

Notes for use for visit of Mr Fan from Taiwan, 7 August 2014: Personal Security

Recent violent events on the railway in China and Taiwan

- **21 May, 2014, Taipei, Taiwan**

Four people were killed and 21 injured when a 21-year-old college student went on a killing spree on a Taipei Metro train travelling from Longshan Temple Station to Jiangzicui Station.

The attacker in Taiwan's first deadly subway attack told police investigators he felt "nice" after stabbing four passengers to death. The assailant says he found it difficult to live, so carried out murder to get a death penalty. Cheng Chieh, 21, confessed he dreamed about carrying out the attack for years.

The 21-year-old university student, boarded the train from on Wednesday, pulled out a knife and began stabbing people at random during the nearly four-minute ride. Twenty-four were injured.

Cheng was arrested after he tried to attack more passengers fleeing the carriage when the train stopped at Jiangzicui. He was taken into custody, following questioning by police investigators.

It was the first such attack on the Taipei metro system since it started operations in 1996.

President Ma Ying-jeou ordered Taiwan's police ministry to investigate what led a university student to go on a murderous rampage.

- **13 April 2014: China – Passenger train 'derailed by disgruntled employee' injures 15.**

A Harbin Railways passenger train derailed in Suihua. The state-run media agency later reported that the incident had been caused by a 'disgruntled' employee.

- **March, 2014 KUNMING, South West (mainland) China**

Twenty-nine people were killed in the savage knife attack in Kunming, with those injured saying the assailants were targeting people's heads.

Witnesses at the Chinese railway station were placed under heavy security in what authorities called a "terrorist attack" by Xinjiang militants.

Officials said a group of knife-wielding "terrorists" from the restive Xinjiang region launched a premeditated attack at Kunming Railway Station in China's southwest on Saturday night. More than 130 people were wounded.

Other recent international violent attacks on the railway

1 May 2014: India – Train bombing in Chennai kills 1, injures 14. Two low-intensity bombs exploded in a passenger train that had pulled in to Chennai Central station. One bomb had gone off beneath the seat of the deceased.

29 December 2013: Russia – 'Suicide bomber' strikes at Volgograd station. A suicide bomb attack at Volgograd-1 station killed 16 people and injured some 40 more. The explosion shattered windows and sent debris and plumes of smoke from the station entrance.

Initial reports suggested that the bomber was a lone woman. Moscow is concerned militant groups could be increasing violence in the run-up to the 2014 winter Olympic Games.

24 April 2012: Pakistan – Four die in railway station explosion. A bomb exploded at Lahore railway station, shortly after a porter had removed a bag from an express train.

February 2010: Russia – Bomb explosion ‘a likely publicity stunt’, investigators claim. A train driver was wounded with a broken ankle when a bomb exploded on a branch line near St Petersburg.

The explosion, which went off as a railway inspection carriage travelled along the line, was probably a publicity stunt rather than a serious attack, according to a spokesman for the Investigative Committee of Prosecutors. The incident has, however, sparked an investigation into the illegal trafficking of explosives.

27 November 2009: Russia. The Nevsky Express, carrying approximately 633 passengers and 20 railway personnel from Moscow to St. Petersburg derailed, killing at least 39 people and injuring 87 others.

Russian Railways said the cause was possibly a bomb blast.

Recent incidents of extreme violence on GB railway

25 March 2010: Gang murdered boy during rush hour at Victoria station. As commuters headed towards Victoria Station during the evening rush hour, they were confronted by a teenager standing in the middle of the road, wielding a samurai sword. He then led an armed gang in a charge towards a rival gang. In the melee that followed, Sofyen Belamouadden was chased into the London Underground station by as many as 15 of the youths who stabbed, kicked and punched him to death.

Eight young people have been convicted of killing 15-year-old Sofyen in front of commuters at one of the UK's busiest stations. The series of linked trials involving 20 defendants has been the biggest-ever joint prosecution of a gang over a killing.

The teenagers were originally charged with murder under **joint enterprise**, a legal principle which allows people to be prosecuted for being party to an offence that they could have foreseen because of their common criminal intentions. Under the principle, prosecutors need not prove who inflicted the fatal wound - only who played a part in the incident.

27 May 2006: A 19 year old man was stabbed to death on a train in front of dozens of passengers. The victim was knifed in the chest as the Virgin Cross Country service from Glasgow to Paignton, Devon, travelled through Cumbria.

The victim had tried to calm down a domestic dispute which had blown up between the killer and his ex-girlfriend. A 21-year-old man from Skelmersdale, Lancashire, was arrested on suspicion of murder.

The murder happened three days after police launched a nationwide knife amnesty.

British Transport Police announced that it was extending the use of airport-style metal detectors at rail stations in an effort to reduce knife crime.

Other recent attacks on UK infrastructure targets

The **2007 Glasgow International Airport attack** was a terrorist attack which occurred on Saturday 30 June 2007, when a dark green Jeep Cherokee loaded with propane canisters was driven into the

glass doors of the Glasgow International Airport terminal and set ablaze. It was the first terrorist attack to take place in Scotland since the Lockerbie bombing in 1988.

Security bollards outside the entrance stopped the car from entering the terminal, although the doors were damaged. The car's driver was severely burnt in the ensuing fire and five members of the public were also injured, although none were seriously harmed. Some injuries were sustained by those assisting the police in detaining the occupants.

Both of the car occupants were apprehended at the scene.

The **7 July 2005 London Underground bombings** were a series of coordinated suicide attacks in central London, which targeted civilians using the public transport system during the morning rush hour.

Four British Islamist men detonated four bombs - three in quick succession aboard London Underground trains across the city and, later, a fourth on a double-decker bus in Tavistock Square. All four bombers and 52 civilians were killed and over 700 more were injured in the attacks, the United Kingdom's worst terrorist incident since the 1988 Lockerbie bombing as well as the country's first ever suicide attack.

(And going back further)

- 2013, 22 May: 2013 Woolwich attack, British Serviceman killed by two Islamist extremists armed with a handgun and a number of bladed articles such as machetes and butcher's knives. One of the men received a whole life order meaning he will never be let out of prison and the other acting as an assistant in the brutal and racist murder was jailed for a minimum of 45 years.
- 2001, 6 May: The Real IRA detonated a bomb in a London postal sorting office. One person was injured
- 2001, 16 April: Hendon post office bombed by the Real IRA.
- 2001, 4 March: The Real IRA detonated a car bomb outside the BBC's main news centre in London. One London Underground worker suffered deep cuts to his eye from flying glass and some damage was caused to the front of the building.
- 2000, 20 September: Real IRA fired an RPG-22 at the MI6 HQ in London SIS Building
- 2000, 1 June: Real IRA bomb on Hammersmith Bridge, London
- 1997, March: The IRA exploded two bombs in relay boxes near Wilmslow railway station, thereby causing great disruption to rail and road services, in Wilmslow and the surrounding area.
- 1996, 15 June: The Manchester bombing was an attack carried out by the Provisional Irish Republican Army (IRA). The 3,300-pound (1,500 kg) bomb, placed in a van on Corporation Street in Manchester city centre, targeted the city's infrastructure and economy and caused widespread damage.
- 1993, 24 April: IRA detonated a huge truck bomb in the City of London at Bishopsgate, It killed journalist Ed Henty, injured over 40 people, and caused approximately £1 billion worth of damage, including serious damage to Liverpool St. Tube Station.

- 1992, 3 December: The IRA exploded two bombs in central Manchester, injuring 65 people.
- 1992, 10 April: Baltic Exchange bombing: A large bomb exploded in St Mary Axe in the City of London.
- 1992, 28 February: A bomb exploded at London Bridge station injuring 29 people.
- 1991, 18 February: A bomb exploded at Victoria Station. One man killed and 38 people injured.
- 1990, 1 June: Lichfield City railway station 1 soldier killed and 2 injured in a shooting by the Provisional Irish Republican Army.

Prevented, failed or aborted attacks

- 2007, the plot to behead a British Muslim soldier was undertaken by a group of British Pakistanis in Birmingham, England, planning to kidnap and behead a British Muslim soldier in order to undermine the morale of the British Army and inhibit its recruitment of Muslims.
- 2007, British police thwarted a suspected plot to kill Abdullah of Saudi Arabia during a state visit to Britain.
- 2006, 10 August: The 2006 transatlantic aircraft plot to blow up 10 planes flying from Heathrow saw the arrest of 24 people from their homes in Britain, chaos at the airports as security measures were put in place and numerous high-level statements from US and UK officials. 8 people were put on trial, and 3 found guilty of conspiracy to murder. It was shown at their trial how bottles of liquid could be made into effective bombs. Since this incident, carriage of liquids in hand luggage on aircraft has been restricted to very small amounts.
- 2005, 21 July: The 21 July 2005 London bombings, conducted by four would-be suicide bombers on the public transport, whose bombs failed to detonate.
- 2003, 5 January: Wood Green ricin plot, where police arrested six Algerian men accused of manufacturing ricin to use for a poison attack on the London underground. No poison was found, and all men were acquitted of all terror charges, except for Kamel Bourgass who stabbed four police officers during his arrest in Manchester several days later. He was convicted of the murder of the officer he killed.
- 2000, 1 June: Real IRA suspected of planting a high-explosive device attached to a girder under the south side of Hammersmith Bridge which detonated at 4.30am.
- 1993, 23 October: In Reading, Berkshire, an IRA bomb exploded at a signal post near the railway station, some hours after 5 lb (2 kg) of Semtex was found in the toilets of the station. The resulting closure of the railway line and evacuation of the station caused travel chaos for several hours, but no-one was injured.

Data and trends

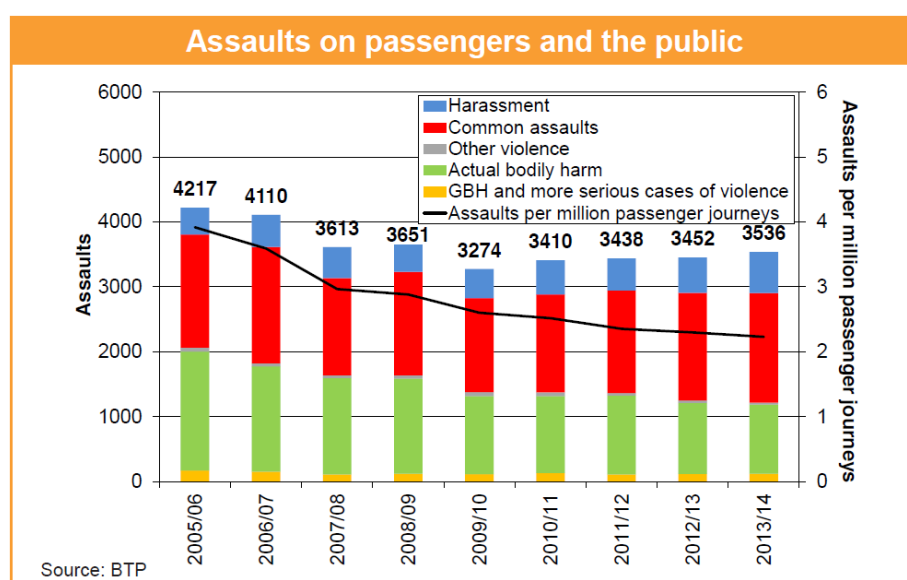
ASPR 2013-4.

British Transport Police data shows a continuing reduction in the rate of **assault on passenger and public**. (BTP data also includes assaults involving non-travelling members of the public on railway premises.)

The number of assaults recorded by BTP in 2013/14 was slightly higher than that recorded in 2012/13. However, when normalised by passenger journeys, the rate decreased by 3%.

Year-on-year, the normalised assault rate has decreased and is currently around one in every 450,000 journeys. Possible contributing factors to this improvement include targeted policing and detection technology.

The most serious crimes, such as grievous bodily harm (GBH), occur infrequently, with a rate of 1 in every 13.3 million journeys.



There have been 255 knife enabled crimes and 344 weapon recoveries made in 2013. In comparison to 2012, there were 14 fewer knife enabled crimes reported and 4 more weapons recovered from offenders on the railway.

The highest numbers are in the London Areas.

Workforce assaults. Harm from assaults shows a generally reducing trend

The harm is evenly split between major injuries, minor injuries and shock/trauma.

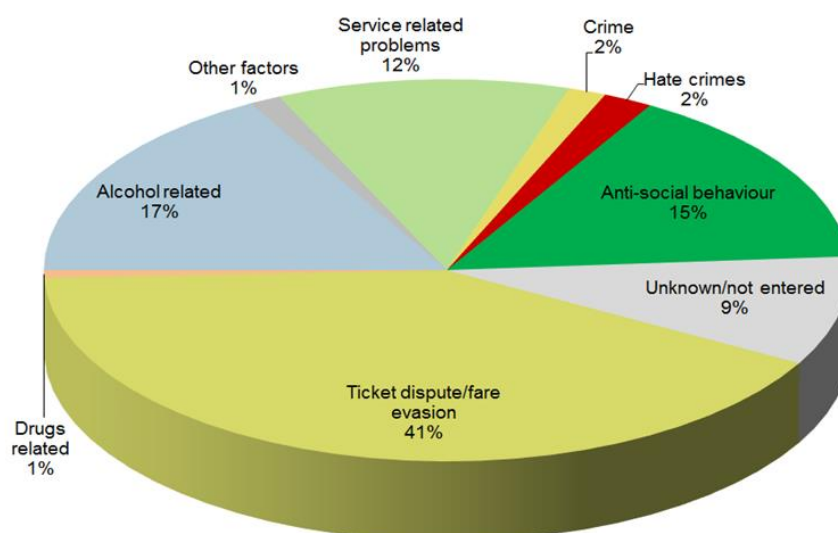
The overall harm from *assaults* on members of the workforce remains at its lowest level in the past ten years.

Around 58% of staff assaults that lead to harm happen in stations. The majority of these occur to station staff and revenue protection personnel.

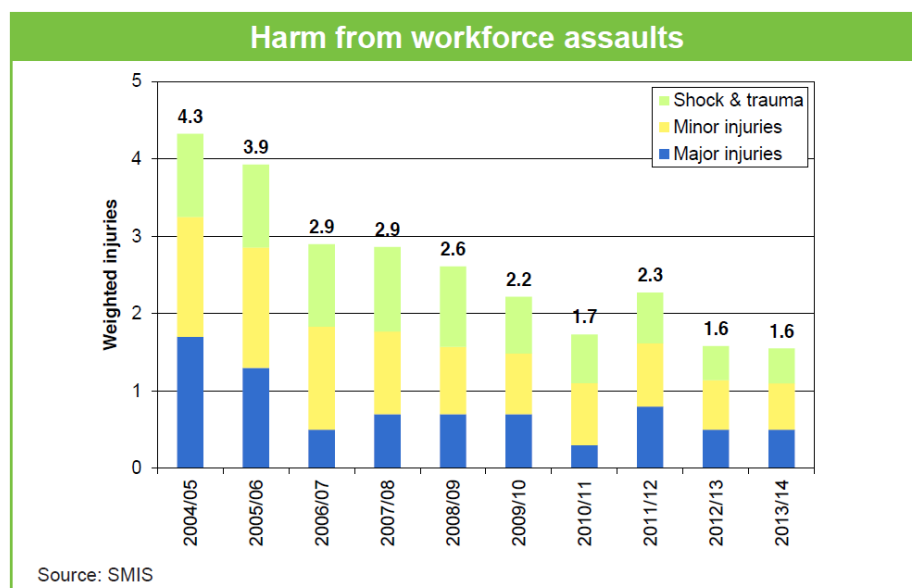
Around 42% occur on trains, the majority occurring to customer-facing train crew.

Other locations make up less than 1% of workforce assaults.

Ticket disputes are identified as the primary cause in around 41% of reported assaults on staff, with alcohol/drugs the primary factor in 17%.



Main factor in workforce assaults since 2008/9



The table below shows the number of injuries due to knife assaults since 2009/10, broken down by injury degree and person type. There were no fatalities from knife crime over this period.

Person type	Injury degree	2009/2010	2010/2011	2011/2012	2012/2013	2013/2014	Total
Pass/Public	Major				1		1
	Minor	8	3	5	2		18
	Shock/trauma	3	3	4	1	7	18
Workforce	Major			1			1
	Minor	3	3	3	1	1	11
	Shock/trauma	11	12	10	5	11	49
Grand Total		25	21	23	10	19	98

The next two tables show the other types of weapons used in assaults where there were injuries and those with no injury.

Injury	Knife	Gun	Other	Total
2009/2010	25	5	2	1585
2010/2011	21	4	4	1516
2011/2012	23	6	5	1581
2012/2013	10	6	6	1207
2013/2014	19	6	5	1232
Grand Total	98	27	22	7121

No injury	knife	Gun	Other	Total
2009/2010	19	10	5	3504
2010/2011	11	9	5	4204
2011/2012	22	11	7	4368
2012/2013	11	11	11	4291
2013/2014	18	14	7	4133
Grand Total	81	55	35	20500

RSSB has done a lot of work on assault prevention, including

- Rail Personal Security Group to share good practice across the industry
- poster campaign of 2004, to raise public awareness of unacceptability of assaults (posters below)
- working with Crown Prosecution Service, Magistrates Association and Sentencing Advisory panel to raise awareness by judiciary and increase sentences
- various research projects (listed below)
- SWeRVe I and II, conflict management training DVDs

RSSB research reports (all available on SPARK)

1. Conflict avoidance training for front line railway staff (T542 Report), 2006

The research aimed to provide the industry with thoroughly researched guidance on the most effective design, approach, style and content of conflict management training courses for front-line staff. It is hoped that this will lead to improved quality and effectiveness of training on this issue, helping to increase staff's understanding and confidence in managing potential incidents and protecting themselves more effectively should conflict arise.

2. Facilitating shared expectations between passengers and front-line staff (T703), 2009

The relationship between passengers and front-line staff is not always positive and a mismatch of expectations can result in inconsiderate and anti-social behaviour which, in turn, contributes towards a sense of less personal security on both sides. In response, RSSB commissioned research on behalf of the Rail Personal Security Group (RPSG) into the factors that contribute to trust and respect between passengers and front-line staff, and how these can be used to foster shared expectations, to increase both customer satisfaction with the service and staff satisfaction with their jobs. This also contributes to positive perceptions of personal security. The project identified a range of techniques aimed at influencing public behaviour and instigating change in staff behaviour.

3. The contribution of alcohol to personal safety and security risk on the railways (T704 Report), 2010

Most people who travel on the railway having consumed alcohol do so without causing any problems. However, this research shows that over 5,500 alcohol-related offences and safety incidents are recorded at stations and on trains every year. This figure has been fairly constant for the last three years but there is considerable evidence to suggest that a high proportion of alcohol-related incidents are not recorded.

4. Understanding guidance and operational practice of lone worker personal security (T901 Report), 2011

This research project has reviewed the literature relating to personal security issues and lone working, both within the rail industry in Great Britain (GB) and in other industries. In addition to the literature, it also reports on qualitative research, which investigated current practices for managing lone worker personal security issues across the rail industry in GB.

The objectives of the study were:

- To provide clarity regarding the requirements for managing lone worker personal security issues.
- To conduct qualitative research to establish measures undertaken by organisations in order to comply with relevant legislation.
- To identify good practice and requirements for any further work.

5. Addressing crime and disorder in public places through planning and design (T943 Report), 2011

This research has produced guidance on how to plan and design in order to reduce the risk from various forms of crime and disorder, and to enhance the activities of control and detection. This research was managed by CIRIA, the Construction Industry Research and Information Association, and was sponsored by the railway industry's Community Safety Steering Group.

The guidance covers transport, retail, sporting and entertainment locations, and public open spaces generally; looking at both organisational and physical aspects. The guidance includes case studies that illustrate the recommended approaches and actions. The work also reviews existing information and consult with experts and others involved in this field. BTP was among those represented in an expert steering group.

6. Managing personal security on trains: a good practice guide (T1012), July 2014

This guidance brings together current good practice in the rail industry for managing personal security on-board trains. Its aim is to assist operators to invest in and develop integrated security plans, taking a considered view as to the costs and benefits of measures, from the point of view of both personal security and improved perceptions of on-board travel.

The guidance draws on findings from a national research study and includes features of good practice, examples that illustrate current practice, some facts and figures, and further information that can be found in related research.

Other Rail Personal Security Group publications

1. Staff Assault, reporting and recording assaults on rail staff – a good practice guide

This document is intended as a rail industry good practice guide for reporting and recording incidents of violence towards rail staff. It is hoped that rail businesses will adopt these guidelines in order to introduce the cross-industry approach so necessary to improve monitoring arrangements, to bring about more meaningful comparisons and act as an aid to more effective countermeasures. A set of common definitions for reporting and recording violence towards rail staff are given in the guide.

2. ASBOs – a guide to Anti-Social Behaviour Orders on the railway

Anti-social behaviour orders are civil orders to protect the public in England, Wales and Scotland, intended to cut out ASB by prohibiting the offender from carrying out specific acts of entering defined areas. Applications for ASBOs can be made only by 'relevant authorities'. For the rail industry, this means British Transport Police (BTP). Transport for London is also a relevant authority, as are local authorities. So London Underground can apply for ASBOs in its own right, but TOCs are not currently able to apply and must seek the help of the BTP and the Crown Prosecution Service (CPS).

This guide explains how TOCS can prepare the case for BTP to make an application against a persistent offender who causes or is likely to cause harassment, alarm or distress to one or more people who are not in the same household as the perpetrator.

3. SWeRve – Stop Workplace Related Violence and SWeRve II

These are two DVDs which mix hard hitting video with thought provoking discussion to introduce railway staff to skills that can reduce the risk of being assaulted.

The training sessions increase awareness of some of the causes of conflict with passengers, teaches staff how to spot potential aggression and manage it to a resolution, and how their own behaviour can impact on the situation.

These are educational tools, including presentation notes, for use either as stand-alone sessions or as part of conflict management courses.

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RSSB

Posters used by Rail Personal Security Group

**“I aeksd tehm to
sotp kcinkig a
footblal aunord
The nxet tnihg I
kenw I wsa on
the guornd
bineg kkecid in
the fcae.”**

Hard to understand?

Six rail staff are physically assaulted on trains or at stations
every day just for doing their job.

We will not tolerate verbal or physical attacks on our staff.
They will be given total support in any prosecution.

Help us to ensure a safer environment for everyone.

If you see anyone assaulting staff or passengers, call 0800 40 50 40 making a note of date, time and location.

Posters used by Network Rail

