

# **DLE 2083: INTRODUCTION TO SECURITY MANAGEMENT**

## **CHAPTER 14 TRANSPORT & PERSONAL SECURITY**

# Chapter 14: Learning Outcomes

- At the end of the topic, students should be able to:
  - Defines ground transport security.
  - Defines ground personal security.
  - Explain the importance and types of transport security.
  - Explain the importance of personal security.

# Ground Transport Security

- Ground transportation is mostly road and railway transportation but includes pedestrian and animal carriers, which tend to be more important in developing countries.

# Ground Transport Security

- Road transportation is commonplace and will remain commonplace because of private favour for the accessibility and freedom of roads, eventhough road transport is expensive (at least operationally, over longer distances), suffers frequent accidents, and is widely coincident with malicious actors.

# Ground Transport Security

- Railways are more efficient and safer than roads, but some authorities cannot afford the upfront investment, in which case they invest in roads and bus services, even though these are more operationally costly and harmful in the long term.

# Ground Transport Security

- In insecure or underdeveloped areas, road transportation is often the only means of transportation, after the collapse of the infrastructure required for aviation and railway alternatives.
- Consequently, road transportation becomes more important in unstable or post-conflict areas, even though road transport remains very exposed to threats with simple weapons and skills.

# Threats and Hazards

- The main categories of threats and hazards to ground transport are:
  - Accidents and failures
  - Thieves
  - Robbers
  - Hijackers
  - and Terrorists and insurgents.

# Accidents and Failures

- Rail travel is less risky than road travel compared to car journeys, trains travel longer distances, cheaper, with fewer accidents or breakdowns.
- Railway accidents are almost as rare as airline accidents but tend to be as spectacular and memorable, helping to explain popular inflation of railway risks over road risks.



# Accidents and Failures

- In the developed world, most mechanical journeys are by car, so more people are harmed in or by cars than in or by trains, aircraft, or watercraft. For various behavioural and mechanical reasons, car travel is inherently more hazardous.
- Road traffic accidents (RTAs) kill and injure passengers and pedestrians, disrupt traffic, damage vehicles, and sometimes damage infrastructure.

# Accidents and Failures

- Most accidents are collisions between a single vehicle and another object, with some damage or harm but without fatality, but accidents are frequent and the rate of fatalities in cars is very high as a whole, compared to other transport risks and even criminal risks.

# Thieves, Robbers, and Hijackers

- Parked vehicles, stores, re-fuelling sites, and delivery sites are exposed to opportunistic thieves and vandals.
- If thieves focus on the infrastructure, they can steal construction materials and equipment if left unattended, the lamps and electrical cables used in lighting or signals, and in extreme cases, may steal metals (which are easily sold for scrap) from bridges, hatches and other coverings, and cables.

# Thieves, Robbers, and Hijackers

- Vehicles may be stopped by malicious actors who want to hijack the vehicle for its own value or to kidnap a passenger for ransom.
- In unstable areas, roads are easily blocked or vehicles are intercepted while in transit, sometimes by corrupt public officers in search of bribes.

# Terrorists and Insurgents

- Official vehicles and their cargos or passengers are normally more secure in their bases, so terrorists and insurgents are incentivized to attack official targets on the roads.
  - They can also attack unofficial targets in pursuit of further instability or directly to harm certain out-groups.
- Roads are pervasive (even if those roads are materially poor by the standards of the developed world) so the network as a whole is readily exposed to terrorists and insurgents.

# Providing Ground Transport Security

- Ground transport security can be improved by improving the security of the transportation infrastructure, navigation, communications, the vehicle's survivability, mobility, and escorts and guards.

# Ground Transport Infrastructure Security

- Ground transport infrastructure includes the roads, railways, service and support sites and systems, and the fuels and electrical power demanded.
- Infrastructure security includes protecting infrastructure from malicious attack, preventing accidents and injuries on the system, and preventing failures of infrastructure.

# Navigation

- Good navigation saves time in transit and thus reduces exposure to the risks in the system and reduces wear to the system.
  - Navigation is also important to avoiding and escaping particular threats.
  - Users of the transport system should be advised how to avoid natural hazards.
- In unstable or high crime areas, drivers and passengers should be trained to evade malicious roadblocks, hijackers, and other threats.



# Navigation

- Each vehicle could be acquired with an electronic navigation system;
  - Example: Google Maps – a Global Position System triangulates locations with data sent from earth-orbiting satellites.
- Although in case this system fails the personnel should be trained to read a paper map too.

# Communications

- Vehicles should be equipped with radio or telephone communications so that passengers can communicate with emergency services or a base in case of any emergency while in transit.
- Vehicles can be equipped with tracking technology in case a vehicle is hijacked or the passengers otherwise lose communications (trackers are simple and cheap enough to be widely used to track vehicles in commercial operations).

# Vehicle Survivability

- Typically, vehicle manufacturers and users must fulfill some obligations for the safety of vehicles in terms of their reliability and the passenger's survivability during an accident.
- The vehicle's survivability under malicious attack is a dramatically more challenging requirement.

# Aviation Security

- Civilian aviation covers commercial transportation of cargo by air, commercial carriage of passengers by air, privately owned and operated aircraft, and all associated infrastructure, such as airfields and service and support facilities.

# Accidents

- Air accidents make up a specialized subject across engineering, industrial psychology, and policy science, for which this book has insufficient space, but the risks of air accidents should be acknowledged here as low.

# Aviation Terrorism

- Passengers use ground transport more frequently, and most cargo is carried in ships, so rationally terrorism would be more cost-effective if it targeted ground or maritime transport, yet terrorists like to target passenger airliners.
- Attacks on passenger airliners offer catastrophic direct effects, great human harm (one airliner could carry 850 passengers), and major indirect economic effects.

# Maritime Security

- Maritime risks include potential theft of cargo, damage to cargo, sabotage of vessels, sabotage of ports and related infrastructure, smuggling and trafficking, accidental release of hazardous materials, accidental collisions, illegal immigration, maritime terrorism, and maritime piracy.

# Maritime Security

- Any of these risks have direct commercial and economic implications.
- Potentially some of the returns include a temporary shutdown of global logistics and thence of national economies.



# Maritime Security

- Some of these risks have implications for society and politics at the national level, including slow-onset risks, such as potential harm to individuals and societies from illegal drugs.
- Others are rapid-onset risks, such as potential terrorist attacks via shipped weapons or personnel.

# Personal Security

- Personal security refers to the individual person's security.
- Personal security obviously is affected by the security of whatever operations, infrastructure, sites, information, and transport are used by the person, but personal security is focused more on the individual level.

# Personal Security

- Be aware too that sometimes persons are categorized as assets, which is a term also used routinely to describe individual entities within infrastructure, and sometimes sites, information, transport vehicles, etc. Essentially anything of value.
- The differential valuation of some persons over others is usually captured by the term very important persons (VIPs).

# Crime

- Personal security is often defined as security from crimes or criminal-like behaviours, particularly violence.

# Criminal Threats

- Humans are hazards to each other because they could harm each other, even accidentally.
- A minority of humans deserve special attention as criminal threats – humans who have criminal intent and capability.

# Crowds

- Crowds, mobs, and looters may start out with no intent against a particular person, but groups tend to become more reckless with size and could turn on a passer-by, someone who disturbs their malicious activities, or someone who blocks their path.
- At the personal level, such threats are controlled by avoiding their area or preventing their access to your area.

# Thieves and Robbers

- Thieves are usually looking for cash or valuable items fungible for cash.
- Thieves should be kept out of your area, you should avoid where they operate, or should you leave your valuable items in a more secure area.

# Detainers, Kidnappers & Hostage Takers

- Others may arrest or detain the person without legal cause, perhaps to exploit the person for profit, sex, or political purpose.
- Kidnapping implies detention with intent to exchange the captive for something (usually money, but perhaps political concessions) from a third party.



# Detainers, Kidnappers & Hostage Takers

- Hostage taking may mean kidnapping, but it implies holding hostages collateral to another operation, such as a robbery or a hijacking that turns into a siege.
- Abduction implies taking someone against their will, without specified purpose.

# Sexual Exploiters and Aggressors

- Sexual exploiters can harm all demographics but tend to target women, the young, representatives of other groups that are perceived to have caused a grievance, and different ethnic, religious, and political groups.

# Sexual Exploiters and Aggressors

- Sometimes the exploitation is a commercial transaction, with some volunteerism on each side, but one side may feel situationally compelled.
- Sometimes sexual aggression is used to punish the family of someone who was alleged to have committed some transgression against the sexual aggressors.

# Managing Criminal Hazards and Threats

- A simple process for managing human hazards and threats would follow at the least the following four steps:
  - Establish the facts at current time.
  - Assess the threat at current time.
  - Recommend ways to defend the potential target (reduce exposure and vulnerability).
  - Recommend a strategy for managing the hazard or threat.

# Personal Avoidance of Criminal Hazards

- Avoidance of crime is the main personal control on victimization.
- Someone who becomes a victim of crime in a high-crime area and who does not move or change their behaviour is just as likely to be a victim in the future.

# Personal Deterrence and Defense

- Defensive and deterrent strategies can be organized at the community level, such as “Rukun Tetangga” or Rakan Cop.
- At the personal level, potential victims of violent crime can be taught to survey their environment for potential criminals.

# Personal Deterrence and Defense

- In some societies they may be taught martial arts and self-defense skills.
- This vigilance could help the potential victim to avoid some threats; it could also persuade the potential criminal that the potential victim is a difficult target.

# Close Protection @ Bodyguard

- Some officials receive personal protection (close protection) from guards.
- Sometimes private individuals are granted official protection against certain threats. They can hire close protection from commercial providers or can employ guards directly.