

**OSE S.A.**  
**Sabotages and thefts in  
the network of OSE**



# OSE's Network Status Nowadays



- The restoration in sections that have been destroyed and the interruption in already operating sections has brought forward an enormous economic damage both in the Organization and the National Economy.
- They put to a great danger the traffic safety of the trains and the physical integrity of the passengers and the employed people.



# Problems that OSE is facing



- Thefts of electrification cables, signaling – remote control cables .
- Thefts of depot material, track material (rails, sleepers, etc.).
- Thefts and sabotages in installations of electric substations (Acharnon, Inoi, Sfiga, Kifissia-Tithorea, Spata, etc.).
- Thefts of batteries and electrical equipment from the Automatic Systems of Level Crossings, putting in danger the safety of trains, vehicles and pedestrians.
- Involvement in these acts of gypsy (ROMA) and native perpetrators and citizens of Bulgaria, FYROM, Albania, Afghanistan, etc. and transfer in many times of stolen goods to neighbouring countries
- Entrance and settlement of illegal immigrants in active and non active installations of OSE with whatever it implies ( infrastructure destructions, thefts, sabotages).



# OSE Actions



- By coordinated actions of the Organization and of the Police Authorities we have had arrests of gangs from different nationalities and the condemnation of some of them with heavy punishments of imprisonment. In all the trials carried out, OSE has taken part against the condemned perpetrators as a civil prosecutor for its economic reparation which has been awarded.
- YPSEA is organizing meetings with Higher and Top executives of the Police Authorities with the aim to inform the Policy and to coordinate the actions in order to have the best possible result. The telephonic communication with the Police Authorities is almost upon a daily basis.



# OSE Actions



- The staff of YPSEA and the Technical Services a lot of times have taken part in investigations and operations of the Police Authorities for the detection of the perpetrators, by mainly showing them the inaccessible points of the Network and presenting details of the network of the trains traffic.
- Through all the 24 hours and at the moment when the incident is noticed, YPSEA / OSE are informed immediately and at the same time the competent official of the Police Station is informed by telephone.
- In January of 2012 a letter was sent to YYMD and DIPAM/PSEA of the Ministry for the characterization of a great part of the Network and of the Installations as National Infrastructures of Vital Importance and the measures to be taken for their protection through ESPA programs.  
Subsequently, in February 2012 we applied to KEMEA of the **Ministry of Culture**, by asking their contribution to carry out studies for the installation of technical means of security to specific installations from the above mentioned.



# OSE Actions



- Apart from the permanent active custody staff and the private Company of SECURITY, which the Organisation has engaged after an open tender, from the mid-2010 on night patrols from our staff, as far as possible, are being organized.

OSE has not the financial possibility to cover through private policing a railway line of about 2.600 km long as well as the great number of its installations.



# Cost Of The Material Damages on a Yearly Basis



<b>YEAR</b>	<b>ROLLING STOCK</b>	<b>ELECRIFICATION SIGNALLING</b>	<b>TRACK MATERIAL</b>	<b>TOTAL PER YEAR</b>
<b>2007</b>	-	2.326.317	571.046	<b>2.897.363</b>
<b>2008</b>	-	4.263.319	554.375	<b>4.817.694</b>
<b>2009</b>	-	8.637.172	398.618	<b>9.035.790</b>
<b>2010</b>	113.683	9.953.535	308.301	<b>10.375.519</b>
<b>2011</b>	11.159	9.238.426	221.628	<b>9.471.213</b>
<b>2012</b>	150.524	6.931.937	595.088	<b>7.677.549</b>
<b>TOTAL</b>	<b>275.366</b>	<b>41.350.706</b>	<b>2.649.056</b>	<b>44.275.128</b>



# Reasons of Thefts



- Great increase of the metals value, especially of the copper.
- Facility of removal, due to the impossibility to guard all the railway network and the installations, especially in the network under suspension.
- Lack of means and human resources both on OSE and Hellenic Police (EL.LAS) side.
- Increased industrial demand for the recycling of the iron ore, especially of the copper.
- Access of the perpetrators with organized gangs to the iron ore recycling market.
- The involvement in these acts, apart from gypsies (Roma), of native authors and citizens of Bulgaria, FYROM, Pakistan, Albania, Afghanistan, etc.





# Reasons of Thefts



- The acceptance of stolen goods from neighboring countries markets.
- The sharp increase in the last time of the unemployment and of the criminality in general.
- Instigated acts of sabotage, aiming at the impediment to the completion of the modernization projects of OSE.



# Vulnerabilities exploited by perpetrators and advantages they have



- The lack of the obligation to have fiscal documents from the second hand dealers or wandering collectors of scrap material and their issue by themselves during the delivery to the foundries or metal processing places of work, so that the control of their origin can be rendered easier.
- Links with the “ illegal market for the recycling of metals”, so they have the possibility for direct sale of the stolen goods (e.g. metal foundries).
- The insufficient control of the foundries and of the metal processing factories.



# Estimates



- As far as the prices of the removed metals are high, (in relation to the unemployment rate as well), and as far as the market asks for recycling metals, it is estimated that the phenomenon of the thefts of metals of the Organization (and the damages coming as a consequence of thefts), will continue with the same and even higher intensity.
- As far as there is not a change of the legislation, for more austerity, as far as the security of the railways and the perpetrators of thefts being caught in the act are concerned, as a rule are released or are condemned, except for some minimum cases, with small punishments, the perpetrators will continue their illegal activity, as the profit they get prevails over the punishments inflicted upon them in case they are arrested.



# Estimates



- As far as the control of the legal and mainly of the illegal market of iron ores ( metal recycling foundries, merchants, etc. ) presents gaps, the demand for stolen metals will continue to exist, in order to dispose of a legal material, through recycling, for the industry. When the punishments provided for the merchants will be “exterminating” and will prevail over the profit they obtain from the illegal dealings with the perpetrators, they will not accept more such stolen goods. Therefore there will not exist more the aim of stealing, as there will not be more the stimulus of the profit both on the perpetrators and receivers of stolen goods side.



# Suggestions



- Efficient custody – protection of the network and the installations with the increase of the already existing and seasonal staffing points by a private company.
- Installation of alarm equipment, thermal cameras, sound warnings and recording appliances with monitoring Center, where it is required and possible, in big Complexes (e.g. SKA, engine sheds, material depots , etc). In this case KEMEA can contribute for the studies of the above mentioned projects.
- Fencing of railway installations and accesses, where it is possible.
- Functioning upon a 24-hour basis of PSEA/OSE Service.



# Suggestions



- Set up by the Hellenic Police (EL.LAS) of a Special Security Team and appointment of direct links Police – OSE for immediate contact – communication and a better coordination of actions. At the same time, appointment of a Senior Official who will control, guide and supervise the work of the staff, which will be charged with the respective police actions and will intervene correctively where it is imposed, in direct cooperation with the responsible official of YPSEA/OSE.
- Meeting of the Head Senior Official with the responsible of YPSEA/OSE for securing the information and the continuous communication, so that the secrecy of the action could be observed and the leak of information be avoided.



# Suggestions



- Carrying out local inspection – recognition from the local links of the Hellenic Police (EL.LAS) and the local responsible of OSE for the identification of the unsafe points and the possible access passages of the perpetrators to the railway network. Exchange of views according to the peculiarities of each region concerning the planning and the carrying out of common actions of dealing with the thefts, where it is possible and is imposed by the other local conditions.
- Supervision of sensitive points from the staff of OSE, with work trains (track motor cars), especially over night hours, with the contribution of EL.LAS, disposing for this of policemen in uniform, especially at the points where there are not roads of access and approach. The planning should cover with the most possible efficiency the supervision of the network with the movement of the seasonal patrol of EL.LAS in reverse direction of the special vehicle (track motor car), where it is possible and a direct communication must exist between them.



# Suggestions



- Intensification of the police actions based on the mapping of the points of high concentration of events both in a preventive way with the apparent presence of the police and in suppressive one with special forces of the Security and other operative forces of them.
- Intensive controls by the Hellenic Police (EL.LAS) of wheeled private vehicles (trucks) and private passenger cars running on roads near the railway network. Aimed actions with the disposal of apparent and non apparent police forces (patrols, ambushes, workshops of police controls, Mixed Control Teams, OPKE, etc.) for the essential control of loaded vehicles mainly during their approach to metal (scrap) processing enterprises, foundries, etc.
- Controls in the iron ore market (metal recycling foundries, merchants, etc.).





# Suggestions



- Seasonal patrols and ambushes of EL.LAS in knotting points of the road network leading to the railway network and especially to unsafe points of the network, aiming to catch in the act of the presumptive perpetrators. Where it will be estimated as necessary by EL.LAS, competent employees of OSE will take part, as so far it has happened in a lot of times.
- Development of an information network.
- Performance of a reverse police investigation and police controls of the metal (scrap) processing enterprises, foundries, etc., in cooperation with SDOE and other competent Services.



# Suggestions



- Organization of Police Operations in places (camps, etc.) where the collection of copper cables is possible.
- Cooperation with neighbouring Police Services for a network of aimed actions
- In each case of ascertainment of illegal action by an employee of OSE, the local Police Service should be informed directly and by telephone for its immediate mobilization, information for respective mobilization and cooperation with neighbouring Police Services for the arrest of the perpetrators before their departure.



# Suggestions



- A phenomenon is being observed that certain Police Stations ask the amount of 100 euro for filing a charge, fact this that renders impossible the filing of charges by competent organs because of the plenty of cases and the lack of money at the given moments. So we consider that the obligation or not of the Organization to pay the above mentioned amount of money must be clarified, by making a proposal due to the peculiarity of its non payment.
- Proposal to the Ministry of Interior, Public Administration and Decentralization and to the General Secretaries of the Regions in order to resume the initiative to transfer the gypsy (ROMA) camps situated on both sides of the railway network, as in many cases the perpetrators use them as shelters, and it is difficult to be controlled. Also, taking of initiatives by competent Authorities for the evacuation of the illegal immigrants from the habitations and installations of the Organization.



# Suggestions



- Proposal to the Ministry of Finance for enactment of the obligation for the issue of invoices by the same collectors - transporters of the old material (scrap) during their transport and delivery to processing enterprises, so that their origin must be known during the control of foundries, etc., as well as the control of the vehicles of them in case of transport of scrap.
- Proposal to the Ministry of Justice for the enactment of a more austere legislation concerning the traffic security of the trains.













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