



**COMMISSION EUROPÉENNE**

Secrétariat Général

**COM(2007) 547/2**

Bruxelles, le 14 septembre 2007

Notes dans le cadre de la consultation interservices

O/205/2007

**COMMUNICATION DE LA COMMISSION AU PARLEMENT EUROPEEN,  
AU CONSEIL, AU COMITE ECONOMIQUE ET SOCIAL EUROPEEN  
ET AU COMITE DES REGIONS**

**LA SECURITE DES TRANSPORTS URBAINS**

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**Communication de M. BARROT**

Cette question est susceptible d'être inscrite à l'ordre du jour de la 1802<sup>ème</sup> réunion de la Commission le mardi 25 septembre 2007.

Destinataires : Membres de la Commission  
MM. RUETE, CHENE, GASPAR, ROMERO REQUENA, LOWE,  
REGLING, LEIGH, VAN DER PAS, ZOUREK, CARL, COLASANTI,  
FAULL, SCHENKEL, HOLMQUIST, AHNER, LANDABURU,  
SILVA RODRIGUEZ, MADELIN, Mme DAY, MM. VERRUE, PETITE

**Réponse de la DG COMP à la consultation [TREN]TREN-304958****Détail de la consultation**

**Titre :** COMMUNICATION FROM THE COMMISSION TO THE COUNCIL, THE EUROPEAN PARLIAMENT, THE EUROPEAN ECONOMIC AND SOCIAL COMMITTEE AND THE COMMITTEE OF THE REGIONS ON URBAN TRANSPORT SECURITY

**Contact :** I. Sørensen

**Autorisé par :** M. Ruete

**Type de procédure :** Procédure Ecrite

**Délai :** 03/08/2007

**DG(s) consultée(s) :** ADMIN, BUDG, COMP, ECFIN, ELARG, EMPL, ENTR, ENV, INFSO, JLS, JRC, MARKT, REGIO, RELEX, RTD, SANCO, SG, SJ, TAXUD, BEPA

**DG(s) co-responsable(s) :**

**DG(s) pour information :**

**Détail de la réponse (Version 1)**

**Référence :** 53258

**Avis :** Avis favorable sous réserve de la prise en compte des commentaires

**Contact :** KLEINER Thibaut

**Téléphone :** 96502

**Commentaire(s) :**

**Date d'envoi :** 03/08/2007 14:50:08

**Autorisation :** Wouter PIEKE p.o. Philip LOWE

**Signature :**

**Document(s) annexé(s) à la réponse**

53258-0281-comments-CONR-TREN-304958-Urban Transport Security.doc (Version 1 du 03/08/2007 14:50:02)  
53258-0281-cover-CONR-TREN-304958-Urban Transport Security.doc (Version 1 du 03/08/2007 14:50:02)

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## **Consultation on a Communication from the Commission on Urban Transport Security**

Thank you for consulting DG COMP on this draft Communication. Security in urban transport is vital to preserve our life style in big cities. The initiative does not appear to have major implications for Competition policy at this stage, given the exploratory nature of the proposals made in the text.

However, as highlighted in the report of the impact assessment board, one may want to assess the opportunity and possibility of Community action in this field. One area that may deserve more attention is the possibility to develop new products and technologies that serve urban transport security and for which European norms and standards may bring some value added to create a large enough market for private R&D investments to take place and to facilitate collaboration between national security agencies.

One could also remind some general principles regarding competition in novel areas:

- initiatives to support exchanges between urban transport operators should not be used as a channel to facilitate coordinated behaviour.
- when developing and testing new security concepts, technologies and hard and software solutions, priority should be given to open standards, which do not restrict free competition.

Contact point: Thibaut KLEINER, 96502

**Détail de la consultation**

**Titre :** COMMUNICATION FROM THE COMMISSION TO THE COUNCIL, THE EUROPEAN PARLIAMENT, THE EUROPEAN ECONOMIC AND SOCIAL COMMITTEE AND THE COMMITTEE OF THE REGIONS ON URBAN TRANSPORT SECURITY

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**DG(s) co-responsable(s) :**

**DG(s) pour information :**

**Détail de la réponse (Version 1)**

**Référence :** 26545

**Avis :** Accord

**Contact :** DE SMET Pieter

**Téléphone :** 65870

**Commentaire(s) :** *ENTR agrees with the text and has the following comments.*

*ENTR supports the comments made by RTD and underlines the importance of liaising and co-ordinating with the European Security Research Advisory Board (ESRIF), especially with regard to technologies and new hard and software solutions (paragraph 52).*

*ESRIF is in the process of being set up, will bring together the demand and supply sides of security technologies and solutions, and will prepare on a voluntary basis a Joint Security Research Agenda, to be delivered towards the end of 2009, which will aim to be the reference document for security research programming for the next coming years, both at the European and national / regional levels.*

*ESRIF will cover a wide spectrum of security-related technologies including in the area of critical infrastructures such as urban transport.*

*The necessary link between the Transport Expert Group and ESRIF could be provided via the - already planned - presence of TREN in the ESRIF meetings.*

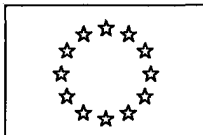
**Date d'envoi :** 02/08/2007 08:53:38

**Autorisation :** Herbert von Bose, Chef d'Unité ENTR H4

**Signature :**

**Document(s) annexé(s) à la réponse**

(Aucun document)



EUROPEAN COMMISSION  
Information Society and Media Directorate-General  
Components and Systems  
The Director

Brussels, 3<sup>rd</sup> August 2007  
INFSO-G/AV/JJ/VM/ah D(2007) 832829  
A(2007) 428006

**ANNEX TO REPLY FROM**  
**INFORMATION SOCIETY AND MEDIA DIRECTORATE GENERAL (INFSO) ON CIS-NET**

**Interservice consultation launched by:** DG TREN

**Reference:** 304958

**Deadline for reply:** 03/08/2007

**Title:** CIS on "Urban transport Security"

**Contact person in INFSO DG:** Valérie Moutal (Tel. 84446)

**Approved subject to comments being taken into account**

**Comments:**

The objective of the document is of clear Community importance, but the measures proposed are quite conservative. The second draft received after July 24 is of better quality than the first set, especially the impact assessment and its annex, which provides some figures. Unfortunately the key figures are not reflected in the Commission communication document. A revised version should take them into account.

- In addition, the draft Communication gives limited attention to IC-technology, and puts rather emphasis on threats by bombs, on vigilance, observation, surveillance, training, etc. These are useful in their own right, but insufficient for high-tech transport environments that heavily rely on ICT.

Explosives are a well known threat that will not disappear easily, and conventional measures could be effective. Nevertheless, the multiplication of dogs' patrols does not seem to be considered of the utmost importance in a Commission document with regards to the EU Treaty.

- When speaking about surveillance, this should go hand in hand with the privacy issue. This has been an area of debate in the preparation of the PETs Communication and some of the thinking of the PETs COM could be transposed to this area. The only comment we found in the current draft Communication is:

"if necessary following rules ensuring that individual rights are not impeded."  
(bullet nr 24, p. 6)

It is too weakly phrased and insufficient with regards to the possible future developments and scenarios. In addition there is no reference to Committee art.29.

There should be clearer and specific references to legislation, other policy documents, and also to modern security research. And it should be recognised that ensuring public security, while preserving a society that protects civil rights is a major challenge.

More information about the PETs Communication is at:

[http://ec.europa.eu/information\\_society/activities/privtech/index\\_en.htm](http://ec.europa.eu/information_society/activities/privtech/index_en.htm)

- Also the vulnerability and resilience of the entire telecom infrastructure, on which many transport (bullets 32 to 35) and emergency management (bullets 36 to 40) processes heavily depend, gets no or little attention. No mentioning of mobile communication infrastructure or rapidly deployable communication infrastructures. Cyber-attacks could also jeopardize the transport infrastructure. We cannot find either in the document a reference to the common European emergency number, 112, which used to prove its robustness and efficiency in Madrid for example.
- There is no mentioning of concepts such as "intelligent security" and what role it could play.
- One of the key elements of the communication is the creation of an urban transport Security expert working group which will supervise the technical work (paragraph 50) and the kind of benchmarking activities at paragraph 52. We should absolutely avoid redundancy with already existing group or activities on that field.
- As concerned the impact assessment, some points are ignored, which is a pity: In case of a terrorist attack there is indeed an immediate cost in terms of lives lost or persons injured but there is also a bigger and longer term impact to repair the network (material , communication network...) and to maintain mobility services.

All in all, the current document contains useful traditional measures, but the problem is that the way the transport systems and society work will be less and less traditional in the future. Some statements lack justifications. More references to the treaty would help.

DG Information Society and Media, (ICT for transport unit and Security unit) would like to receive a revised version of the document before the written procedure is launched.

*(Signed)*  
*Rosalie ZOBEL*



COMMISSION EUROPÉENNE

Direction générale RECHERCHE

Le Directeur général

Bruxelles, le 25/07/2007

R.6/JLQ/SJ (2007) D

**NOTE A L'ATTENTION DE MONSIEUR MATTHIAS RUETE  
DIRECTEUR GENERAL – DG TREN**

**OBJET: REPONSE DE M. SILVA RODRÍGUEZ, DIRECTEUR GENERAL DG RTD**

**A LA CONSULTATION INTERSERVICES LANCEE PAR LA DG TREN**

Note signée par : M. Ruete

***Délai de réponse : 24/07/2007***

Datée du : --

Référence : 304958

**Titre: COMMUNICATION FROM THE COMMISSION TO THE COUNCIL, THE EUROPEAN PARLIAMENT, THE EUROPEAN ECONOMIC AND SOCIAL COMMITTEE AND THE COMMITTEE OF THE REGIONS ON URBAN TRANSPORT SECURITY**

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***Réf. DG RTD: CIS N° 1379/07***

- Accord
- Avis favorable sous réserve de la prise en compte des commentaires en annexe
- Avis négatif

***Affaire suivie par: M. Siegler (RTD-H).***

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**Commentaires**

Voir les commentaires de la DG RTD en annexe.

***Signé***  
***Po Zoran STANČIČ***  
**José Manuel SILVA RODRÍGUEZ**

**Copies: M. Biscontin (RTD-R), M. Stavaux (RTD-R6), Mme Givord-Strassel (RTD), M. Loncke (RTD)  
Mme Prout (Cabinet Potočník)**

Commission européenne, B-1049 Bruxelles / Europese Commissie, B-1049 Brussel – Belgium. Téléphone: (32-2) 299 11 11.  
Personne de contact: Joël LE QUEMENT, Bureau: SDME 6/67, Téléphone: ligne directe (+32-2) 296.88.84, Fax: (+32-2) 296.70.87

E-mail : joel.le-quement@ec.europa.eu

COMMENTS

**Subject: COMMUNICATION FROM THE COMMISSION TO THE COUNCIL, THE EUROPEAN PARLIAMENT, THE EUROPEAN ECONOMIC AND SOCIAL COMMITTEE AND THE COMMITTEE OF THE REGIONS ON URBAN TRANSPORT SECURITY**

**Ref. CIS 1379/07**

DG RTD would like to make the following remarks:

- The databases of publicly financed urban transport security research and development projects will be managed and supported by DG TREN.

- We should be kept informed of the work and conclusions within the forums for exchange of good practices. This will then allow possible support for research addressing technology gaps that are raised by the forum with the possibility that they could be considered under possible topic under the FP7 transport priority.

- Consider revising paragraph 51 as shown below:

"51. The Commission will, as a first step, enable an exchange of best practices and lessons learnt – positive and negative ones – in all four key areas: organisational measures; surveillance and detection; more resilient equipment and installations; and incident management. **Where appropriate conclusions from these exchanges may provide input to other related fields of community policy such as security related research priorities for urban transport.** This could lead, as a second step, to commonly agreed security criteria and benchmarks, allowing authorities and operators to carry out self-assessments and develop security plans."

- It may also be useful to make reference to the related green paper on urban transport now also under ISC.



**Réponse à la consultation [TREN]TREN-304958****Détail de la consultation**

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**Contact :** I. Sørensen

**Autorisé par :** M. Ruete

**Type de procédure :** Procédure Ecrite

**Délai :** 03/08/2007

**DG(s) consultée(s) :** ADMIN, BUDG, COMP, ECFIN, ELARG, EMPL, ENTR, ENV, INFSO, JLS, JRC, MARKT, REGIO, RELEX, RTD, SANCO, SG, SJ, TAXUD, BEPA

**DG(s) co-responsable(s) :**

**DG(s) pour information :**

**Détail de la réponse (Version 1)**

**Référence :** TREN-304958

**Avis :** Avis favorable sous réserve de la prise en compte des commentaires

**Contact :** VERLINDEN Marc

**Téléphone :** 88541

**Commentaire(s) :** Thank you for consulting the SG.

1. The rules of procedure for the Impact Assessment Board provide that the Commission department responsible for an impact assessment which is subject to Board scrutiny will provide the Board with the draft impact Assessment report not later than one month before the planned launch of inter-service consultation. The Board will scrutinize impact assessments at their draft final stage and issue a formal opinion on their quality. The opinion on the impact assessment will accompany the proposal into inter-service consultation. For this file, DG TREN launched the ISC on 04.07.2007 with deadline 24.07.2007, while the IAB issued its opinion on 18.07.2007. Services have thus not been able to take note of the IAB opinion.

2. The IAB may recommend that the draft impact assessment report be revised and, if considered necessary, re-submitted to the Board. This is the case for this proposal, where the IAB considers that substantial redrafting would be necessary. Services would thus not be able to take note of the revised IA during the current ISC.

*In light of the above and although the current Commission Rules of Procedure do not (yet) require a favourable opinion by the IAB before the launch of an inter-service consultation, the SG considers that in the absence of any justification for urgency in the proposal and in order to ensure full transparency in the ISC with regard to all documents that will be submitted to the College, the current ISC should be extended so that services consulted have the prescribed minimum 10 working days to scrutinise the final draft documents, including the revised IA following the IAB opinion.*

*At the same time, the SG would recommend that DG TREN provides the IAB with the revised documents as soon as possible, so as to allow it to review these and subsequently, if positive, revise its opinion, without this review process causing any substantial delay to the calendar of adoption envisaged by DG TREN.*

**Date d'envoi :** 23/07/2007 16:13:40  
**Autorisation :** Michel SERVOZ – Directeur SG-D  
**Signature :**

**Document(s) annexé(s) à la réponse**

(Aucun document)

**Contribution(s) interne(s)**

(Aucune contribution)

Imprimer

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