
Report to: Scottish Railway Policing Committee
Date: 3 September 2020
Item: 3.1
Subject: International Learning
Sponsor: DCC
For: Information

1. Purpose

1.1 To provide the Committee with an overview of how the Force seeks to learn and contribute learning to international agencies, with regards to railway policing.

2. Horizon Scanning

2.1 BTP's horizon scanning remit is generally focused on the domestic arena, focusing on high likelihood changes (predominantly legislative) rather than long term trends. Where international matters are identified in the course of horizon scanning, implications are reviewed and disseminated across BTP appropriately. This work is routinely undertaken by the Justice Solutions team within the Justice and Public Contact department.

2.2 More recently, during the COVID-19 pandemic, the team undertook some high priority research on how lockdown was being eased in other countries, including any implications for criminality. As regulations and legislation changes were being made at such unprecedented speed, this learning allowed BTP to anticipate pending reform and prepare for any operational consequences.

3. RAILPOL

3.1 RAILPOL is an international association of the organisations responsible for policing the railways in EU Member States. It aims to enhance and intensify international railway police cooperation in Europe, to prevent threats and guarantee the effectiveness of measures against cross-border crime. BTP have been engaged with RAILPOL for many years, although the status of the Force as contributing member is uncertain, post the EU exit. The last meeting was in February 2020, where BTP were represented.

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- 3.2 Project Sherpa is the 'Shared & coHerent European Railway Protection Approach' to address risks associated with terrorist threats to trains and stations and was launched in Paris in November 2018. It aims to improve protection against attacks, including emerging threats such as insider action, cybercrime and the misuse of unmanned aerial vehicles. In January 2020, C/Supt Conaghan presented to Project Sherpa on BTP's approach with Disruptive Effects Officers and the "61016" text service.
- 3.3 These engagements provide some excellent networking and best practice exchanges. Broadly speaking and legislative differences aside; the concept of policing a railway network tends to operate around the same fundamentals worldwide.
- 3.4 The Force also seeks and shares international learning in the course of daily operations. This can take the form of extradition cases, facilitated through a strong network of RAILPOL contacts. It also includes the sharing of crime trend information, which can replicate once established between European countries. RAILPOL contacts provided a fast time response to these operational issues, establishing supplementary working groups to discuss such phenomena attracted to the railway specific environments.

4. Intelligence & Evidence Exchange

- 4.1 Most Forces have Intelligence Units which include the role of International Liaison Officer (ILO). This role is responsible for recording any activities the Force have aboard including training and learning. This process is in place for BTP. Beyond this, from a CT perspective, there is a network of ILOs coordinated by SO15 who are able to facilitate international intelligence and evidence exchange as well as the sharing of best practice.
- 4.2 BTP also has close links with the Transport Security Administration (TSA) in the US, which protects US transport systems and the travelling public. The TSA assesses intelligence and threats related to transport security. This arrangement benefits BTP and TSA through sharing best practice, for example facial recognition and artificial intelligence, CT security and more recently suicide prevention and vulnerability. The Chief Constable is on the TSA's email distribution list and will attend the annual conferences.

5. Sharing Best Practice

- 5.1 BTP also seek to receive and share longer-term learning on railway specific criminality. The International Level Crossing Awareness Day (ILCAD) is organised by the UIC-International Union of Railways based in France and supported by the European Level Crossing Forum (ELCF). The ILCAD takes place annually, across the world. Railway organisations come together for a conference and share ideas and what has worked for them in tackling the deliberate misuse of level crossings.
- 5.2 BTP has attended a number of these events and last year presented in Holland – advising the international railway policing community of our approach to enforcement (Mobile Safety Vehicles and fixed cameras) and engagement (Thomas the Tank Engine story book) in addition to our partnership with Network Rail. BTP have presented at the ELCF, considering the approach taken in other European countries to see whether replication for the UK rail environment would be effective and where learning can be taken.
- 5.3 RESTRAIL is a research project co-funded under the European Commission's 7th Framework Programme for Research and Technological Development, which aims to help railway stakeholders reduce the number of suicides and trespassing accidents and the costly service disruption caused by these events. RESTRAIL had, for many years, worked on creating a tool kit for Trespass. BTP and Network Rail attended a conference in Paris in 2019 to share what was working for the UK but to also find out what other countries had been doing to tackle the trespass issue and what would work on the UK railways. Learning was taken back to BTP's Trespass Improvement Programme.

6. International Delegations

- 6.1 BTP welcomes opportunities to discuss expertise and operational methods with police and security industry colleagues throughout the international community. International delegations are accommodated and will arrange local experts to work with overseas colleagues to adapt and tailor our expertise and knowledge for the local environment.
- 6.2 In July 2018, an international delegation from the Hong Kong Police Force visited BTP. They expressed an interest in BTP due to the construction of the Guangzhou-Shenzhen-Hong Kong Express Rail Link, joining Hong Kong and the Mainland; operating two entirely

different jurisdictions and legal systems. The Hong Kong Police Force sought to co-locate Hong Kong and Mainland customs, immigration and quarantine procedures in together, at the West Kowloon Station (Hong Kong) of the Express Rail Link. As the UK has a similar co-location arrangement for the Eurostar and Channel Tunnel since its commencement in 1994, Hong Kong Police were interested to learn of the law enforcement implications.

6.3 To facilitate this, a four-day programme was designed which involved specialist inputs including areas such as Visual Forensics, Protest Removal Team, Royal Movements Team, the Force Intelligence Bureau, Major Investigations, Civil Protection, Incident Response Vehicles (showcase), Specialist Operations, Behavioural Detection, Control Rooms, Scientific Support and a tour of the Eurostar arrangements at Kings Cross.

6.4 In November 2018, BTP hosted another international delegation; this time from the Singapore Police Force Transport Security Command (SPF TransCom). The purpose of this visit was to learn about how BTP integrates technologies into security and crime prevention work. The visit included a live demonstration of Project Servator and the Specialist Ops layered patrol involving the full range of specialist assets. It also involved a visit to Ebury Bridge to learn about facial recognition opportunities.

6.5 These are just a few examples of international delegations. BTP continues to facilitate, where possible, visits from overseas law enforcement colleagues seeking to learn from the arrangements underpinning UK railway policing.

7. Recommendation

7.1 It is recommended that Members of the Scotland Railway Policing Committee note the contents of this report on how BTP contributes to and receives international learning.