



UIC SECURITY PLATFORM  
**Trends for Rail Security Frameworks**

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### **Disclaimer**

This document is based on an exploratory study using publicly available sources and is therefore not exhaustive. At the point of publication, some information presented in this document may already be obsolete.

The trends presented herein are the results of the authors' analysis. This means that the way in which rail security is implemented in any given railway company may not fit into a single identified trend category.

The selection of illustrative examples provided in the document were chosen based on the best available information and to showcase a variety of countries and UIC regions. The document was sent for review to the respective railway companies and no objections were received.

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# Executive Summary

Railway security is becoming increasingly important, from daily, recurrent threats which create feelings of insecurity to major incidents such as terrorist attacks. Alongside national, European and international public authorities, the rail sector has a specific and complementary role to play in protecting and developing railway activities.

Due to varied regulatory/legal, administrative, historical, socio-economic and other contexts, the rail security landscape is extremely diverse. Based on the analysis of publicly available information, this document aims to shed light on the trends for shared responsibility when it comes to railway security.

The study detailed in this document revealed three main approaches to railway policing. Either general law enforcement, specialised law enforcement or specialised law enforcement who work directly for the rail company may have this responsibility.

It also led to the identification of five trends for the allocation of roles and responsibilities amongst different rail security actors:

- State retains full responsibility for enforcement;
- Railway enforcement prerogatives linked solely to contract laws;
- Some enforcement prerogatives granted to railways by the State;
- Broad enforcement prerogatives granted to railways by the State;
- Integration of law enforcement in railway companies.

It further examines how the security structure is organised within railway companies: as a separate security department or integrated with safety, at the holding or company level, or as a subsidiary. Lastly, it presents the ways in which security personnel are equipped (e.g., uniforms, defensive equipment).

While common trends offer valuable insights, it is important to remember that none of the identified trends are immediately transferable to any given railway environment. Rather, the information provided in this document is intended to serve as a guiding resource.



# 1. Introduction

Ensuring the security of the rail environment has become increasingly important: from daily, recurrent threats which create a feeling of insecurity that discourages people from taking the train or choosing to ship their goods by rail, to the most serious terrorist threats capable of causing numerous deaths and destabilizing countries, not to mention emerging threats such as the malicious use of drones or AI, cyber-physical attacks, etc.

Addressing these concerns is a multifaceted endeavour, requiring cooperation amongst different stakeholders (e.g., public, private), whereby several different approaches exist to achieve the same goal: security of persons, facilities and goods.

In this vein, the UIC Security Platform brings together the security experts from UIC members, promoting direct collaborative actions and the exchange of best practices to enhance rail security.

Following the request of UIC Security Platform members from several different UIC Regions, this report aims to shed light on the prevailing trends for rail security by reviewing the roles and responsibilities attributed to the different stakeholders in the rail environment.

## 1.1. Methodology

### Leveraging Open-Source Intelligence (OSINT)

The methodology used in this report is based on Open-Source Intelligence (OSINT) principles. The study was conducted using a plethora of publicly available, open sources, including: UIC members' websites, industry reports, related publications, governmental documents, press releases, laws/regulations and public statements.

This study focused on the roles and responsibilities of railway companies when it comes to security and how this responsibility is shared with States. It also examined how security is structured in rail companies and how security personnel are equipped.

However, OSINT principles do have their limitations and access to comprehensive data proved challenging. Therefore, the analysis presented herein should not be considered exhaustive.

### Finding overarching themes

The results of the above-described review demonstrated that there is a large diversity when it comes to how rail security is implemented.

The findings were then analysed using a thematic analysis lens, meaning that the data collected was coded to find patterns, or themes, within the data set, with the goal to uncover the overarching patterns and trends that could be regrouped, based on distinguishing factors.

It is crucial to emphasize that the trends elucidated in this report do not represent a singular blueprint derived from any individual company, but rather encapsulate an aggregation of practices.

While this document provides examples to help the reader better understand the different trends, please bear in mind that the examples are intended to be illustrative only and do not indicate that a given company follows exclusively a given trend.

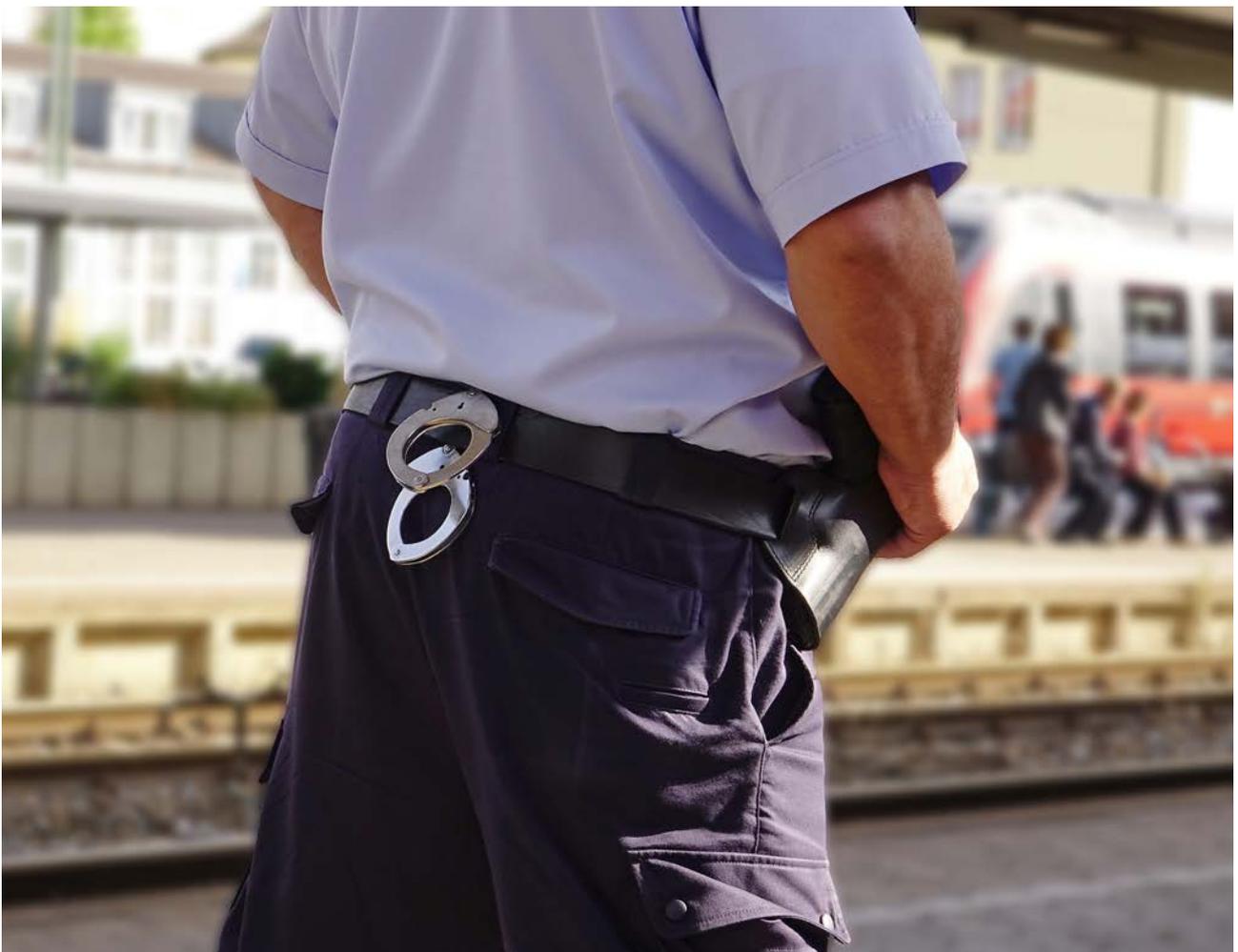
Furthermore, UIC kindly reminds our readers that it is not our role to impose or endorse one trend over another and as such, this document should not be seen as definitive nor as requirements.

## 2. Policing the rail environment

Acknowledging that security is first and foremost the responsibility of the State, to better understand rail security, one must first study how law enforcement has been organised in each State regarding railway policing. This study revealed three main approaches, where by railway policing is the responsibility of:

- General law enforcement, without a specialised force;
- Specialised law enforcement;
- Specialised law enforcement who work directly as a part of the railway company.

The choice of model is set by the applicable legal framework<sup>1</sup>, which in turn is defined by a myriad of factors such as the specific security challenges faced by each country, administrative organisation, reforms within the Ministry of Interior, reforms within the railway company, the size and complexity of the railway network, etc. For example, one can observe that federal States or large countries which have several autonomous regions are likely to have more complex national/homeland security structures.



<sup>1</sup> Based on national, regional, local, international regulations or bilateral agreements, depending.

## 2.1. No specialised railway/transport police

Some countries have chosen not to assign the responsibility for railway policing to a specialised force.

### Examples

#### ■ SPAIN

This is the case in Spain, whereby in most of the regions Guardia Civil oversees railway security matters. The security personnel of the Spanish railway company<sup>2</sup>, RENFE (Red Nacional de Ferrocarriles Españoles), are not allowed to enforce the law themselves as stated in Ley 38/2015<sup>3</sup> on the railway sector<sup>4</sup>. As such, security guards primarily serve as a deterrent<sup>5</sup>. This means that RENFE relies on the Guardia Civil for railway security enforcement (e.g., Guardia Civil have the legal prerogatives to detain, arrest, detain, fine, investigate, etc.) as well as in some cases regional law enforcement<sup>6</sup>.

#### ■ ETHIOPIA AND DJIBOUTI

Another example would be the Ethio-Djibouti Standard Gauge Railway (EDR), a collaborative effort between the governments of Ethiopia and Djibouti, established in April 2017 through a bilateral agreement<sup>7</sup>. Governed by the Railway Transport Administration Proclamation No. 1048/2017 in Ethiopia, the EDR operates under the security purview of the Ethiopian Federal Police<sup>8</sup>, who have the legal authority to detain, arrest, fine, and investigate incidents.

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<sup>2</sup> Ministry of Development “BOE” No. 271 (2010). Reference: BOE-A-2010-17236. Available at: <https://www.boe.es/buscar/pdf/2010/BOE-A-2010-17236-consolidado.pdf>

<sup>3</sup> Ministry of Development “BOE” No. 234 (2015). Reference: BOE-A-2015-10440. Available at: <https://www.boe.es/buscar/act.php?id=BOE-A-2015-10440>

<sup>4</sup> Agencia Estatal de Seguridad Ferroviaria (AESF) (No date). “La agencia.” Available at: <https://www.seguridadferroviaria.es/>

<sup>5</sup> The powers granted to RENFE’s security guards are based on the contract of the ticket sale and the legal framework governing the railway sector in Spain. See section 3.2.

<sup>6</sup> The unique territorial distribution among autonomous communities and their different legislations on security complicates train security modelling in Spain. In some regions, such as Catalonia, there is a trend towards reducing the presence and competencies of the Guardia Civil and National Police in favour of the Mossos d’Esquadra, the regional police force.

<sup>7</sup> EDR (No Date). “About Us.” Available at: <https://edr.gov.et/about-us/>

<sup>8</sup> Ethiopian Legal Brief (2021). “Railway Transport Administration Proclamation No. 1048-2017. Available at: <https://chilot.wordpress.com/2021/06/07/railway-transport-administration-proclamation-no-1048-2017/>

## 2.2. Specialised railway/transport police

Some countries have chosen to put the responsibility of railway policing in the hands of a dedicated, specialised police force, either railway police or transport police.

### Examples

#### ■ UK

Another example is the British Transport Police (BTP) of the United Kingdom. BTP oversees rail staff and passenger security, preventing crime, and upholding the law throughout the whole transport network in Great Britain, including the railways. It is distinct from the state police, with its own hierarchy and organisational structure. The force is split geographically into sections that cover various parts of the rail network and is headed by a Chief Constable.



## ■ ITALY

For instance, the Polizia Ferroviaria (Railway State Police) have a dedicated mandate to protect security in the railway environment. They function under the Italian Ministry of Interior as a specialized service of the Polizia di Stato (State Police) and are the connection for information exchange and operational deployment for other law enforcement agencies. They also work closely with regional administrations, prefectures, and municipal police forces to carry out this responsibility.

The Polizia Ferroviaria have the attributions and prerogatives of a specialized police force in the railway environment according to national laws. As such, they have the authority to exercise all the powers and duties associated with public security, including the ability to intervene and take enforcement actions as necessary. Furthermore, the Polizia Ferroviaria also cooperates closely with railway companies.

FS Security S.p.A.<sup>9</sup>, the security provider for the Ferrovie dello Stato Italiane Group (the holding company of the Italian state-owned railway), is responsible for enhancing security across all railway areas under the Ferrovie dello Stato Italiane S.p.A.'s purview, piloted by the Security Department<sup>10</sup>. The security personnel employed by FS Security do not have any law enforcement powers and are required to contact the Polizia Ferroviaria if any incident occurs. Ferrovie dello Stato Italiane works closely with the Polizia Ferroviaria to define joint strategies and operational countermeasures in line with their respective responsibilities. The collaboration framework is formalized in specific Protocol Agreements.



<sup>9</sup> For more on security structures with subsidiaries, see section 4.3.

<sup>10</sup> Structured within the holding company Ferrovie dello Stato Italiane S.p.A.

## 2.3. Police officers integrated into the railway company

In some cases, railway companies employ law enforcement who retain the same/similar powers/authorities as state police. While these dedicated railway law enforcement agents are hired directly by the railway company itself, the level of control and oversight may vary. In some jurisdictions, the railway company's police force may be fully integrated into the national law enforcement hierarchy, with the railway police officers being supervised and accountable to the same government authorities as state police. In other countries, the day-to-day operations and reporting structures are more closely tied to the railway company itself.

### Examples

#### ■ CANADA

In Canada, VIA Rail operates as a crown corporation, serving as the national passenger rail service on behalf of the Government of Canada. Governed by Canadian legislation such as the Canada Transportation Act and the Railway Safety Act, VIA Rail's operations are closely regulated to ensure safety, security and compliance.

Within VIA Rail's security framework, the VIA Rail Canada Police Service was established under the Railway Safety Act in 2017. Despite operating under the umbrella of VIA Rail, they remain supervised by the Chief of Police and are ultimately owned by the state. Retaining their enforcement prerogatives akin to regular statal law enforcement, VIA Rail police officers possess full authority to investigate incidents, make arrests, and enforce laws within the railway environment.

#### ■ UNITED STATES OF AMERICA

Another example is Amtrak, the railway government-controlled agency<sup>11</sup> of the United States, who operate their own integrated law enforcement: the Amtrak Police Department (APD). The APD was established through the company's enabling legislation, the Rail Passenger Service Act of 1970, which granted Amtrak the authority to employ its own rail police and allows the APD to have interstate police powers and the same authority as local or state law enforcement officers within their jurisdiction.

APD comprises over 500 sworn and civilian personnel tasked with ensuring security and holds jurisdiction over Amtrak stations, trains, rights-of-way, maintenance facilities, and crimes against Amtrak and its personnel, operating independently from Amtrak's other safety departments to maintain a dedicated focus on security.

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<sup>11</sup> The members of Amtrak's board of directors are appointed by the President of the United States and are subject to confirmation by the Senate, reflecting the company's close ties to the federal government.

## 2.4. Mixed models

Furthermore, some countries have adopted a mixed model approach to railway policing.

### Example

#### ■ INDIA

A prime example is Indian Railways, a state-owned railway company operating under the Ministry of Railways, where a three tier security mechanism of District Police, Government Railway Police (GRP) and Railway Protection Force (RPF) co-exist and ensure law and order and security on the railways.

The Railway Protection Force (RPF) serves as an armed force focused on protecting railway property and passengers, under the Ministry of Railways. The RPF has the authority to investigate, search, apprehend, and bring charges for offenses under the Railways Act and the Railway Property (Unlawful Possession) Act. The RPF has its own distinct organisational structure and hierarchy, with officers recruited through the Union Public Service Commission (UPSC) civil services exam or directly by the Ministry of Railways.

Alongside the RPF, India also has a specialized railway police force called the Government Railway Police (GRP), which comes under the Ministry of Home Affairs, under the respective State/Union Territory. The GRP is responsible for maintaining law and order and conducting criminal investigations on railway premises. In addition, protection and security of railway bridges, tracks and tunnels is the responsibility of District Police of concerned States.

The existence of the dedicated RPF alongside the GRP and District Police represents a mixed model of railway policing in India, with each force having specific jurisdictions and responsibilities within the railway environment.



### 3. Railway security staff

In this section, we examine the division of responsibilities between law enforcement agencies, in-house security personnel, and private security companies.

The identified trends revealed five differing levels of responsibility allocated from the States towards railways. These models can be categorized as:

- State retains full responsibility for enforcement;
- Railway enforcement prerogatives linked solely to contract laws;
- Some enforcement prerogatives granted to railways by the State;
- Broad enforcement prerogatives granted to railways by the State;
- Integration of law enforcement in railway companies.

It is important to remember that these trends were identified to help distinguish between different ways of organising rail security. To better the understanding of the different trends, illustrative examples are provided. However, this should not imply that the entire security organisation of the example company fits into the identified trend category. Indeed, some companies may find themselves to fit with more than one trend. For example, in some companies the category of responsibility can be dependent on the locality<sup>12</sup> or other factors.



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<sup>12</sup> This is the case of NS (Nederlandse Spoorwegen)'s Service & Security Assistants (SSAs) (see section 5.1 for more), which are attributed some enforcement prerogatives on the public part of the network like the stations (public part) and trains, but these powers are not applicable in the private parts of the network (yards, buildings, etc). In the private parts of the network, they have only enforcement prerogatives linked to contract laws for the contracted security staff.



### 3.1. State retains full responsibility for enforcement

In some railway systems, either there are no in-house or subcontracted security personnel or, if the railway company has chosen to employ such staff, they do not have any enforcement prerogatives, with their primary role serving as a deterrent to malicious acts. The responsibility for maintaining order within the railway system is exclusively held by the State.

#### Example

##### ■ CAMEROON

The security of Cameroon's national railway network, operated by the private company Camrail, involves a multi-layered approach with the participation of both State authorities and private security providers<sup>13</sup>. At the core of the railway security framework is the Police Spéciale des Chemins de Fer (Special Railway Police), a specialized law enforcement agency within the Cameroonian security apparatus. Granted the status and prerogatives of an Officer of Public Security, the Special Railway Police<sup>14</sup> have the authority and responsibility to maintain order, prevent incidents, and respond to threats within the railway domain. In addition, the Cameroonian military plays a role in railway security, being responsible for handling the protection of railway assets and personnel from a military perspective<sup>15</sup>.

Complementing the efforts of the state authorities, Cameroon also has several private security providers operating in the country which lack enforcement prerogatives<sup>16</sup>.

<sup>13</sup> Dayspring Law Firm (2023). "The Legal Framework of Cameroon's Railway Sector: An Overview through Q&As." Published on LinkedIn. Available at: <https://www.linkedin.com/pulse/legal-framework-camerouns-railway-sector-overview-through/>

<sup>14</sup> The Special Railway Police is organized into a structured force, including a Commissariat, Public Security Posts, a Security Group, a Static Guard Company, and an Intervention Company, all led by experienced police officers. This specialized unit works in close coordination with other national security agencies, such as the General Delegation for National Security, to ensure the safety and security of railway infrastructure, operations, and passengers.

<sup>15</sup> Cameroon Ministry of Transport. (1998). "Programmes sectoriels les transports Évaluation environnementale de la mise en concession des chemins de fer du Cameroun". Published at The World Bank. Available at: <https://documents1.worldbank.org/curated/en/834161468222285207/pdf/multi-page.pdf>

<sup>16</sup> CAMRAIL (no date). "Plan de gestion de l'environnement et de la sécurité (PGES)." Published at the World Bank. Available at: <https://documents1.worldbank.org/curated/en/579531468222572907/pdf/multi0page.pdf>

### **3.2. Railway enforcement prerogatives linked solely to contract laws**

Certain railway security frameworks are based mostly on a contractual basis, meaning that security personnel's enforcement prerogatives are mainly defined by the contractual conditions<sup>17</sup> laid out in the agreement regarding a purchased ticket. In this case, security personnel are most likely used as a deterrent.

These contracts tend to allow for the issuing of fines for offenses (e.g., ticket fraud, misuse of alarms) or asking passengers without tickets or who are engaging in other unauthorised behaviours (e.g., smoking, placing feet on seats) to detrain, resorting to the competent police authority in case of refusal to comply with that order. These prerogatives may be attributed to non-security staff (e.g., ticket inspectors) as well.

#### **Examples**

##### **■ PORTUGAL**

Comboios de Portugal (CP) is a public company, governed by public law, that operates the national railway network in Portugal under Contrato de Serviço Público (2019). CP does not have dedicated security enforcement employees. Instead, private security companies handle the day-to-day security operations on their behalf. In this vein, CP bestows on them the enforcement prerogatives as is authorised by law: to impose fines for ticketing infractions, including presenting invalid tickets.

##### **■ MORROCCO**

The Office National des Chemins de Fer (ONCF) in Morocco is a state-owned company that is under the control of the Ministry of Equipment, Transport and Logistics. ONCF works in close collaboration with national law enforcement agencies and private security providers to ensure security. The ONCF Railway Police carries out their function within the framework of the provisions of Dahir 1-60-110 of 12 Kaada 1380 (28-04-1961) relating to the conservation, security, policing and operation of railways.

ONCF officers are entitled to check, if necessary, the tickets issued to passengers and draw up reports and infringement forms in the event of presentation of invalid tickets as well as for other cases such as the misuse of alarms and/or emergency equipment.

Furthermore, police presence is guaranteed at the major rail stations and a law enforcement agent is represented at the ONCF National Security Center.

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<sup>17</sup> Also sometimes referred to as house rules or terms and conditions.

### 3.3. Some enforcement prerogatives granted to railways by the State

Some States have empowered security staff of railway companies to uphold security within the rail network. Typically, this means that the railway company employs its own internal security personnel, who possess certain enforcement prerogatives, surpassing that of standard security guards but falling short of full law enforcement status.

This enables them to actively maintain order, enforce regulations and respond to incidents within the railway environment. Their granted powers may include conducting identity checks, making arrests, and utilizing limited force, such as pepper spray, under specific circumstances. Additionally, they may impose administrative fines for minor offenses, while serious cases are referred to the police for criminal prosecution. In this way, they collaborate closely with law enforcement.

#### Examples

##### ■ BELGIUM

One example of this is the relationship between SNCB/NMBS, the National Railway Company of Belgium, and the various police forces in the country.

Belgium does not have a dedicated national railway police force. Rather, the Federal Police, who are responsible for general law enforcement duties across the country, are also responsible for policing the rail environment. That said, local police forces also have jurisdiction over railway stations and areas within their respective jurisdictions.

The responsibility for ensuring security and safety on the rail network is also shared with SNCB/NMBS, which has its own internal security service, called Securail. Securail is tasked with patrolling trains and stations, responding to incidents and enforcing regulations. Securail officers have specific legal powers on railway premises, such as the ability to perform identity checks, make arrests and use limited force like pepper spray when necessary. They can also impose administrative fines for minor offenses and must refer to more serious cases for criminal prosecution by the police. Securail officers work closely with the Federal Police, with many joint actions being undertaken.

SNCB/NMBS has established agreements and protocols to facilitate this collaboration between its internal security personnel and the various law enforcement agencies. SNCB/NMBS also contracts with private security providers for security guards.





## ■ AUSTRIA

The relationship between ÖBB (Österreichische Bundesbahnen), the Austrian Federal Railways, and the Federal Police in Austria is also characterized by a collaborative approach to security within the rail network. The company's Corporate Security department serves as the central interface to the Federal Ministry of the Interior and security authorities, focusing on crime prevention throughout the ÖBB Group.

As such, ÖBB has signed a cooperation agreement with the Federal Ministry of the Interior, intensifying their collaboration for internal security and safety within the ÖBB Group. In terms of legal authority and powers, ÖBB relies on a combination of internal security employees, external security contractors, and the public security police (Federal Police) to enforce security and legal regulations.

ÖBB's security guards have the authority to detain individuals under certain conditions<sup>18</sup>, as governed by the Austrian Railway Act (EisbG 1957). They are also authorized to exercise the Austrian Federal Railways (ÖBB) house rules and to expel people from the station or train or to ban them from ÖBB's premises. Train attendants can also impose fines for ticket violations. In case of other offenses, the police must be called.

The Federal Police play a vital role in ÖBB's security operations, ensuring safety and order, protecting critical infrastructure, and prosecuting incidents that may compromise the safety and security of the Austrian rail network.

<sup>18</sup> From Article 30 (3) of the Federal Railways Act: Railway supervisory personnel may detain individuals who they encounter engaged in a violation of the regulations ... in the absence of another officer of the public security services. In as far as the grounds for the arrest have not already been resolved, individuals detained shall be handed over to the nearest office or officer of the public security services as soon as this is possible.

### 3.4. Broad enforcement prerogatives granted to railways by the State

In some countries, the railway company's security personnel may be granted a special status, akin to that of law enforcement officers on railway premises, allowing them to exercise a broader range of powers within the railway domain. Their enforcement prerogatives may include carrying out searches, seizing illegal goods, utilising force, performing identity checks, etc. Once again, these security personnel collaborate closely with law enforcement.

#### Examples

##### ■ POLAND

The Railway Security Guard (Straż Ochrony Kolei, SOK) is a specialized, uniformed and armed formation, subject to the supervision of the Ministry of Infrastructure, created within the structures of the PKP PLK S.A. (the Polish infrastructure manager) by the Railway Transport Act of March 28, 2003 and the Regulation of the Minister of Infrastructure of July 14, 2004 on the detailed scope of activities and manner of organization of the Railway Security Guard.

The main tasks of the Railway Security Guard are to control compliance with ordered regulations in the railway area, on trains and other railway vehicles, as well as in premises intended for serving travelers using railway transport at railway stations; and to protect the life and health of people and property in the railway area, on trains and other railway vehicles, and in premises intended for serving travelers using railway transport at railway stations.

In carrying out the above tasks, Railway Security Guard officers have the right to perform identity checks to stop and inspect a motor vehicle, to use direct coercive measures<sup>19</sup>, to impose fines<sup>20</sup>, to apprehend and hand over to the police persons with respect to whom there is a need to take action beyond the authority of the Railway Security Guard, to conduct explanatory actions, applying to the court for punishment, prosecuting before the court and to control scrap metal collection (including acceptance forms).



<sup>19</sup> The Railway Security Guard uses, among others, the following means of direct coercion: physical force; hand-held gas thrower; service baton; handcuffs; service dogs (patrol-defence dogs); electric stun gun; firearms, as stipulated by the Law of May 24, 2013 on direct coercion means and firearms.

<sup>20</sup> As per the Ordinance of the Minister of Infrastructure of March 31, 2003, under the rules set forth in the Code of Conduct in Misdemeanour Cases.



## ■ FRANCE

SNCF (Société Nationale des Chemins de Fer Français), the French public railway company, has a collaborative approach where its security staff are granted extensive powers. SNCF's security operations are overseen by a centralized Security Directorate. The country is divided into 9 security zones, which can be supported by special units that can be sent to any spot of the SNCF network. This system represents both centralized and decentralized organisational aspects. SNCF employs around 3,500 internal security forces and closely collaborates with various security corps, as part of the security continuum (with municipal and national Police forces, Gendarmerie, Customs officers, ...).

SNCF's ticket controllers, certain station agents and the specialized Agent de Sûreté Ferroviaire – also called SUGE, Agents of Rail Security – are sworn officers and are authorized to identify the violations linked to the Transport Code. SUGE personnel, responsible for security, have extensive powers including the ability to perform identity checks, to remove passengers from a train with force and detain individuals until they can be handed over to national Police forces. As such, SUGE agents are equipped with a specific uniform, bulletproof vest, Sig Sauer P320 firearm, handcuffs, telescopic baton or tonfa, tear gas, a smartphone with a dedicated professional app, a nationwide radio network and they are trained to use their first aid emergency kit. SUGE agents may also carry out their duties in plain clothes. They draw up reports and official statements during their interventions and can seize goods sold illegally in railway premises.

Specialized teams have been developed to deal with specific issues, such as the National Rapid Intervention Unit (UNIR), the Rapid Assistance Team (EAR) which deals with passengers during disruptions, a canine unit (K9) composed of both defence/patrol dogs and explosive detection dogs and the Infrastructure Protection Group (GPI).



The collaborative approach between SNCF's security personnel and the national French police forces is a key aspect of the company's security strategy. While SNCF's security staff have extensive powers (Transport Code) to maintain order and address incidents within the clearly delimited railway environment, it is worth noting that their powers become null outside rail premises. They work closely with the public security authorities, such as the Gendarmerie, the National Police or the military forces, to ensure a comprehensive and coordinated response to security challenges.

### **3.5. Integration of law enforcement in the railway company**

Railway companies may take a more integrated approach by directly employing law enforcement as part of their in-house security organisation, as seen in section 2.3.

### **3.6. Subcontracting**

The research results indicate that the use of private security contractors is a common practice, regardless of the division of roles and responsibilities between law enforcement agencies and in-house security personnel.

These private security providers can be tasked with a wide range of responsibilities, from surveillance and access control to incident response and support for the railway company's in-house security personnel.

## 4. Railway security structuring

A diversity of how to organise security structures within railway companies was found. This section describes the main trends identified: a separate security department, integrated with safety or as a subsidiary.

### 4.1. Separate security department

In some cases, a dedicated security department is found in the company's organisational structure.

#### Examples

##### ■ TURKEY

One such example is TCDD (Türkiye Cumhuriyeti Devlet Demiryolları İşletmesi), the Turkish railway company, whereby the company's security and safety activities are carried out by different departments. There is the Protection and Security department, which deals with security, and the Safety and Quality Management department, which deals with safety in order to prevent accidents and mitigate risks.

##### ■ FRANCE

SNCF has separate departments dedicated to safety and security to ensure the well-being of its passengers, employees, and infrastructure. The Safety Department focuses on preventing accidents and mitigating risks, while the Security Department is responsible for protecting against threats and maintaining order.

##### ■ CANADA

VIA Rail Canada has a hybrid service delivery model that includes a Corporate Security function that is integrated within the police service. This evidence-based approach supports the Intelligence Led Risk Management Model implemented to support a proactive and preventative security posture throughout VIA Rail's organization.



## 4.2. Integrated safety and security department

Some railway companies have recognized the synergies between safety and security and have opted to combine these functions within a single department in the organisational structure.

### Examples

#### ■ BELGIUM

One such example is INFRABEL, the Belgian railway infrastructure manager. INFRABEL is an autonomous public company governed by public law, with a clear structure for addressing both safety and security issues within its operations. At the heart of INFRABEL's organization is the Corporate Security Office, which is responsible for overseeing the company's security functions. This office is staffed by 8 full-time employees, led by the Chief Security Officer, who also serves as the Head of Safety. As a result, the security and safety functions have recently been merged.

INFRABEL is working toward better integration between these two domains by modelling the Security Management System after the Safety Management System. Additionally, INFRABEL employs Local Security Officers and back-ups, together making up about 100 staff members involved in security tasks. To further enhance its security capabilities, INFRABEL has a framework contract with a private security company for guarding services. The organization also maintains close cooperation agreements and protocols with the railway police ensuring a coordinated approach to law enforcement and security matters.

#### ■ GABON

SETRAG, the private railway company operating in Gabon<sup>21</sup>, has one dedicated department responsible for both security and safety called the Direction Hygiène Sécurité Risques Ferroviaires et Sûreté. It is led by an Assistant Director, consists of the Railway Police Service, and is dedicated to surveillance activities. It is composed of 63 agents who carry out missions across the entire railway network.

The Sûreté (security) part of the department's main responsibilities include protecting the company (employees, contractors, suppliers, customers) and railway infrastructure against malicious acts, safely escorting cash transports along the railway line, and conducting random alcohol tests within railway premises to ensure compliance with regulations<sup>22</sup>.

The Sécurité (safety) part of the department focuses on preventing accidents and incidents related to the operation of the railway system, guarantees the safety of passengers, staff and goods. It is under the responsibility of the railway company's technical and operational services.

<sup>21</sup> Meridiam (No Date). "Our Impact SETRAG Railway." Available at: <https://www.meridiam.com/assets/setrag-railway/>

<sup>22</sup> Gabon 24 (2022). "Gabon – La sécurité ferroviaire, une priorité pour la SETRAG." Published on YouTube. Available at: <https://youtu.be/3rgSz9QrZHA?si=5fOyPGhDo8XNsh15>

### 4.3. Subsidiaries

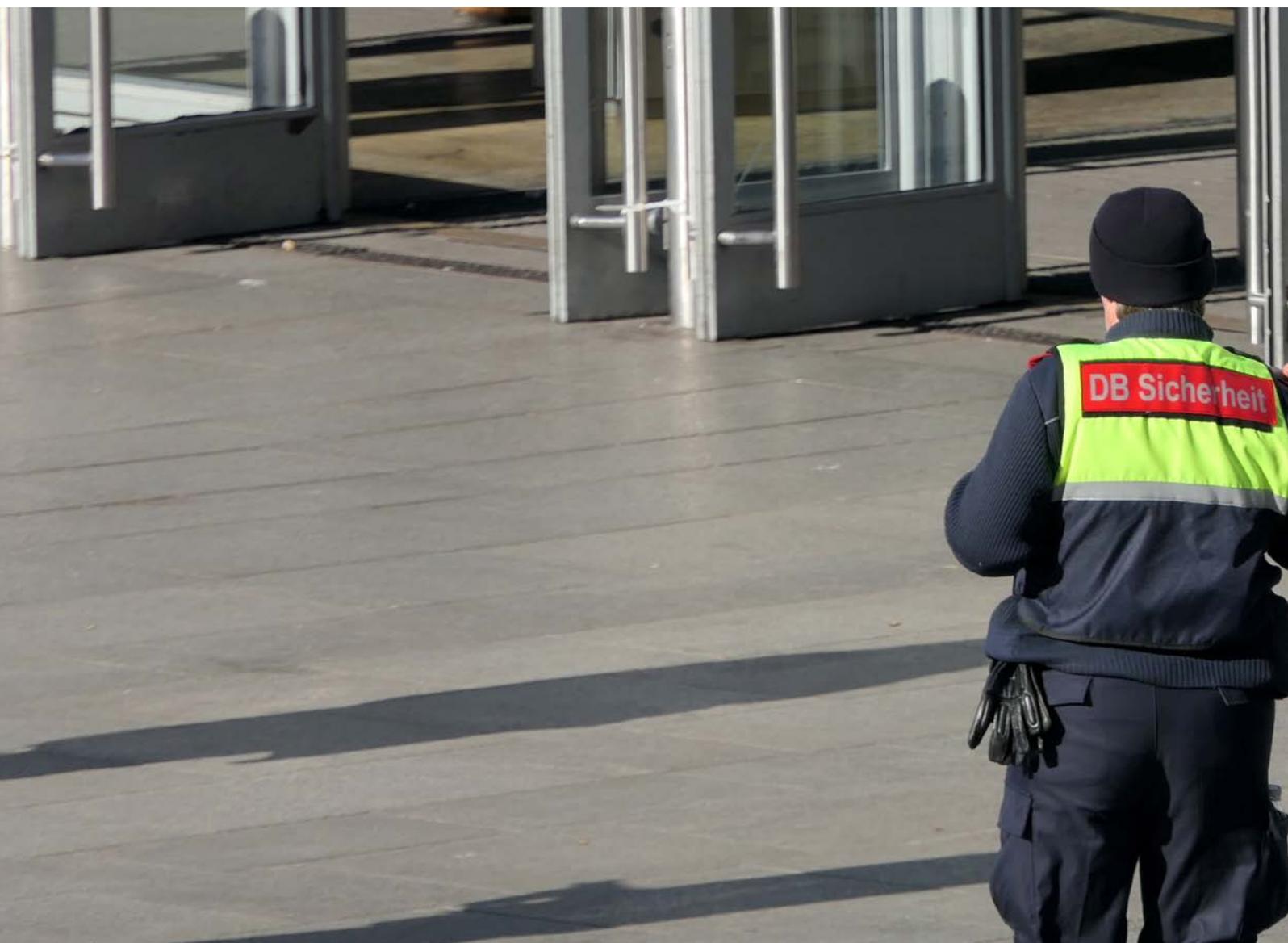
Some railway holding companies have opted to establish separate security subsidiaries to oversee their security operations. Usually, these subsidiaries are piloted by a security department within the company/holding.

#### Examples

##### ■ GERMANY

One such example is Deutsche Bahn AG (DB AG), the German railway company. DB AG has a decentralized structure, with one subsidiary (DB Sicherheit) employing security forces and providing essential security services for the DB group. DB Sicherheit employs around 4,500 security personnel and maintains collaborative efforts with the Federal police, sharing information and coordinating security measures through a rail security centre.

While DB Sicherheit does not have the authority of a dedicated railway police force, it utilizes an integrated security system that combines technology, access control, and the management of both uniformed and plain-clothes security officers. This includes, besides visibility through patrols in stations and on trains, measures such as surveillance of critical infrastructure through mobile patrols, the use of mobile and stationary security technology and the protection of trains and train yards. Declared goals are to increase the security for customers as well as employees, identifying trespassers and the prevention/identification of illegal acts.



## ■ SWITZERLAND

Further, the Swiss Federal Railways (Les Chemins de fer fédéraux suisses – CFF; Schweizerische Bundesbahnen – SBB; Ferrovie Federali Svizzere, FFS; hereafter referred to as SBB) has also established a subsidiary named Transsicura SBB that specializes in railway security services. Transsicura contributes to compliance with railway station regulations, prevents criminal offences and prevents harassment. They guard and protect all facilities and installations and work closely with those responsible for the railway, the police force and the security and rescue services.

Transsicura also works very closely with the transport police within SBB. Although it is not a public authority, its activities can be described as follows: with over 200 police officers, the transport police ensure security and order in public transport areas such as railway stations and means of transport throughout Switzerland. Ensuring safety is also of the utmost importance at major events in which SBB is involved, as well as during operational failures. In the daily presence and intervention service, they are in direct contact with passengers on the trains and with our customers at stations.



## 5. Equipping security staff

The results provided insights into the various ways railway companies equip their security personnel. Overall, the equipping of security staff across railway companies reflects a diverse range of approaches, with the provision of uniforms being a widespread practice.

### 5.1. Provision of uniforms

One of the most common practices across railway companies is the use of distinctive uniforms for security staff. This visual identification serves to deter potential wrongdoers and instil a sense of authority and professionalism. Companies may opt for uniforms that closely resemble those worn by law enforcement (e.g. dark blue), while others prefer distinct designs that set their security staff apart (e.g. red or yellow vests). For example, the Securail agents of SNCB/NMBS wear a distinct red and black uniform, easily recognizable to passengers which also distinguishes them from law enforcement who wear uniforms of a different colour. In some cases, the uniforms style may be imposed by the State.

### 5.2. Defensive equipment

Railway security personnel are often equipped with a range of defensive tools and gear to assist them in their duties. This equipment can include items such as batons, handcuffs, pepper spray, etc.

The main railway company in the Netherlands, NS (Nederlandse Spoorwegen), employs Service & Security Assistants (SSAs) to keep the peace and enforce the law<sup>23</sup> as well as NS's house rules and terms and conditions (e.g., ticket fraud, no smoking, abuse of emergency brake) in trains and in the private parts of the stations. SSAs have a duty to enforce the rules when they encounter an offence and to support the police. SSAs are equipped with bodycams and may have handcuffs, among other equipment.

The security guards of Euskotren, a prominent entity in the Basque Country's transportation sector in Spain which primarily specializes in railway undertaking services, are authorized to carry a variety of defensive equipment, including police tactical gear, handcuffs, flashlights, cut-resistant gloves, as stipulated by regulations such as *Ley 5/2014* and *Real Decreto 2364/1994*.



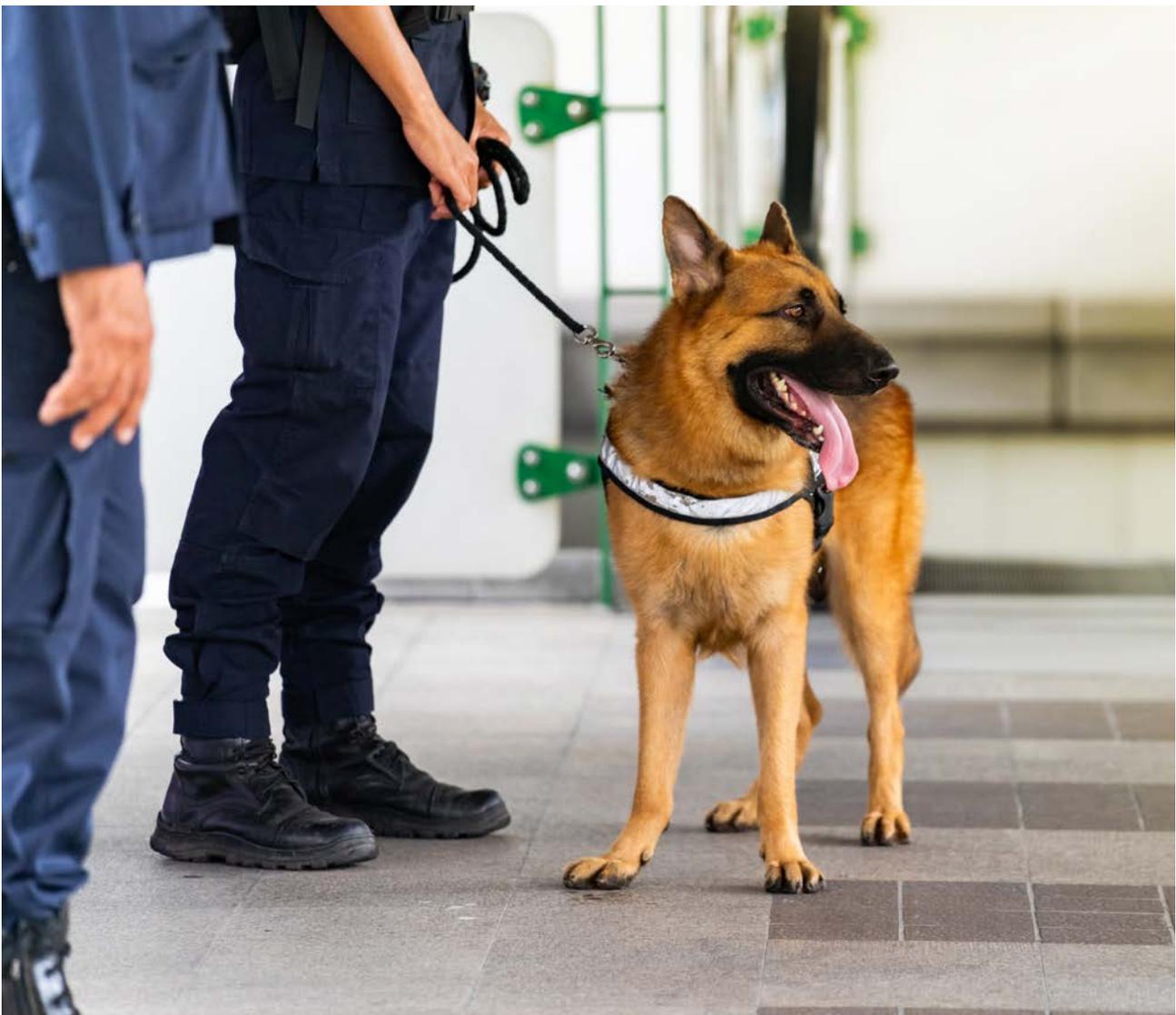
<sup>23</sup> Based on the Beleidsregels Buitengewoon Opsporingsambtenaar (Policy rules for Special Investigation Officers) whereby it states that public transport special investigators "may optionally have the police powers referred to in Article 7, first, third and fourth paragraphs, of the Police Act 2012 and may optionally have handcuffs and/or a baton."

### 5.3. Firearms

While firearms may be carried by law enforcement personnel in some countries and therefore, by extension, the law enforcement personnel who work for a given railway company such as the VIA Rail Canada Police Service, it is extremely rare for rail security personnel to bear arms. Notable exceptions include the French SUGE and the Polish SOK.

### 5.4. Canine (K9) units

K9 units consist of specialized canine teams which provide valuable assistance in three general categories: patrol/defence, explosive detection and drug detection. In this sense, K9 units also serve as a powerful deterrent. While K9 units are commonly deployed by general state law enforcement agencies, they are not as prevalent in railway security operations. In Europe, PLK S.A.'s SOK and SNCF's SUGE<sup>24</sup> have K9 units. In North America, the Amtrak Police Department operates specialized Vapor Wake<sup>®25</sup> capable K9 units for explosives and narcotics detection. In Asia, RPF have canine units as well.



<sup>24</sup> Usually reserved for law enforcement, the SUGE also have explosive detection dogs.

<sup>25</sup> Vapor Wake<sup>®</sup> is a specific training programme for detection dogs whereby they are trained to detect and track the lingering scent trails left behind by individuals carrying explosives.

## 6. Conclusion

This document set out to better understand the roles and responsibilities of different security actors in the rail environment. We discovered a wide spectrum of security practices, underscoring the absence of a one-size-fits-all solution.

Despite this diversity and by using thematic analysis, prevailing trends were identified.

First, when it comes to policing the rail environment, three main approaches were found: either general law enforcement, specialised law enforcement or specialised law enforcement who work directly for the rail company may have this responsibility.

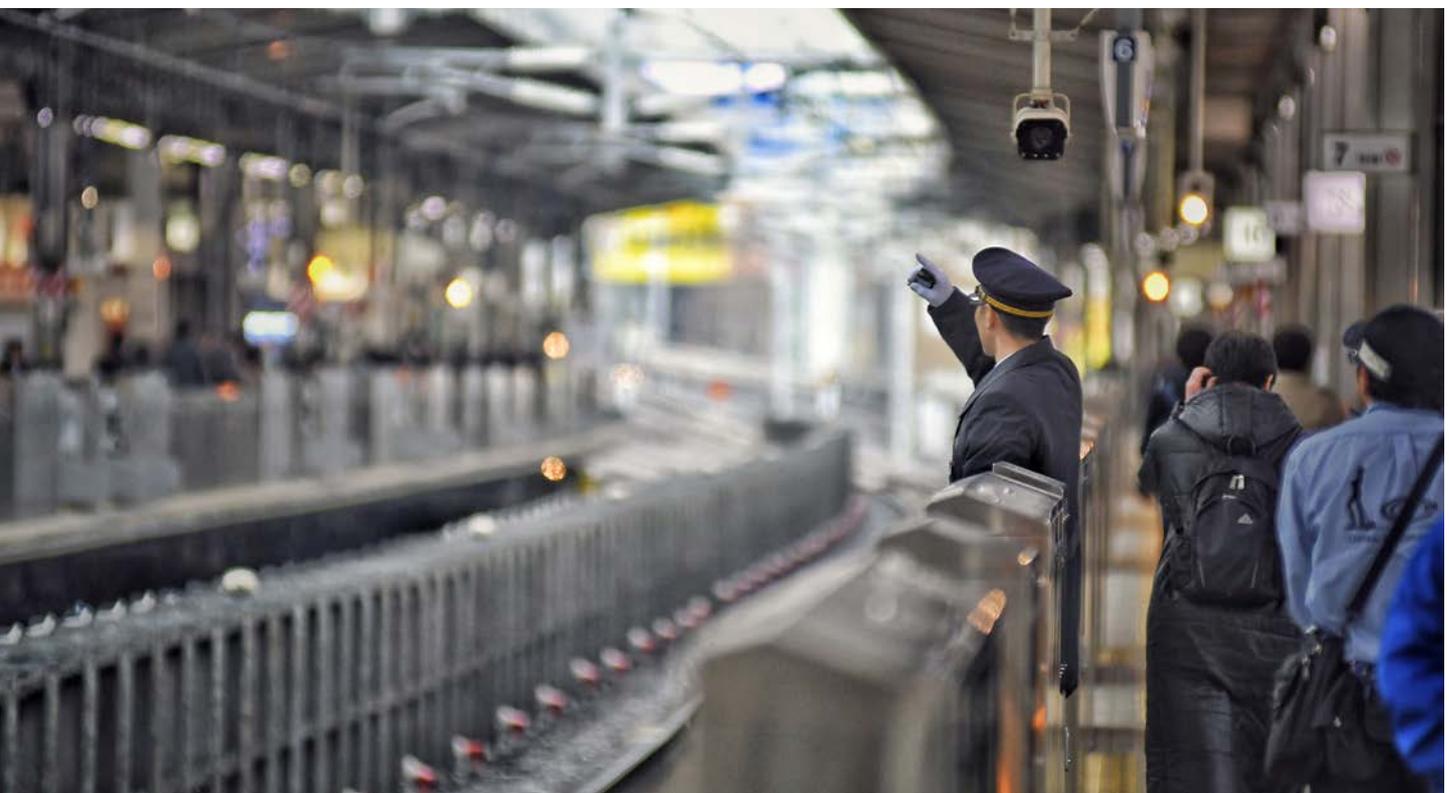
Then we looked closer at the roles and responsibilities allocated to railway companies and were able to identify five main trends:

- State retains full responsibility for enforcement;
- Railway enforcement prerogatives linked solely to contract laws;
- Some enforcement prerogatives granted to railways by the State;
- Broad enforcement prerogatives granted to railways by the State;
- Integration of law enforcement in railway companies.

Our analysis also elucidated how security is organised within railway companies and the tendencies surrounding the equipping of security staff.

While common trends offer valuable insights, it is important to remember that none of the proposed trends are immediately transferable to any given railway environment. Rather, they should serve as a guiding resource for UIC members when implementing their own railway security.

Furthermore, the rail security landscape is always changing. As new threats emerge, railway security strategies must adapt accordingly so as to effectively mitigate risks and threats, all while protecting critical infrastructure and operations, thus ensuring resilience.



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