

CEE Railways 2009

Ensuring the CEE Railway sector stays on the right track

Bucharest, 27th & 28th April 2009

Rail Security and Safety Projects – The EPF Perspective

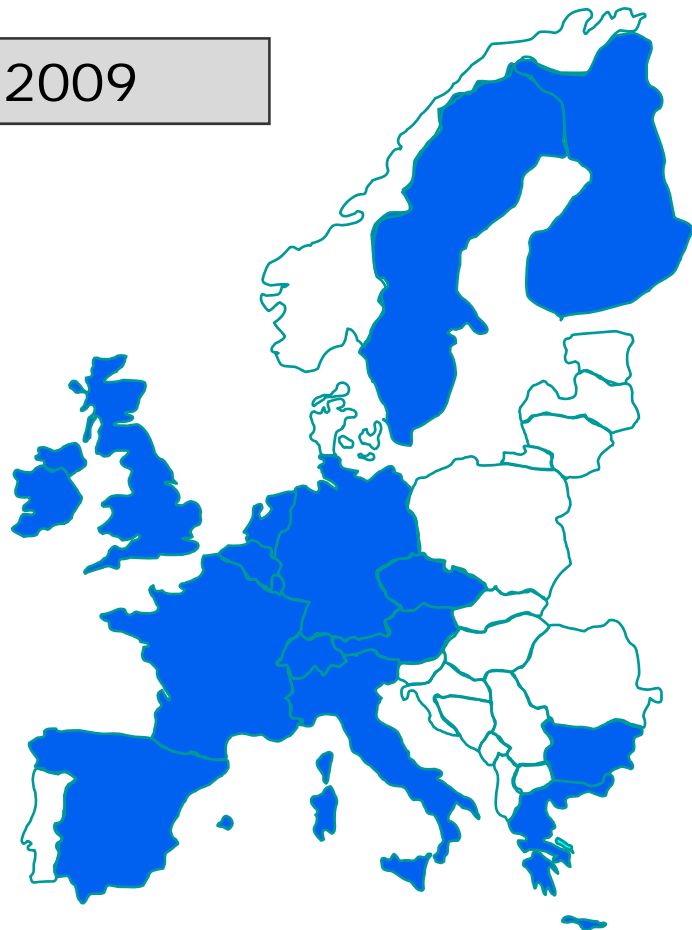
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European Passengers' Federation

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EPF map April 2009



- 29 members
- 16 countries

What is the European Passengers' Federation?

- an European umbrella organisation of national and regional passengers' organisations
- office in Gent (Belgium)
- financed by its member organisations
- voice of European passengers, lobbying the passengers' interests in face of European organisations
- dealing with all modes of public transport such as local transport, railways, buses and maritime transport

Railway transport security

Problems:

Increase in extremism and religious motivation in terrorist attacks

Absolutely a nihilistic in forms of action

The terrorists are using more complex and flawless systems of attacking

The means against conventional terrorism are not applicable to the new one

Decisions:

Complex appraisal of European railway system alertness against terrorist attacks

Development of programs for analysis of the terrorist risk

Strategic centers for managing the security risks in rail transport

Plans for actions in crises

Safety measures working steadily in periods of busy traffic

Development of programs for prevention and public information

Railway nets for alerting potential dangers

Basic minimum requirements

- High-tech detectors and cameras
- Emergency preparedness plans and equipment
- Passenger train emergency simulations
- Training and drills of railway staff
- Civil agents for control
- Railway counter terroristic teams
- Co-operation from other countries
- UITP's COUNTERACT project

The elements of security alertness

- Explosion-resisting garbage containers.
 - Installation of cameras 360 degrees.
 - More warning and informational boards and brochures.
 - Training of railway staff and passengers to improve evacuation readiness.
 - Joint training in order to improve co-operation.
 - Secret checks of security measures.
 - Increased presence of security guards.
 - PR communication strategies for danger threats.
 - Preparation for false threats and deception.
 - Other actions in specific circumstances.
-

Plans for defensive actions

Level 1 - “Normal everyday activities”

Level 2 - “Level of high danger”

Level 3 - “Level of possible danger of attack”

Level 4 - “Confirmed or unconfirmed danger for railway sector that can occur in 48 hours or a country attack that has involved a lot of victims”

Overview of benchmarking about safety and risk control in the railways

US PASSENGER TRAIN EMERGENCY PREPAREDNESS ACT

A. General purpose

Application

Purpose and scope

Preemptive effect

Responsibility

Definitions

Penalties

Waivers

Information collection

B. Specific Requirements

Emergency preparedness plan

Passenger train emergency simulations

Debriefing and critique

Emergency exits

C. Operational Tests and Inspection

Operational (efficiency) tests

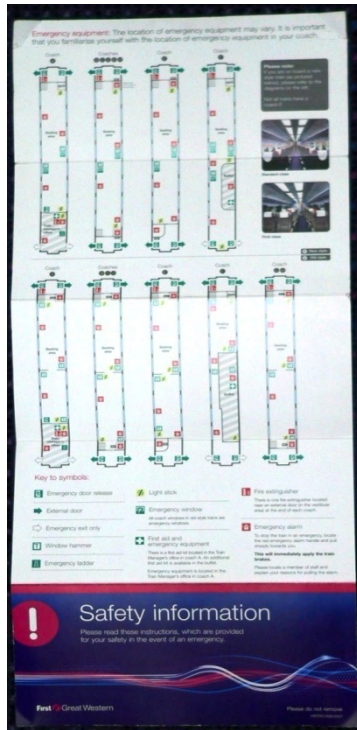
Electronic records and recordkeeping

D. Review, Approval, and Retention of Emergency Preparedness Plans

Emergency preparedness plan; filing and approval

Retention of emergency preparedness plan

Brochure information system



Location of the emergency equipment



Emergency procedures



Location of the brochures

Panel information system



Information panel about passenger security
(with key points highlighted)



Information panel with useful advice about passenger security

Information stickers and Multilanguage instructions





Emergency release of the doors, emergency alarm and an intercom connection with the train personnel



Instructions for emergency release of train doors



Instructions about safely using the train doors

Alternative emergency exits



Emergency window and instructions on how to use the emergency hammer to break the glass complete with illustrations.

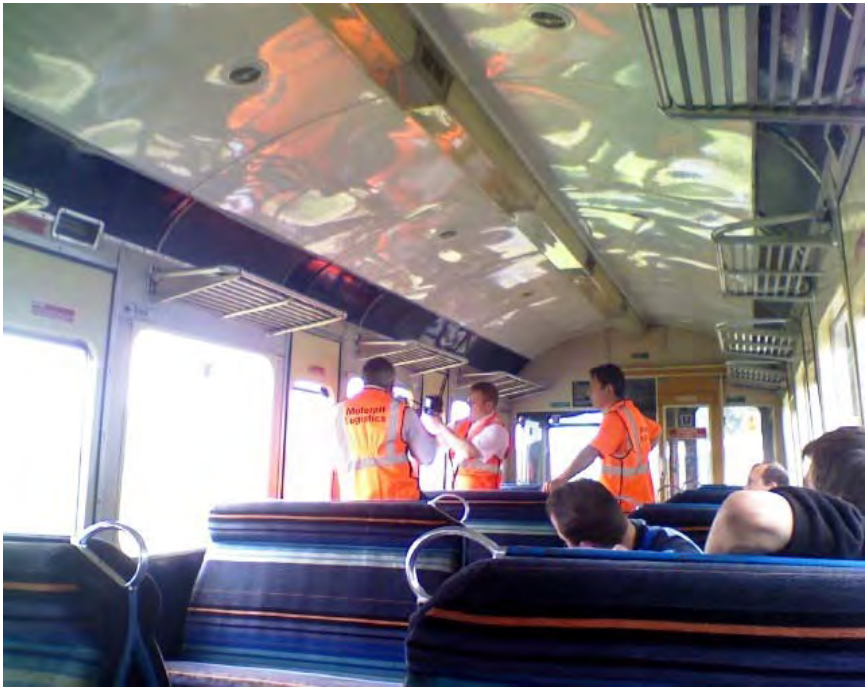
“... Luckily for us there are methods which can help us further our knowledge about the problems of railway safety and security.

Simulations and specific training which are not implemented in the Bulgarian railways system can help define the weaknesses of those responsible...” *

* Varujan Apelian, Railway transport magazine issue 11/12 year 2007 **

** three months before the first train fire in Bulgaria in 2008

Preparation for simulation of a train incident



Human behavior in crisis situations





Simulating difficulties during evacuation



Co-ordination

The technical supply of the operation



Media participation and public broadcasting



European experience with train fires

06/11/2002 Nancy
(Paris-Vienna express)
Midnight train fire in the
sleeping compartments of
carriage 261 of DB at
02.15



5/10/1999 Ladbroke Grove
(Paddington)
Massive fire supervene on
train collision



Co-ordinated strategies for safety and security measures

- To define the role of the State in preventing or decreasing of the safety and security risks.
- To reduce the magnitude and severity of casualties in railway operations by ensuring that railways involved in passenger train operations can effectively and efficiently manage passenger train emergencies.
- To prescribe safety and security standards for the preparation, adoption, and implementation of emergency preparedness plans by railways, connected with the operation of passenger trains.

**Put the passengers
on the focus!**

Thank you for your attention.

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