

**Round Table on
Public Transport and
Anti-terrorism Security**

**Summary of the main findings
and follow-up actions**

**Mohamed Mezghani
Andrea Soehnchen**

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Vulnerability of Public transport (1)

- PT vehicles and stations collect together high number of people
- PT systems are open and fully accessible
- Large geographical spread of PT systems
- Multiple stops and interchanges lead to passenger turn-over
- Anti-terrorism security is still at early stage of development in PT systems

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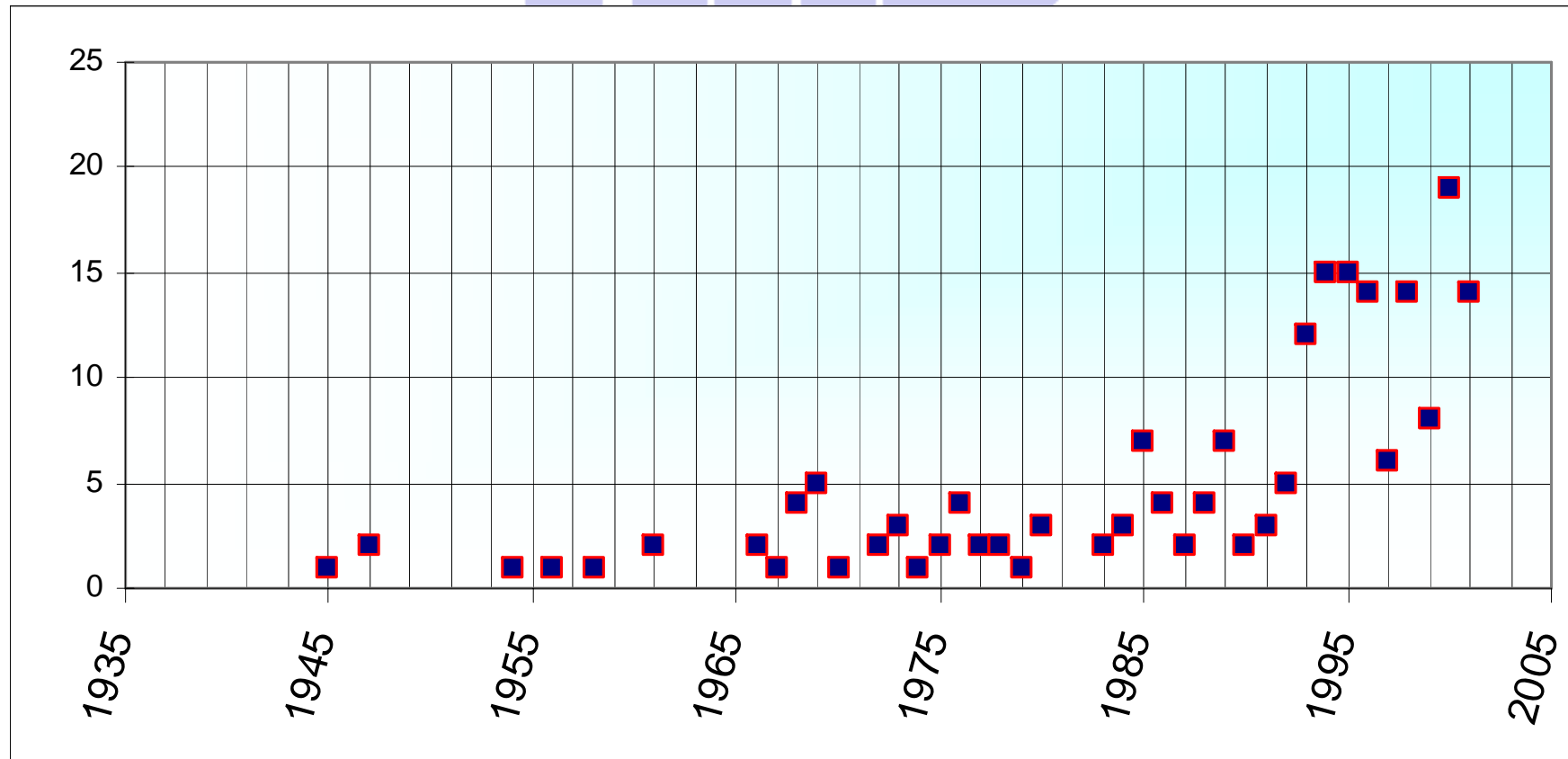
Vulnerability of Public transport (2)

A potential terrorist on PT systems attack would:

- Lead to large number of victims
- Attract worldwide media coverage
- Confuse the public and create a state of panic
- Disrupt the entire transport system
- Affect the image of public transport and discredit the State as well

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Increasing number of attacks on PT systems



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Terrorist attacks in PT

- **Bombing** (Paris 1986, 1995, 1996), (Baku 1994), (Moscow 2000)
- **Fire** (Daegu 2003)
- **CB(RN)** (Tokyo 1995)
- **Kamikaze** (Israel)

The issue is now International Terrorism

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Risk analysis

1. Systematic analysis of past incidents to get comparable data in order to learn lessons
2. Worldwide monitoring of threats and forwarding of relevant information
3. Standard procedures to handle direct threats

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Preventive measures

1. Organisational measures & inter-agency collaboration
2. Training & information
3. Infrastructure & equipment

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Organisational measures & inter-agency collaboration

- PT should have its own police
British transport police
In-house security force (Athens)
Paris transport police
- Since terrorism is a public security issue
there is a need for a centralised
coordination with public authorities
London Resilience
Operational Integrated Room in Rome
- Develop Information sharing and
communication protocols

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Training & Information

- Convey a corporate culture of security
- Training of personnel
To be prepared to prevent and react
(Proactive and reactive)
- Prepare crisis communication in advance
Internal and with other actors
- Reassurance of and collaboration with passengers

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Infrastructure & Equipment

- Integrate security in the design phase but difficult to upgrade existing infrastructure
- Make vehicles and stations less “attractive” to terrorists
- Access control of restricted areas
- CCTV and other IT equipment
- Biometrics
- Emergency equipment (e.g. masks)

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Preparing the response to terrorists attacks

- The response should be prepared whatever is the origin (terrorist or not):
Decontaminate/combat fire to restore traffic (contingency plans)
- Multi-agency collaboration
- Test equipment/processes and other elements
- Reassurance

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Needs (1)

- Improve fundamental knowledge (basic notions and common definitions)
- Improve understanding of the threat, PT vulnerability and risk assessment
- Guidelines on operational procedures
- Recommendations on design standards
- Benchmarking and dissemination of good practices
- (Real-time) Information sharing

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Needs (2)

- Advice and training from specialised agencies (e.g. check-lists for specific situations)
- Learn from other sectors (cf. Aviation: Annex 17, EU Security Regulation 2030, training on hijacking)
- Increasing awareness of PT sector

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Constraints/Issues

- PT systems cannot have any influence on the roots of terrorism / origin of the threat
- We are PT professionals and not security agencies
- Share of responsibility with governmental agencies
- Financing: who should pay?
- How to deal with media? (Code of good practice?)
- Cyber-terrorism (is PT a potential target?)
- Is business as usual sufficient to handle extra-ordinary situations?
- How to deal with confidentiality?

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Potential collaborative actions (1)

- EU should be reference background to set up actions
- The EC should play a role (proactive - regulatory/legislative tools or reactive – information sharing)
- PT Security expert network (compile and exchange information and experience)
- Set-up a body for monitoring and assessing the threat, attacks, responses
 - Database (indicators, good practices)
 - Newsletter (periodic information brief)

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Potential collaborative actions (2)

- Team of independent experts/inspectors to analyse system vulnerability (Pilot programme)
- EU training centre on operational responses (equipped with state-of-the-art installations allowing multi-threat simulation & preparation)
- Development of minimum security standards (design, procedures, equipment, etc)
 - Security Certification
 - Security Handbook

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Potential collaborative actions (3)

- R&D projects
- Collaboration for the construction of a simulation exercise and the subsequent debriefing (under the leadership of the host agency and coordination by UITP?)
- Envisage relationship with the European Crime prevention network
- Improve knowledge on CBRN strategies and technics

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**Keep momentum and
continue the work initiated
by this group**

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