



DEMASST Final Forum  
“Mass transportation context”

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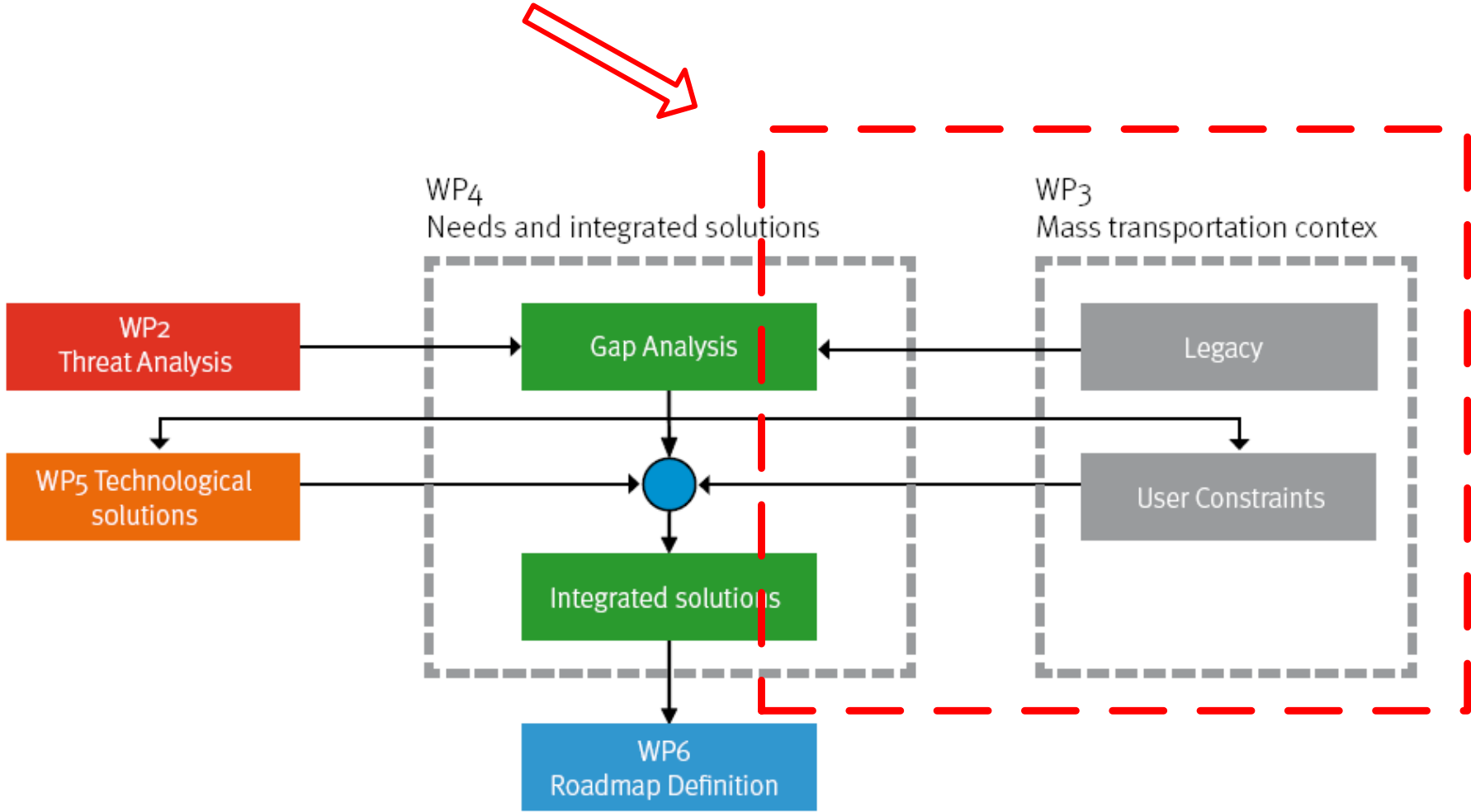
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# Mass transportation context

- 80% EU population is living in cities
- Complex operational scenarios
- Open system
- Disruption-sensitive environment
- Multimodality



# Mass transportation context - approach

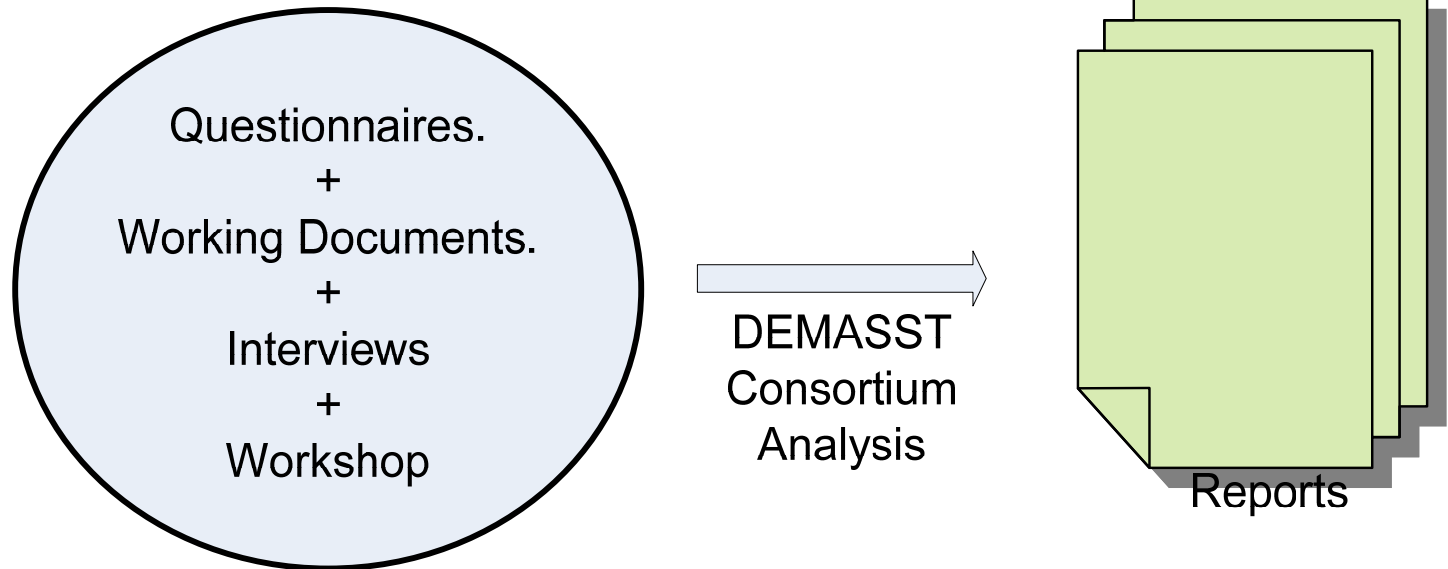


# Needs and constraints - approach

## Main goals:

- Improving understanding of user requirements
- Participation of stakeholders

## Method:



# Stakeholders

Cooperation is needed between:

- Transport Authorities
- Operators
- First responders
- Private security forces
- Technology providers
- Passengers

# Current security status: main conclusions

## Partially covered aspects:

- Security specific department
- Threat analysis
- Training programs

## Improvement needed:

- Lack of European Security standards
- Lack of advanced security tools (beyond CCTV)
- Lack of cyber-protection.

## Important issues:

- Command and Control Centres/capabilities
- Easy implementation of solutions: decision making factor

# Needs and constraints

- Many stakeholders, different problems & different needs and constraints => Prioritization was needed
- Demonstration Program oriented

# Needs : results (1)

- Risk assessment-based command and control capabilities
  - Human behavior simulations
  - Integrated risk analysis tools
  
- Interoperability and information interfaces
  - Situational picture tools, for single stakeholder
  - Systems for communication with stakeholders
  - Tools/systems/procedures to access passenger information from passengers
  
- Learning and training capabilities
  - Simulation training tools on security incidents

# Needs : results (2)

- Threat identification and detection capabilities
  - Detection/identification of:
    - Strange/left behind objects
    - Abnormal behavior by persons or crowds
    - CBRNE means and devices
  - Staff monitoring solutions
  
- Prevention and early intervention
  - Improved systems for passenger information during incidents
  - Solutions to convert intelligence data into preventive actions
  - Flexible intervention solutions, to isolate and/or neutralize attacks

# Needs : results (3)

- Post-incident intervention and restoration of services
  - Decontamination measures and facilities
  - Solutions to help protect the driver and staff
- Improvement of internal security management procedures
- External security guidelines

# Constraints : results

39 constraints identified; constraints used for evaluating technical solutions are:

- Mature enough for Phase 2 demonstration
- Low costs
- Little disturbance of easy to use quality of mass transportation

# Concluding remarks

- Insight in current security status
- Needs and constraints are identified and prioritised.
- Input for DEMASST work packages, EC and Phase II Demonstration Program.

# Any questions?

