

**Workshop on call „security in mass transportation“,
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**European demonstration project
„security in mass transportation“**

**Demands on future implementation,
framework conditions
- The view of public transport companies -**

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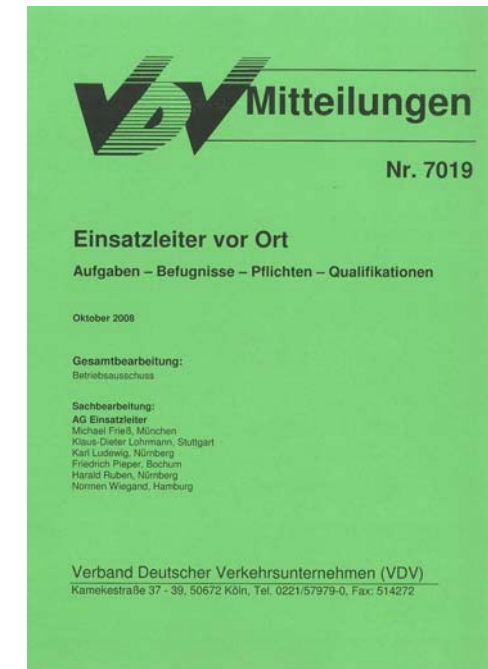
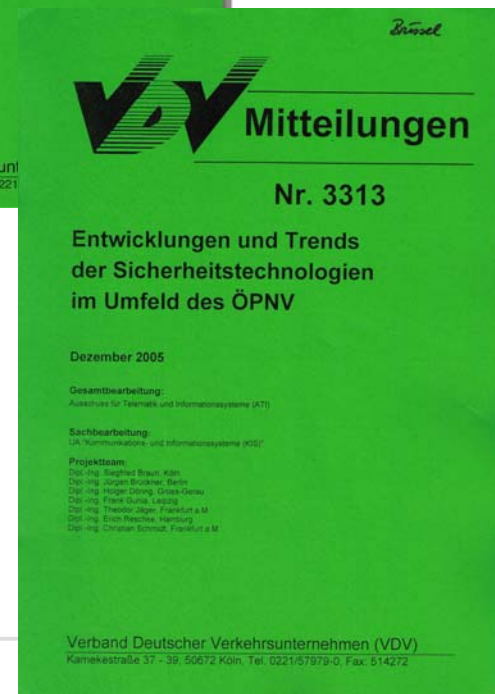
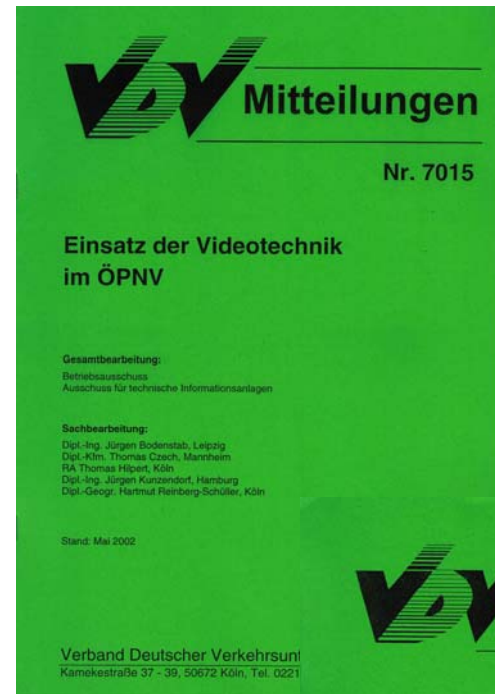
Overview

- VDV activities in the field of security
- EU research in security in public transport
- Priority areas for security research and its implementation
– the view of public transport operators
- Framework conditions for call “security in mass transportation”

VDV Security Working Group

- VDV – Verband Deutscher Verkehrsunternehmen/Association of German Transport Companies:
around 600 Mitglieder (public transport, rail freight), transport operators, PT authorities/Verkehrsverbände
- VDV Security working group: since early 2007
- 15-20 larger public transport operators (metro, tram, suburban/regional rail)
- Regular meetings (every 2-3 months)
- Close links to UITP Security Commission, national ministries, etc.

Large Technical Expertise on Security/Safety in Public Transport



EU Research on Security in Public Transport

Build upon existing projects!
Such as:



- Cluster Of User Networks in Transport and Energy Relating to Anti-terrorist ACTivities
- EU funded under 6th Framework Programme (DG TREN)
- Freight, Energy, Passenger Public Transport
- Existing best practices
- Targeted Studies to equip PT operators with tools
- Recommendations for future steps

Priority Areas for Security Research and its Implementation– The View of PT Operators

Identification of needs in **counteract** project (not yet finalised)

- CBRN-E, especially for underground systems
→ tests, simulations, exercises
- Intelligent CCTV (surveillance) to support operation of public transport systems
 - Detection of dangerous situations
 - Detection of strange objects and behavior
 - High demands through specific situation in public transport (large amount of passengers in crowded areas, false alarms are not tolerable, etc.)

Priority Areas for Security Research and its Implementation– The View of PT Operators

- Risk assessment: conversion of very useful Counteract guidelines into software → tests and implementation in different European cities
- Tools for simulation of security related events
 - Especially larger events
 - Real exercises: rather difficult and cost-intensive
 - Modular and scalable simulation of crisis management in operational control centers and at location of security event
- Staff training: guidelines, different modules
- Crowd management/evacuation: including simulation of movements, guidance, information
- “Interoperability of different security systems managed between different EU countries” (non-paper p. 4): not relevant for PT!

Framework Conditions for Call „Security in Mass Transportation“

Non-paper of European Commission: “Scope” of demonstration project

- “Urban mass transportation”: focus on local/regional public transport systems
 - Interchange stations (“major urban transport nodes”) with long-distance transport modes (rail, eventually aviation, shipping, but less focus on the latter two)
- This makes sense as large amounts of passengers are concerned
- Other areas (such as freight transport) are covered by other EU programs

Framework Conditions for Call „Security in Mass Transportation“

- Terrorism is not only threat in public transport
- Other threats should not be excluded (even if they might be safety-related):
 - Accidents, fires, explosions, natural disasters, “normal” crimes, pandemia etc.
- “Everyday security-related events” should not be excluded from demonstration project as they are very important for subjective feeling of security of passengers

Framework Conditions for Call „Security in Mass Transportation“

Virtual City: “EUROPOLIS” Concept

- Is the concept of a virtual city applicable for larger demonstration projects?
- General models/concepts (e.g. risk assessment) could be developed in a first step
- Eventually scenario-based approach
- Implementation/Tests have to be local in real cities and consider the specific local situation (especially for public transport systems which have often very local characteristics)

Framework Conditions for Call „Security in Mass Transportation“

Project structure

- Expected budget: 25-30 Million EUR
 - Very large amount for single project
- High effort for coordination and administration with single large project to be expected
- Experiences with large amount of participants from very different sectors in single project are not always best

Recommendation:

→ several projects with independent administration, eventual link through network of actors, joint dissemination activities etc.

Thank you very much for your attention!

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