

Response to and Mitigation of CBN Attacks

After the Tokyo sarin gas subway attack in March 1995, civilian police and security agencies had a new topic for concern. Until that time, terrorists utilized traditional weapons such as bombs and bullets. With the sarin release in Japan came a series of questions regarding appropriate response strategies, safety of first responders, and the overall level of preparedness of civilian emergency response personnel to deal with chemical/biological/nuclear (CBN) weapons. Although the military has intelligence and equipment to deal with CBN situations, there are still more questions than answers in the civilian world.

Fortunately, many of these questions are not being addressed through a variety of formats. As previous articles in this newsletter have indicated, Federal legislation entitled Nunn-Lugar II is providing technical assistance and training throughout the country. In addition, several research projects are underway to enhance the level of knowledge of CBN weapons and to develop the most effective methods of prevention and mitigation in the transportation environment. One of these projects is being undertaken by Sandia National Laboratories in Livermore, California. Current research at Sandia, funded by the Department of Energy, includes studies on engineering solutions that can be used to mitigate the impact of a chemical attack in an underground subway station. Sandia Labs is working with BART's Safety, Engineering, and Police Departments to produce practical and effective methods which might deter potential attacks or minimize the impact in the event of a CBN release. Research topics cover a wide range of possible mitigation steps, from the release of containment foam to the use of filtered ventilation equipment.

Other research is also being undertaken, but most findings are too preliminary for application at this time. However, as questions continue to surface regarding CBN weapons, there is some comfort in the knowledge that the concerns of transportation officials are being addressed in some of the most sophisticated research facilities in the country and answers are being found for the questions.

For further information, contact Commander Clark Lynch, BART Police Department, at 510, 464-7633.

Information Exchange

The MARTA Police Department has developed two innovative programs, partially funded with COPS grants from the Department of Justice.

The *Juvenile Crime Prevention Team* was established approximately one year ago. It is staffed with one Sergeant, a MARTA-funded position, and six police officers partially paid by COPS

funds. This team addresses issues of truancy, graffiti, juvenile and gang activities on the system, and other youth-related issues. They have been very proactive in the community, particularly in the schools and juvenile courts, and their efforts have been designed to reduce real and perceived juvenile problems.

The *Crime Suppression Team* consists of Sergeant and five police officers. All of these positions are partially funded by the COPS program. Their activities address various "quality of life" issues, such as smoking, eating, drinking, playing loud music on trains and buses, and fare evasion. These problems have been rated as very significant in various surveys of MARTA riders. This unit has been operating for four months and utilizes both uniformed and plain clothes patrol techniques. In their first month of operation, almost 1,000 citations were issued for "quality of life" violations.

Both of these units directly address issues connected with maintaining order, problems which MARTA riders have identified as important. Their activities reflect the "broken windows" concept, i.e., that the first step in the decline of a community is disintegration of public order, either real or perceived. This seems to be equally applicable to both transit systems and the community which transit serves.

Two favorable trends have been noted in recent months: MARTA ridership has increased and the crime rate on the system has declined significantly. The goal for the MARTA Police Department is an annual rate of 6.50 FBI Uniform Crime Reporting Part I crimes per 1,000 daily riders. (Part I crimes are criminal homicide, which includes murder and non-negligent manslaughter and manslaughter by negligence; forcible rape; robbery; aggravated assault; burglary--breaking or entering; larceny-theft, except motor vehicle theft; motor vehicle theft; and arson.) For the period July 1 to September 21, 1997 (the latest complete figures available), that rate stands at 5.10. During the month of August, it was at 3.93, its lowest recorded point. Not only has the rate improved, but the number of Part I crimes has declined by 14.3%.

For further information about the MARTA program, contact John Dankel at 404, 848-4616. Additional information about the COPS grants can be obtained from the U. S. Department of Justice, Office of Community Oriented Policing Services, 1100 Vermont Avenue, N.W., Washington, DC 20590.

Best Practices/Lessons Learned.

Safe Maryland Communities. Recently, Maryland Governor Parris Glendening emphasized his commitment to safe Maryland communities with the announcement of a comprehensive light rail security initiative. The announcement included the renewal of cooperative agreements with Baltimore and Anne

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Arundel Counties for police patrols around stations in the counties. Five Baltimore City stations would also receive additional patrols under the new initiatives. Other measures in the plan included placement on every train of a Mass Transit Administration (MTA) police officer who will be in direct contact with control centers. Each station will also be monitored by video surveillance. Video cameras recording activities on the trains are already onboard all light rail cars. By the fall of this year, light rail service will be extended to Hunt Valley, Baltimore's Penn Station and the Baltimore-Washington International Airport. Nearly 22,000 passengers daily currently use the light rail system and, with the opening of the three extensions, ridership is expected to reach 36,000 by the year 2000. For further information, contact Anthony Brown at 410, 767-3431.

1996 Olympic Games--After Action Report. Moving over a million passengers a day during the 1996 Olympic Games in Atlanta presented MARTA with unprecedented challenges. Primarily charged with command and crowd control at rail stations, the Police Division was made responsible for law enforcement and emergency response for the bus and rail systems, along with target hardening, employee awareness training, and procurement of necessary equipment for Olympic security operations. The Division conducts its own investigations with a Detective Unit, operates four Bike Patrol Teams, has a special Bus Patrol Unit, and maintains a 10-member Special Operations Response Team (SORT) capable of tactical and chemical response.

The Atlanta games were larger than Seoul, Korea, and Barcelona, Spain, combined. Nearly 75% of the events were held inside the "Olympic Ring," an imaginary circle three miles in diameter in downtown Atlanta. Never in the history of the Games had so many events been held in such a concentrated area. MARTA Police began preliminary planning nearly three years prior to the Games. Recognizing that an additional 250-300 personnel would be needed to adequately ensure security and crowd control, MARTA Police explored several options to enhance their numbers. They were finally recognized as a State Law Enforcement Venue, enabling them to tap into the resources of the 4,000-member State and Federal Olympic Law Enforcement Command (SOLEC) set up by Georgia's Governor, thereby providing MARTA with 200 additional sworn law enforcement personnel.

All MARTA Police received extensive training on crowd control, Olympic information, bomb and gas awareness, cultural sensitivity, and diplomatic procedures. The Police Division was able to obtain the services of an internationally recognized counter-terrorism expert to consult on target hardening issues. MARTA formed its own Police Operations Center which was staffed 24 hours a day beginning a week before start of the Games and ending two days after closing ceremonies. MARTA Police also staffed the State Operations Center and the Joint Communications Center. In general, crimes against persons

dropped, but there was a major increase in pickpocket incidents.

Lessons learned include: (1) Start early and put the best people and planners on the job; (2) rely as little as possible on outside agencies or organizing committees for critical support; (3) take responsibility for what must be done and aggressively pursue these goals until all requirements are satisfied; (4) be creative and think outside the box--the way things have always been done will not work during the Olympics; (5) seek advice from those who know; (6) be prepared to do battle for what is needed in the area of security; (7) train personnel well, early, and thoroughly; (8) let the police handle crowd control and station coordination and have rail people move trains and bus people handle buses; (9) have an explosives team stationed on-site--this speeds response to any suspicious package event; and (10) see that staff is taken care of and provided with food, water, special pins, shirts, etc. For further information, contact Captain Joe T. McKinney, MARTA Police Olympic Coordinator, at 404, 848-3578.

(This article was excerpted from the MARTA Police Services 1996 Olympic Games--After Action Report. To receive a copy of this report, fax or call Edith Rodano at the numbers shown below.

Drills

On September 12, 1997, the Boston Emergency Management Agency Office of Emergency Management (BEMA/OEM) held Phase 2 of the Domestic Emergency Preparedness Program. Boston is one of 27 cities targeted to receive first responder training and hold related exercises as a result of the Defense Against Weapons of Mass Destruction Act of 1996 (Nunn-Lugar II.)

Participants in the tabletop exercise included personnel from the Federal Emergency Management Administration (FEMA), Boston Emergency Management Agency (BEMA), Massachusetts Emergency Management Agency (MEMA), and Boston EMMS, as well as contingents from the City police and fire departments, local hospitals, and the coroner's office. The exercise which focused on a simulated terrorist attack at a major Boston tourist attraction, was divided into four modules: the warning phase, the initial phase, integrating follow-on response, and long-term response and recovery. The objective was to assess where the agencies stand individually and collectively and identify areas that can be improved upon in order to provide a seamless and comprehensive response in the event of such a disaster.

After working through the four phases, agencies identified a number of key findings. While participating groups were clear on their individual and interagency roles, concerns were identified that must be addressed in the near future in order to

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successfully respond to a CBN event. All participants agrees on the vital need for continued interagency dialogue; the necessity for a clear understanding on the part of all players involved in incident command; the need for additional hazmat equipment, protective gear, and detection devices; recognition that some resources may be needed from outside Boston and that nearby towns and cities must be included in the planning process; the need for additional education and training on decontamination of both injured and deceased victims; and the necessity to ensure availability of secondary phone and radio lines in the event of a disaster.

A report on the drill in the September 15 issue of *USA Today* made the point that practical lessons were learned quickly. For instance, when a district fire chief called for evacuation of nearby City Hall, he was reminded that he could be sending people into tainted air. One of the first orders was to lock hospital doors to prevent panicky victims from contaminating medical facilities, a lesson learned from the Tokyo sarin gas incident. The exercise also exposed key weaknesses. When a Navy medical officer asked about protective suits for city paramedics, he was told there were very few. His response was that there were going to be a lot of dead people.

The next phase of the Boston Domestic Preparedness Program will be held in approximately four months. For further information, contact Elaine Sudanowicz, Office of the Mayor, at 617, 267-67830.

Noteworthy Events

The International Land Transportation Security Conference, scheduled for April 7-9, 1998, in Atlanta, is a follow-on to an effort which began at the G-7/P-8 Ministerial Conference on Terrorism held in Paris on July 30, 1996. As part of the increased emphasis on land transportation security, this conference is designed to showcase new technologies and emphasize the fact that many technologies developed private for law enforcement are highly applicable to land transportation security. In addition, experts in land transportation security from around the world will present lessons learned from the international community, share best practices, and deal with key issues. If you have questions or ideas to share, or for further information, contact Dr. Marj Leaming, Program Manager for Counterterrorism Security Technologies, National Institute of Justice, at 202, 305-4638.

Commendations

While on patrol during the early morning hours, MARTA Police Officer Andrella Gray saw heavy smoke coming from a residence. She sounded the alarm and went to investigate. As a result of her efforts, three people were awakened and were able to

leave the house safely. Officer Gray then heard cries for help and determined that there were two elderly people still inside. Without regard for her own personal safety, she entered the burning, smoke-filled house, located the two disoriented people, and led them to a window and assisted in getting them out safely. As a result of her efforts, she required medical treatment for smoke inhalation. Officer Gray was honored at the MARTA Police Department annual awards luncheon as the Department's Police Officer of the Year in recognition of her high performance standards and her personal standard of excellence. She also received the Department's Lifesaving Medal for saving the life of another person at great personal risk. Two days later, Officer Gray was honored by DeKalb County and the Georgia Bar Association as the county's Outstanding Police Officer of the Year.

Meetings

11/2-4 Security Industry Forum, Palm Beach, FL (703, 683-2075)

11/4-5 National Counter-Intelligence Center Regional Seminar, Los Angeles, CA (703, 874-4365)

11/9-11 Safe Public Transport, Safe Cities: Perception, Concepts, Measures, Experience, Berlin, Germany, International Union of Public Transport (+49 30 20 335)

11/10-12 High-Tech Security Expo and Conference, Fort Lauderdale, FL (703, 683-2-75)

11/17-19 Moving Kids Safely, Tysons Corner, VA, U. S. Department of Transportation (202, 366-2896)

11/17-21 Intermediate Information Operations/Warfare (Secret Clearance), Washington, DC, National Defense University, Institute for National Strategic Studies (202, 685-2209)

11/19-20 Chemical/Biological/Nuclear Workshop, San Francisco, CA, Vole National Transportation Systems Center (617, 494-2206)

1/12-16/98 Intermediate Information Operations/Warfare (Secret Clearance), Washington, DC, National Defense University, Institute for National Strategic Studies (202, 685-2209)

2/12-13/98 Senior Information Warfare (Top Secret Clearance), Washington, DC, National Defense University, Institute for National Strategic Studies (202, 685-2209)

3/3-6/98 '98 Security Show, Tokyo Japan, (81 3 3263 6881)

3/9-13/98 Intermediate Information Operations/Warfare (Secret Clearance), Washington, DC, National Defense

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University, Institute for National Strategic Studies (202, 685-2209)

4/7-9/98 International Land Transportation Security Technology Conference, Atlanta, GA, National Institute of Justice/ Department of Transportation (202, 305-4638)

7/13-17/98 Intermediate Information Operations/Warfare (Secret Clearance), Washington, DC, National Defense University, Institute for National Strategic Studies (202, 685-2209)

10/19-23/98 Intermediate Information Operations/Warfare (Secret Clearance), Washington, DC, National Defense University, Institute for National Strategic Studies (202, 685-2209)

Training

11/17-20 Effectively Managing Transit Emergencies, Philadelphia, PA, Federal Transit Administration/Transportation Safety Institute (405, 954-3682)

11/18-20 The Presidency, Congress, and National Security Policy, Washington, DC, The Brookings Institution (202, 797-6299)

12/2-3 1997 Telecommunications Emergency Response Training (for Federal, State, and local agencies in New England), Framingham, MA, National Communications System Operations Division (703, 607-4909)

12/8-12 Transit System Security, Baltimore, MD, Federal Transit Administration/Transportation Safety Institute (405, 954-3682)

3/23-27/98 Transit System Security, Pompano Beach, FL, Federal Transit Administration/Transportation Safety Institute (405, 954-3682)

4/20-24/98 Transit System Security, Sacramento, CA, Federal Transit Administration/Transportation Safety Institute (405, 954-3682)

5/11-15/98 Effectively Managing Transit Emergencies, Denver, CO, Federal Transit Administration/Transportation Safety Institute (405, 954-3682)

6/2-3/98 The Changing National Security Environment: Discussions with Key Players and Policymakers, Washington, DC, The Brookings Institution (202, 797-6299)

Other

Address Corrections. If you note any inaccuracies on the address label, please fax corrections to the number shown below. Since it is sometimes helpful to have phone and FAX numbers, please include these in any such communication.

Note: Information for inclusion in the next issue of this newsletter should be sent to Edith Rodano, Office of Safety and Security, Federal Transit Administration, 400 Seventh Street, S.W., Washington, D. C. 20590 (202, 366-0191; FAX: 366-7951) no later than December 15, 1997.