

UITP initiatives in the Security field and related recommendations

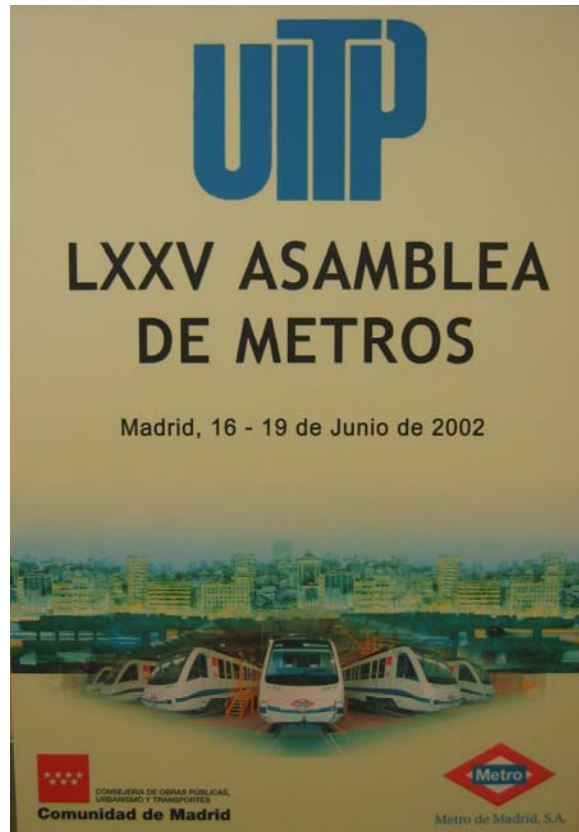
Mohamed MEZGHANI
Director Programmes & Studies
International Association of Public
Transport - UITP



UITP-BVG-VDV Conference “Safe public transport, safe cities” Berlin, 1997

- Terrorism is not yet mentioned
- Security is part of quality management
- Work on the citizens' perception
- Need for coordinated security approach
- Cooperation with press and media
- Cooperation with the justice
- CCTV is an essential preventive measure

75th UITP Metro Assembly Madrid, June 2002



- 1st event after 9/11
- Exchanges on approaches in Paris, Moscow, Tokyo and New York
- No standard solution
- Need for an integrated approach

UITP-RATP-Prismatica Workshop

IT applications for safety & security


Paris, March 2003

Maison de la RATP

La sécurité dans les transports publics
Security in public transport

Procédés et outils innovants
Innovative processes and tools

PARIS - FRANCE
12 et 13 mars 2003
12 and 13 March 2003



The image shows a poster for a workshop. At the top, it says 'Maison de la RATP'. Below that, the main title is 'La sécurité dans les transports publics' with the English translation 'Security in public transport' in italics. Underneath is the subtitle 'Procédés et outils innovants' with the English translation 'Innovative processes and tools' in italics. On the left side, there is a vertical box containing the text 'PARIS - FRANCE', '12 et 13 mars 2003', and '12 and 13 March 2003'. At the bottom, there are four logos: the UITP logo (blue stylized letters), the PRISMATICA logo (blue text with a yellow triangle), the RATP logo (green stylized letters), and a red circular logo with a white arrow pointing upwards and to the right.

- IT can do a lot but it will never be possible to monitor everything
- Technology stays as a tool and should fit in a general strategy

UITP-VOYAGER Working Group

Bristol, April 2003



- 2 categories of measures: Industrial and Structural
- Recommendation to the EU to create an ad hoc public transport security group, to support research and to encourage standardisation policies

EC-UITP Round Table

Public transport and anti-terrorism security

Brussels, December 2003

SECURITY

Public transport and anti-terrorism security

Mahamed Mezghani, Director, Andrea Soehnchen, Project Manager, UITP Programmes and Studies Department, Belgium

Recent terrorist attacks on the Moscow metro and Madrid suburban rail show that public transport systems are vulnerable and potential targets for terrorists. It is clear that preventing and discouraging terrorist activities as such is the prime responsibility of national security agencies and similar bodies. Yet, the responsibility for the passengers requires public transport stakeholders to acknowledge the threat and to ensure the best possible level of prevention and preparedness.

Why are public transport systems vulnerable?

Today, public transport systems are rather easy targets for terrorists. The systems are used by a high number of passengers everyday, they are open and fully accessible, and no access control or seat assignment is carried out. The large geographical spread of public transport networks provides numerous options for access, and gateways, multiple stops and interchanges lead to frequent passenger turnover, which is difficult to monitor.

A potential terrorist attack on public transport systems would cause a large number of victims. The disruption of entire transport systems would confuse the public and lead to panic, as it affects mobility, which is normally considered to be a basic freedom. The extensive and worldwide media coverage potential attacks would

Patrols pay particular attention to security checkpoints, like here in São Paulo



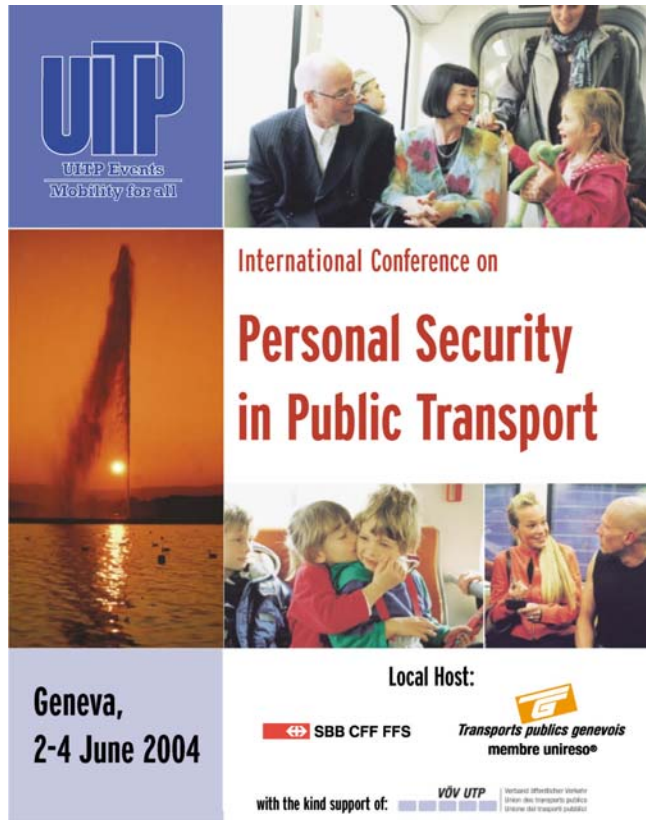
6 Public Transport International - 3/2004

- PT is vulnerable but threat monitoring is the authorities' responsibility
- Anti-terrorist measures
- Need for a common language
- Improve understanding of terrorism
- Learn from others and share information
- Design standards
- Guidelines on operational procedures

UITP Conference

Personal security in public transport

Geneva, June 2004



UITP
UITP Events
Mobility for all

International Conference on
**Personal Security
in Public Transport**

Geneva,
2-4 June 2004

Local Host:
SBB CFF FFS
Transports publics genevois
membre unireso®

with the kind support of: VÖV UTP
Verband öffentlicher Verkehr
Union des transports publics
União dos transportes públicos

Version française disponible sur internet
Deutsche Fassung via internet - erhältlich
Versión en español disponible en internet

>>> www.uitp.com

- Insecurity is expensive
- Fight against the insecurity feeling
- Combine preventive measures and punishment

..... and

UITP-UIC Declaration Public transport and anti-terrorism security Geneva, June 2004



Union Internationale des Transports Publics
International Association of Public Transport
Internationale Verband für Öffentliche Verkehrsleistungen
União Internacional de Transportes Públicos



Union Internationale des Chemins de Fer
International Union of Railways
Internationale Verband der Eisenbahnen
Internationale Vereniging van Spoorwagens

Declaration on Public Transport and Anti-Terrorism Security

The threat of terrorism has evolved from the national arena towards the international arena. Its objective is usually to destabilise society and public opinion rather than achieve a specific objective. Its tools can be very sophisticated and are often used by terrorists who have no qualms about sacrificing their own lives.

As a result public transport, which was rarely a prime target of terrorism in the past, is becoming one of the most important targets today because of its vulnerability. Indeed, public transport systems carry a high number of passengers every day, and are open and fully accessible. Unlike air transport, no access control or bag assignment is generally carried out. The wide geographical coverage of public transport networks provides numerous opportunities for terrorists to carry out their attacks. To the extent that public transport systems are not protected, they are open to terrorist attacks which can lead to panic, the loss of human lives, and the destruction of infrastructure. We have a strong conviction that the only way to ensure the safety of public transport is to ensure the full coverage of public transport, but also to ensure its wide and permanent use, with the high level of respect for the general public that is characteristic of public transport systems, and to ensure a large number of victims, thereby achieving its desired effect. The recent examples of 6 February 2004 in Moscow and 11 March 2004 in Madrid are tragic reminders of this.

No country can therefore afford to think that they are definitively and completely protected from this threat. In addition to their competence and legitimacy, transport operators have for some time been acting side by side with the national authorities in the field of prevention of terrorism. The results of their joint efforts have been the development of emergency plans, the implementation of measures detailing vigilance or behaviour in the event of an incident, the implementation of security checks, the introduction of security measures, the development of security training programmes, etc. Even if the threat of terrorism cannot be completely eliminated, it is possible to limit the progress by effectively coordinating and organising the prevention and management of threats, and the way in which terrorist acts are dealt with.

It is for this reason that the International Association of Public Transport (UITP) and the International Union of Railways (UIC) would like to inform the national authorities of those countries in which both organisations are present of their common concerns, and to propose the following measures:

- Public transport, whether urban or suburban, even regional or national, is currently considered to be a potential target for terrorism. National authorities, operators and infrastructure managers must take this into account. In this context, UIC and UITP call on their member public transport operators to carry out a wide range of measures to ensure the safety of their services.
- Assessment of the threat of terrorism in the field of public transport is a complex task. National authorities, operators and infrastructure managers must, in cooperation with the national authorities, carry out a regular assessment of the threat of terrorism in the field of public transport, in order to allow them to set up the necessary measures for prevention (whether confidential or public) in accordance with protocols that have been established in advance.
- So that the public transport services can provide help, UIC and UITP ask the national authorities to assure a presence of police forces, fire services and medical services in the field of public transport, in order to be able to respond to any incident. The presence of these services in the field of public transport results in high numbers of disarmed members of the public whose presence becomes an additional risk or opportunity, in line with terrorist aims.
- UIC and UITP commit themselves to encouraging their members to organise 'crisis drills' in consultation with the national authorities when necessary, so that the services that they have to intervene in are able to deal with any incident in a coordinated and effective manner, and under the supervision of the national authorities.
- UIC and UITP ask the national authorities to take into account the specific bacteriological, radiological, nuclear and chemical threat present in transport systems due to the high number of people using these services. UIC and UITP request that the authorities study the characteristics and the feasibility of technical security solutions, the necessary technological studies, assess the financial implications of these solutions, and develop emergency plans for the management of incidents.
- UIC and UITP request that permanent collaboration is initiated and further developed, both at country level with public transport operators and at European level with the services of the European Union, as well as at a broader international context.
- UIC and UITP request that a permanent security structure be set up, which will closely collaborate with the UIC and UITP, in order to ensure the exchange of information and experience between public transport actors.

Aware of the implications of the above on their members, UIC and UITP will provide assistance, develop tools and guidelines, and create appropriate platforms to facilitate the implementation of these measures.

Geneva, 4 June 2004

PT systems

Prof. Dr. Eberhard Weidinger, Secretary
President of the International Association of Public Transport

UIC

Dr. Eberhard Weidinger
Chairman of the International Union of Railways



3rd World Railway Security Forum – 27 – 29 October 2004 - Marseille

UITP-UIC Declaration

Public transport and anti-terrorism security

Geneva, June 2004



Union Internationale des Transports Publics
International Association of Public Transport
Internationale Verband für Öffentliche Verkehrsleistungen
União Internacional de Transportes Públicos



Union Internationale des Chemins de Fer
International Union of Railways
Internationale Verband der Eisenbahnen
Internationale Vereniging van Spoorwagens

Declaration on Public Transport and Anti-Terrorism Security

The threat of terrorism has evolved from the national arena towards the international arena. Its objective is usually to destabilise society and public opinion rather than achieve a specific objective. Its tools can be very sophisticated and are often used by terrorists who have no qualms about sacrificing their own lives.

As a result public transport, which was rarely a prime target of terrorism in the past, is becoming one of the most important targets today because of its vulnerability. Indeed, public transport systems carry a high number of passengers every day and are open and fully accessible. Unlike air transport, no access control or vetting of passengers is generally carried out. The wide geographical coverage of public transport networks provides numerous opportunities for terrorists to carry out their attacks. The high number of passengers and the high frequency of operations make the public transport system a very attractive target. The potential for a terrorist attack on public transport is high. A single attack can generate a wide range of public transport, but the effects are multiplied by the high number of passengers. The potential for a terrorist attack on public transport systems can result in a large number of victims, having achieved its desired effect. The recent examples of 6 February 2004 in Moscow and 11 March 2004 in Madrid are tragic reminders of this.

No country can therefore afford to think that they are definitively and completely protected from this threat. In function of their competence and legitimacy, transport operators have for some time been acting side by side with the national authorities to address the specific security risks, notably those resulting from terrorism. This has led to security measures, organisational diagrams detailing vigilance or behaviour procedures, and other measures. These measures have been drawn up and developed together with the emergency services.

Even if the threat of terrorism cannot be completely stamped out, it is possible to make progress by effectively coordinating and organising the prevention and management of threats, and the way in which terrorist acts are dealt with.

It is for this reason that the International Association of Public Transport (UITP) and the International Union of Railways (UIC) would like to inform the national authorities of those countries in which both organisations are present of the importance that they attach to this new situation, and to draw their attention to the following points:

- **Carry out vulnerability analysis**
 - **Organise crisis exercises**
 - **Launch a permanent group of experts**
 - **Initiate permanent collaboration at EU and international levels**
- Public transport operators, authorities, regional and national authorities, are potential target for terrorism. National authorities, operators and infrastructure managers must take this into account. In this context, UIC and UITP call on their member public transport operators to carry out a vulnerability analysis of their networks.
- Assessment of the specific security risks are essential to the development of security measures. UIC and UITP request that the national authorities study the characteristics and the feasibility of adapted sensors, initiate the necessary technological studies, assess the financial implications, and define – under the seal of valid national confidentiality – the emergency plans that should be implemented in case of an alert or an attack of this type.
- UIC and UITP request that permanent collaboration is initiated and further developed, both at country level with public transport operators and at European level with the services of the European Union, as well as at a broader international context.
- UIC and UITP will launch a permanent expert group on security which will closely collaborate with the UIC Security Group for the exchange of information and cooperation between public transport actors.
- UIC and UITP will provide assistance, develop tools and guidelines, and create appropriate platforms to facilitate the implementation of these recommendations.

Geneva, 4 June 2004

Prof. Dipl.-Ing. Wolfgang MAYER
President of the International Association of Public Transport

Dr. Benedikt WIDDEL
Chairman of the International Union of Railways



3rd World Railway Security Forum – 27 – 29 October 2004 - Marseille

UITP Security Group Launched in Brussels, September 2004



Israel Railways
ASSTRA Italy
Prague PT
Metro de Madrid
ATM Milano
HUR Copenhagen

RATP Paris
TMB Barcelona
STIB Brussels
TTC Toronto
MTR Hong Kong
RET Rotterdam
London Underground
Attiko Metro
Translink Belfast
Metro de Lisboa
VDV Germany

BVG Berlin
RENFE
TRANSDEV
CPT UK
UTP France



UITP Security Group Launched in Brussels, September 2004

- To exchange information between the group members
- To compile and disseminate good practices
- To exchange information with other actors
- To monitor the security topic in general
- To develop guidelines
- To define basic notions and agree on common language

UITP Security Group Launched in Brussels, September 2004

- Two working groups:
 - Institutional framework and organisation
 - Measures on technologies, infrastructure and rolling stock
- Close collaboration with the European Commission
- Exchanges with UIC Security Group



Thank you for your attention!

mohamed.mezghani@uitp.com
www.uitp.com

