

**POLICING
TRANSPORTATION FACILITIES**

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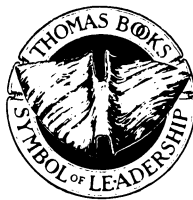
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By

HENRY I. DEGENESTE

and

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PREFACE

This publication, *Policing Transportation Facilities*, represents several years of literature searches, field interviews and personal experience of the authors. As part of our research, teaching experience, program development, administration and direct provision of service, we often looked for materials to guide our efforts in this field to no avail. We concluded that no single text was available to describe the many facets involved in providing security specifically at transportation facilities.

Recognizing the need and value of such a text to our profession, we set out to document the emerging discipline of transport policing. In the course of this project we came to understand how little was written about this subject. Thus, *Policing Transportation Facilities* is intended as a starting point. We hope it will provide administrators and police at rail and bus transit systems, airports and seaports with a framework for developing strategies to protect their facilities and patrons from current and future security risks.

People, goods and information flow through transportation hubs, bringing communities and cultures together. Just as these facilities can link the positive aspects of a community to those of another, they also can expose those communities to the risks, threats and actuality of crime.

Henry I. DeGeneste
John P. Sullivan

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**POLICING
TRANSPORTATION FACILITIES**

Chapter 1

MOVING THE MASSES

Transportation facilities are a vital link in the economic and social life of communities. Airports, seaports, bus and rail stations and systems, bridges and tunnels provide the loci for the transfer of cargo, people and information from one area to another. Yet each of these vital hubs—much like the communities they connect—can also become links in a variety of criminal activity.

Drug trafficking, terrorism, cargo theft, smuggling, organized crime and the risk of hazardous cargo release are threats to public safety and order. Transport police must face these specialized problems in addition to the “normal” criminal activity handled by their counterparts in general service police agencies. The distinct environment of transportation facilities and the skills needed to adequately police these facilities has resulted in the formation of specialized units within general service agencies, as well as the formation of special purpose transportation police agencies.

Specialized units and agencies patrol many of the world’s airports, marine terminals, commuter rail systems, bridges, tunnels, highways, bus systems, and bus and rail terminals. In carrying out their duties, these transport police address the unique needs of the transportation infrastructure.

The maintenance of order and security in transportation facilities impacts the lives of those who use the facilities and those who live and work in the surrounding communities. Thus, an understanding of the crime and order issues specifically related to transit, and the relationship between crime on the system and crime in the surrounding neighborhoods, is a pressing concern.

Police must understand the dynamics involved in policing their specialized environment, and share this understanding with the police community as a whole. Coordination of operations among specialized and general police agencies at all levels of government is essential to success. In the same line, specialized units focusing on separate segments

of the transportation network need to broaden their perspective by gathering information from similar transport facilities.

Protecting people and cargo in transit—regardless of transport mode—requires similar skills and an understanding of similar problems and phenomena. In fact, people and goods often utilize a variety of transit modes throughout a single trip. An integrated approach to security and police services is required at all points along the transport chain, and the approach should be based on communication, coordination and mutual respect. Only through such integration can persons and property safely move from one point to another.

Policing Transportation Facilities is intended to provide a framework for police, government and transportation administrators in their quest to develop meaningful responses to crime, disorder and threats to public safety which occur in a transit setting. Consequently, this text addresses some of society's most pressing dilemmas: terrorism, drug trafficking, hazardous materials incidents and fear of crime.

We will examine the nature and scope of transportation-related crime and the unique requirements of policing various transportation facilities. It is hoped that this review will assist in the development of crime reduction strategies as well as in the identification of policy and operational issues for local government, transportation center operators, transportation carriers and police.

The remaining chapters of this book examine various aspects of our subject. Chapter 2 reviews the nature and extent of rail and subway crime, while Chapter 3 examines maritime issues. Seaport security, cargo theft and pilferage, along with issues facing vessel masters at port and underway regarding threats to shipboard security, are explored. The need for an integrated approach to these issues will be examined in depth.

Chapter 4 covers the nature and extent of airport crime and aviation security.

Transportation terrorism is the subject of Chapter 5, which deals with the issue as it impacts marine, aviation and rail sites. Information is provided as a basis for developing technological and tactical responses. Essential elements of a comprehensive threat management program are also discussed.

Chapter 6 examines drug trafficking and its impact on the transportation industry, concentrating on the way illegal drugs are channeled

through transportation centers. Interdiction and enforcement strategies are discussed.

Hazardous cargo in transit is the focus of Chapter 7, which explores the public safety issues resulting from accidents involving hazardous materials. Bus and rail terminal crime is covered in Chapter 8.

Chapter 9 focuses on the special issues surrounding the homeless and emotionally disturbed populations which congregate in mainly urban transit centers. Finally, Chapter 10 explores the overall role of specialized transport policing. A discussion of common factors found throughout the transportation setting will form the basis for examining the role of transportation centers and police within their communities at large. The interdependent nature of transit crime and general crime will be discussed.

As crime and disorder become critical issues throughout the industrialized world, their impact on the transportation infrastructure can be expected to become key policy concerns. This text is intended to facilitate a meaningful understanding of these issues, and hopefully will serve as a catalyst for professional development among the police responsible for securing these vital facilities.

Chapter 2

COMMUTER RAIL AND SUBWAY CRIME

Passenger rail transportation plays an important role in the cultural and economic life of cities. Each day mass transit systems throughout the world bring workers into cities to staff the range of economic activities necessary for their existence. Traditionally, passenger rail lines have helped to determine the nature of cities by influencing patterns of land use and commercial activity. These rail lines have come in the form of subways, providing transport within the conurbation, and commuter lines, serving to bring people in from surrounding areas. Street or trolley cars help to supplement both forms of rail transit.

With the growing popularity of passenger automobiles, the dominance of rail transit declined. Choked urban freeways and pollution, however, have made rail transit a viable transportation alternative once again. Subways are found in major cities around the world: New York, London, Buenos Aires, Paris, Moscow, Hong Kong, among others. Commuter rail lines are also planned and several cities—Los Angeles, San Diego, Portland and Buffalo, for example—have developed trolley or light-rail lines.

The largest systems are in New York (the New York City subway, the PATH system, the Staten Island Rapid Transit and the Newark City subway), 263 miles long moving over 1.1 billion passengers yearly; London, 260 miles and 655 million passengers; Paris, 157 miles and 1.25 billion passengers; and Tokyo, with 122 miles and 1.5 billion passengers. The use of mass rail transportation is on the rise worldwide, particularly considering the rapid urbanization of the third world.

The Police Role

The prominence of rail transit and the large numbers of people who utilize it make the safety and security of transit systems an important concern. Subway and commuter rail crime obviously varies in extent, severity and type from city to city and within cities themselves, yet crime