SECURESTATION NEWSLETTER

Introduction to the SECURESTATION project

The SECURESTATION project has been running for just over a year having started on 1st June 2011.

The principle four objectives of this project are:

1 To increase resilience of stations/ terminals through structural design, interior design and building services design.

2 Ensure cost-effectiveness of countermeasures through application of risk analysis methodologies.

3 To produce a Constructive Design Handbook to support the exploitation of the project's findings.

4 To create a harmonised and standardised risk assessment methodology and design solutions for application by the public transport organisations and key stakeholders.

These objectives are being achieved through the 8 work packages into which the project has been divided:

WP1 Management

WP2 Design strategies and user requirements

WP3 Risk assessment methodologies and critical scenario selection

WP4 Constructive Design Handbook

WP5 Advanced Predictive Tool for physical/ functional resilience

WP6 Simulation of pedestrian behaviour and movements in emergencies

WP7 Maximising the impact of the SECURESTATION results

WP8 Dissemination and exploitation

Completed deliverables

The following deliverables have been successfully completed and are publically available, to request a copy of any of deliverables please email mmsanchez@isdefe.es.

D2.1 Critical inventory report on threats, design strategies and risk assessment procedures

D2.2 Scenario definition and compilation of end user requirements

D2.3 Compendium of technologies for designing for safety and security

D2.4 Analysis of presentation methods for design guidance

D3.1 Evaluation report of the existing risk assessment methodologies

End user workshop and questionnaire

The SECURESTATION consortium would like to thank all the participants who have been involved in the first workshop in November 2011 and who have responded to the questionnaire.

The good attendance at the workshop and the high rate of responses from the questionnaire have allowed us to steer the project according to the end-user's needs and requirements.

The first end user workshop was held 25th November 2011 with participants from across Europe including representatives of railway institutions, European rail R&D organisations, rail infrastructure managers, train operators, transport police, public transport associations, security organisations, government departments and other rail and security R&D projects

The workshop consisted of relevant presentations from RENFE, Network Rail, RATP, Legion, EG Ingenieria, Metro de Madrid and John McAslan + Partners. These presentations were then followed by group discussions to gauge the end users requirements and priorities.

The workshop identified several key points:
- Generally security is not being considered early enough in the design of stations
- Levels of regulation with regard to security vary across Europe
- It was acknowledged that the balance of security features with passenger comfort, aesthetics and cost is a difficult balance and it can be difficult to justify the cost of security features to those financing projects

Requirements for the SECURESTATION project derived from the workshop and questionnaires in deliverable D2.2

1 A risk assessment methodology for security risk is needed, which allows for prioritisation of threats.

2 The major threats to be considered for the security risk assessment and to be considered in design guidance are: Incendiary devices, Small arms, Criminality and vandalism, Sabotage, Fire, Using a vehicle as a weapon, Cyber attack, Chemical weapons.

3 SECURESTATION guidance must consider currently accepted methods of mitigating risks, countermeasures and best practice, including public and staff participation in identifying threats.

4 Any guidance documents produced by SECURESTATION must support or complement existing legislation and passenger station/terminal design guidance.

5 The SECURESTATION project must consider the cost justification of security measures.

6 The SECURESTATION project must consider and improve public participation to increase security.

7 SECURESTATION design guidance must consider the public acceptability of security measures.

8 SECURESTATION methodology and constructive design handbook must emphasise that security is considered in the early stages of the design process.

9 The SECURESTATION project must underline the aspects of station security not adequately covered in existing guidelines or regulations that have to be considered.

10 The SECURESTATION design guidance must emphasise involvement of the intended operator in the early stages of the design process

11 The SECURESTATION project must include best practices that must be followed, or which can be shared.

Next deliverables for completion

D4.1 First outline for the constructive design handbook - Nov 2012

D3.1 Risk assessment methodology - Jan 2013

D4.2 Constructive design handbook based on WP2 and WP3 results - Feb 2013

Communication

For further information regarding the SECURESTATION project, please refer to the project website: www.securestation.eu or contact the project co-ordinator Marga Martin Sanchez: mmsanchez@isdefe.es.

SECURESTATION Partners: