

# IGC Stakeholder Workshop Lille

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## **Joint Security Committee Declaration of Intent**

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## LEGAL STATUS

The DoI is:

- A statement by the two governments of the security arrangements for the Channel Tunnel (replacing the JGD)
- To protect the Passengers, Trains and the Tunnel from terrorist attacks
- Intended primarily to assist new rail passenger operators commencing services in third countries
- Not a legally binding document, however in the UK it is delivered through the Channel Tunnel (Security) Order which provides powers to set statutory measures through Directions
- In France the intention is to use it as the basis for introducing legislation applicable to the security of the Tunnel

# STRUCTURE & CONTENT

- Around 40 pages
- Comprises 6 component parts
  1. Statement of objectives & general principles
  2. Annex 1 – Threats
  3. Annex 2 – General Requirements for Managers of Security Zones & Railway Undertakings
  4. Annex 3 – The Concessionaires
  5. Annex 4 – Rail Freight
  6. Annex 5 – Catering & Supplies

# Statement of objectives & general principles

## Highlights

- It defines security
- The threat level for the Channel Tunnel is determined by the UK and French governments
- Establishes the need for a mechanism for liaison with other Governments to work together to protect the Network – CTRSF
- Principle of sterility of trains and security zones
- Trains – principles for security
- Compliance – in cooperation with States hosting services

# ANNEX 1

## Threats

- Back to basics – determination of the threats in terms of attack methods
- 12 identified – including:
  1. Bombings – person & vehicle borne explosives
  2. Marauding Active Shooter
  3. Hostage-taking
  4. Cyber
  5. Sabotage
- These types of attacks are what the Annexes 2-5 aim to mitigate

## ANNEX 2

# General Requirements for Managers of Security Zones & Railway Undertakings

- Applicable to all types of operators
- It confirms the current requirements
- Prohibited Items List – trying to standardise across all current and new States
- Screening and searching – passengers and baggage. Governments will decide appropriate proportions. Allows flexibility based on intelligence.
- Security equipment – confirms use of x-rays, Explosive Trace, Walk Throughs or approved acceptable equivalents.
- Security Zones – currently most are permanent. To accommodate new operators temporary zones acceptable.

## ANNEX 2

- Perimeter barriers – currently these must be to a specific standard, height, build and permanence. Not appropriate for new operators, using a platform once a day for short time.
- Perimeters must have support measures eg CCTV, guarding, etc.
- Contingency Plans – to deal with security incidents.
- Training – staff to ensure security competence

## ANNEX 3

# The Concessionaires

- To some extent Annex 2 applies to the Concessionaires but there are some differences:
  - Tunnel portal protection
  - Shuttles for vehicle transportation
  - Screening focuses on vehicles
  - Security zones sub-divided to include high security zones
    - Portal areas
    - Terminal control centres
    - Main electrical sub-station
  - Security zones designated agreed by both Governments

# ANNEX 4

## Rail Freight

- DoI recognises two different approaches:
  - Security checking of loads prior to entry to the Tunnel – France.
  - Approved freight forwarder scheme – UK.
- France
  - Freight liberalised in 2007, can originate from anywhere across Europe so difficult to have an approved forwarder scheme.

## ANNEX 4

# Rail Freight (continued)

- UK
  - Companies exporting goods from the UK be approved as freight forwarders (known consigners).
  - Companies approved based on the security of their premises and capability to screen freight to be exported
  - Must use specially designed seals to protect the freight containers, preventing unlawful interference
  - Must pass seal details to freight terminals they transit so that seal checks can be undertaken on arrival
  - At Dollands Moor seals checked prior to Tunnel entry
- Unknown consignments ie those from not approved as freight forwarders – must be made known at a terminal prior on arrival and sealed.

## ANNEX 5

# Catering & Supplies

- The regime ensures that the train or security zone they are destined for is not compromised.
- The regime already applies in France & UK - new operators from other States will need to ensure that their catering meets similar standards
- Essentially by
  - Premises to be designated as security zones with access control
  - Items delivered to be checked on arrival at premises
  - Carts and trolleys to be used for storage on the trains checked before and after loading and then sealed
  - Vehicles (load area) used to transport to station/train to be sealed
  - On access to security zone seals on carts or trolleys to be checked and then kept in secure storage until placed on train

## Next Steps

- Complete internal Government Clearance
- Consultation with Interested parties
- Evaluate responses
- Advice to Ministers
- Issue Document



THANK YOU