



Eurostar security: The explosive project?!

Together with the Government, the top hierarchy of the French Customs (DGDDI) plans to give up one of its missions: Channel tunnel railway security, replacing its staff with private company employees.

Protagonists: a day and night difference!

Replacing the French Customs, a regalian authority, which has proven its effectiveness in matter of railway security at the Eurostar since 1994 (about 30 years without any incident) with a private company is not relevant.

The French Customs: a proven expertise

Indeed, French Customs did acquire sharp skills and reactivity, in particular regarding the evacuation of hundreds of passengers in case of:

- the - frequent - discovery of weapons and explosives,
- imminent threats of terrorist attacks.

The Private Sector: a lower quality of service

Its staff, of course, won't be armed nor trained as the French Customs are, and consequently won't be able to immediately react and properly deal with the discovery of weapons or explosives, which is the backbone of security and anti-terrorism procedures!

For SOLIDAIRES Douanes, the withdrawal of the State to the benefit of the private sector, which focus is obviously financial profit and not the general public interest, is unacceptable, no matter the terms of this handover (one more by the way...).

Crisis: a hard to deal with reality for everyone!!

One may wonder whether getting rid of armed and trained officers from the first European railway station, and world third in terms of number of passengers, just a few months before Paris 2024 Summer Olympics is a responsible measure or a dangerous bet...

Many risks

Multiple issues:

- security incidents
 - non-detection of weapons,
 - accidental triggering of explosives in a confined environment;
- terrorist attacks.

Who's responsible?

In the event of a security incident, who will be responsible? Towards whom the victims' families may turn to?

- If the State is responsible, it amounts to assuming losses and risks at the public expense, while leaving the gains to the private sector.
- If the private company is responsible, what would be the details of their insurance policy? Considering the tremendous value of the infrastructure at stake, one may wonder how much could be paid and under what conditions (as a matter of fact, the costs of the three Channel tunnels are not reimbursed yet... can it be?).

Your security versus their interests!!!

Good luck to Eurostar (and their shareholders...)

Finding a company able to carry out security controls of millions of passengers a year with the same standards applied by the French Customs won't be easy! A company with a staff that :

- won't be sworn in, won't carry arms or be properly trained to deal with an actual terrorist attack.
- will have the right to strike, whereas the French Customs can be « commandeered ».

Good luck to you too, dear passenger

You will have to pay more (the cost of the private security controls will be transferred to the ticket overall price!) for a service that will be carried out with a lower quality and efficiency.

Eurostar shareholders

- Société nationale des chemins de fer français (SNCF) : 55,75%
- Caisse de dépôt et placement du Québec (CDPQ) : 19,31%
- Société nationale des chemins de fer belges (SNCB) : 18,50%
- Federated Hermes Infrastructure : 6,44%

To SOLIDAIRES Douanes, security can't be sold off cheaply. There is only one protagonist able to carry out this task:

- with a very strong experience of its staff, familiar with gathering intelligence,
- with armed and sworn in agents, used to counter terrorism procedures,
- working impartially and in the public interest only, thanks to their status.

In order for all Eurostar passengers to keep on travelling safely, as is the case since 1994, we've got the best pick for you... The French Customs!


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