TASK FORCE 3.1 – ROAD INFRASTRUCTURE AND TRANSPORT SECURITY

T.F.3.1.1. Embedding security into other infrastructure / transport-related topics

Strategies / Objectives

- Starting from the outputs in the final report of T.F. C.1 (SP 2016-2019), tailored contribution to the following PIARC TCs/TF:
  - TC 1.1 Performance of Transport Administrations
  - TC 1.4 Climate change and Resilience of Road Network
  - TC 1.5 Disaster Management
  - TC 2.1 Mobility in Urban Areas
  - TC 2.2 Accessibility and Mobility in Rural Areas
  - TC 2.3 Freight
  - TC 2.4 Road Network Operation/ITS
  - TF 2.1 New Mobility and its Impact on Road Infrastructure and Transport
  - TC 3.1 Road Safety
  - TC 3.3 Asset Management
  - TC 4.2 Bridges
  - TC 4.4 Tunnels
  - Terminology Committee
- Auditing, testing and monitoring: the Security Consideration Assessment (SCA) process

The final Report “Security of Road Infrastructure” of PIARC TF C.1 (SP 2016-2019), set out the general principles of a security-minded approach as well as the technical and operational recommendations to protect against a range of physical and cyber threats.

The issues associated with road infrastructure are varied and complex, and with the increasing use of cyber-physical systems in their monitoring and management, many more disciplines involved in the lifecycle of road assets need to have an understanding and appreciation of the security issues that arise. Furthermore, the modern complexity of road issues requires a holistic attitude and by its nature security is contrary to a silo approach and transversal skills are required. Therefore, light-touch inject into the work now being undertaken by each of the PIARC TCs/TF that are affected by security risks is required.

In the 2016-2019 cycle, TF C.1 did not draw any correlations between its work and that being undertaken by any of the TCs or TFs. Therefore, an important aspect to be integrated in the 2020-2023 cycle will be to identify these correlations, develop the inject required, build the relationships with the interested technical committees and task forces and to work with them to embed the content and concepts which have been produced. It will be essential to consider not only the current security risks, but those which are likely to evolve from a national and international perspective.

Particular attention will need to be paid to security considerations in relation to automated vehicles and smart roads. The report produced by the TF B.1 “Road design and infrastructure for innovative transport solution” (SP 2016-2019) entitled “Connected vehicles”, acknowledges security as being an important challenge that needs to be tackled by appropriate experts. A new TF B.2 “Automated vehicles: challenges and opportunities for road operators and road authorities” was created in 2018 and its work is currently due to come to an end in 2020, just at the beginning of the cycle 2020-2023.

As well as providing high-level guidance for different road infrastructure specialisms on embedding security and security-mindedness, TF 3.1 will produce a more detailed guidance document on the utilisation of a Security Consideration Assessment (SCA) process that can not only facilitate embedding a holistic security-minded approach within and across road infrastructure organisations and their supply chains, but also with keeping the number and severity of security incidents to a minimum throughout the lifecycles of the different assets.

This TF 3.1 is expected to develop a full report including the recommendations for each TCs/TF around the awareness raising in security and the development, implementation and management of appropriate and proportionate, practical risk mitigation measures and provide specialist glossary to the Terminology Committee.

A final workshop or Seminar will be organized to disseminate and share knowledge of holistic security measures to deal with physical and cyber security threats based on the content contained in the final report of TF 3.1. and to raise awareness and encourage Road Administrations and operators to embed security in their organization and to promote de use of the SCA process.

### Outputs and Expected Deadlines

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