle and contents is carried out using various equipment including explosive detectors.
- Freight vehicles are required to submit to screening at the Cheriton terminal if they are selected. The search is carried out by x-ray means (using the Euroscan freight vehicle screening facility) or by explosive detection equipment operated by Eurotunnel security staff.
- Advice on Chemical and Biological attacks has been issued to all Channel Tunnel operators.
- Work has been undertaken to better integrate the on-site security procedures of HM Revenue and Customs, UK Immigration service, police and operators.

Eurostar (UK) Ltd

- Eurostar (UK) Ltd (EUKL) operates international passenger rail services, under the 'Eurostar' banner, between London, Ashford, Paris and Brussels, in co-operation with other European Railways.
- EUKL are responsible for the security of through-running Eurostar passenger trains, as well as the stations at Waterloo International Terminal (WIT) and Ashford International Station.
- Passengers and their bags are liable to search by security staff contracted to EUKL when travelling from WIT and Ashford. Although only a proportion of passengers and their bags are required to be screened using archway metal detectors, x-ray equipment and explosive detection equipment, and the actual percentage selected is dependent on the threat level. Eurostar have decided to screen 100% of passengers and their baggage.

International Rail Freight

- The rail freight security system is based upon Article 33 Schedule 1 of the Channel Tunnel (Security) Order 1994 and has been approved by the Department.
- Rail borne freight is carried on trains operated by English Welsh and Scottish International (EWSI). There are currently 5 Channel Tunnel rail freight terminals in the UK, 2 of which are operated by EWSI.

The system comprises two elements:

- Traffic from consignors of freight who are registered with the Department as Security Approved Channel Tunnel Freight Forwarders (SACTFF) under powers contained in the Channel Tunnel (Security) Order 1994, and who certify the security integrity of their loads and apply seals to the containers/wagons.
- Traffic from consignors who are not SACTFFs, which is subject to checks by EWSI. EWSI require consignors to give advance notification of loading times so that the appropriate security verification can be undertaken.
- Integrity checks of the seals and associated paperwork are carried out on arrival at the appropriate Channel Tunnel rail terminal.
- The French Government carry out all checks on rail freight just before it enters the Tunnel.

Security of the Transport of Dangerous Goods

Measures have been developed for the security of dangerous goods by road and rail.