



3-Country Pilot: Cross-border use cases

Patrick Feys and Etienne Lezaack BFP

CCW Barcelona 19-05-2015



1.1. Introduction – presentation focus

- ISITEP: 5 exercises on the field
- Belgium participates in two scenario's:
 - Three country pilot: police hot pursuit
 - European Summit in Brussels
- Presentation is limited to the practical organisation of the administrative police (public order) and explains the different operational problems we cope with.
- This is a story of:
 - operational needs
 - cultural development (end-user)
 - technical opportunities (manufactures)

1.2. Introduction – Belgian situation

- Geographical

- Relative small country has physical borders with 4 other countries
- Several local and international (5) airports
- Several railway stations with international trains (Thalys – Eurostar)
- Several Different treaties who promote international collaboration (BENELUX – Prüm-Dublin)
- Several international (cross-border) sport events (Cycling, football)

- Organisational

- Integrated Police on two levels :
 - Local Police: 193 zones – 33,000
 - Federal Police: 13,000
 - Coordination link: Director Coordinator
- Authority: Minister of Interior and Minister of Justice and the local mayors
- Complex legal framework



2.1. Operational needs – missions

- Belgium = active international player:
 - Prisoners transport – presentation of illegal refugees at Embassy of origin (quid support in cause of accident in other country)
 - Accompanying freight trains with nuclear waste
 - Escorts foreign chiefs of states
 - International cycling courses (Tour de France)
 - Gumball Race
 - Operational information sharing
 - Escorting football supporters
 - Railway accidents on border territory
 - Foreign missions
 - Mixed patrols on international trains
 - Integrated platoons (international collaboration)



2.1. Operational needs – missions

- Brussels = active international player:
- 2014
 - 4 European Summits (2 days)
 - 1 European-African Summit
 - G7 Summit
 - Visit president of the United States
 - Visit president of Democratic Republic of China
 - Several visits of presidents, prime ministers
 - Several Bi-lateral appointments
 - Several NATO-meetings

2.2. Operational needs – SWOT study

- International collaboration is based on (Strengths)
 - Mutual respect
 - Constructive collaboration between the police services
 - Experience of few policemen
- Difficulties (Weakness)
 - Language
 - Network and material limits
 - No common culture
- Vision (Opportunities)
 - Investing in the ISITEP project – explaining our needs to the developers
 - Trying to convince colleagues to develop a common culture
 - Sharing and discussing about our problems
- Limits (Threats)
 - Too complicated
 - Return on investment – limited asset market

2.3. Operational needs – why, as pure operational senior police officer, investing in the ISITEP project ?

- It's our duty to explain the different problems that our people cope with:
 - Impossible to switch communication groups while driving a motorcycle
 - Impossible to communicate with foreign colleagues in the same train
 - Other communication and dispatching culture
 - Difficult/impossible to react quickly on non-planned events
- It's an opportunity to explain the needs and hopefully we discover a manual 'international communication for dummies'
- We doesn't need only a line, but also an integrated communication program/culture: What is the added value of a radio terminal when there is no one to answer or to listen at the other side?

3.1. ISITEP 7.5 exercise – scenario

- We tried to integrate different situations (operational needs) in a realistic scenario of an European Summit:
 - In our scenario, the European Summit in Brussels will discuss and decide about the European funding for agriculture
 - To express their awareness, European farmers want to come by truck from the Netherlands, Germany and France to the European quarter in Brussels
 - The VIPs are coming by plane, train (president of France) and car (prime minister of the Netherlands)
 - During an escort a VIP becomes very ill (heart failure)
 - Due to a problem with a train from Amsterdam to Paris (quarter final Champions League), the train of the president of France has to stop in Lille (France) and the president has to be escorted from Lille to Brussels



3.2. ISITEP 7.5 exercise – Forces



- Belgian Federal Police
 - Railway Police
 - Highway Police
 - Airport Police
 - Communication and Information Centre
 - Coordination and Support Direction
- Belgian Local Police (Brussels)
- Belgian Security of State
- French, German, Italian, Luxembourg, Dutch Police forces



3.3. ISITEP 7.5 exercise – Tests

- Farmers – communication between Belgian Police and the three different countries (Netherlands, Germany and France)
 - Where are they
 - How many
 - Are they aggressive, drunk,
 - What are they willing to do?
- Communication on the train between French and Belgian railway police
- Communication between Belgian railway police and French police in Paris
- Automatic switch (roaming) in communication for the Belgian highway police when crossing the border by motorcycle
- Communication between (Italian/German/Lux) delegation before departure with the Belgian Police
- Communication after landing in Brussels between delegation and Belgian airport police
- Communication between highway police and the VIP escort

4.1. Culture development to common radio procedures – Belgium case study

- The proposed culture development relies on the existing control rooms
- The National Contact Point (NCP)  centrally manages the major event/operations and the Schengen entrance Points (airports, harbours...) 



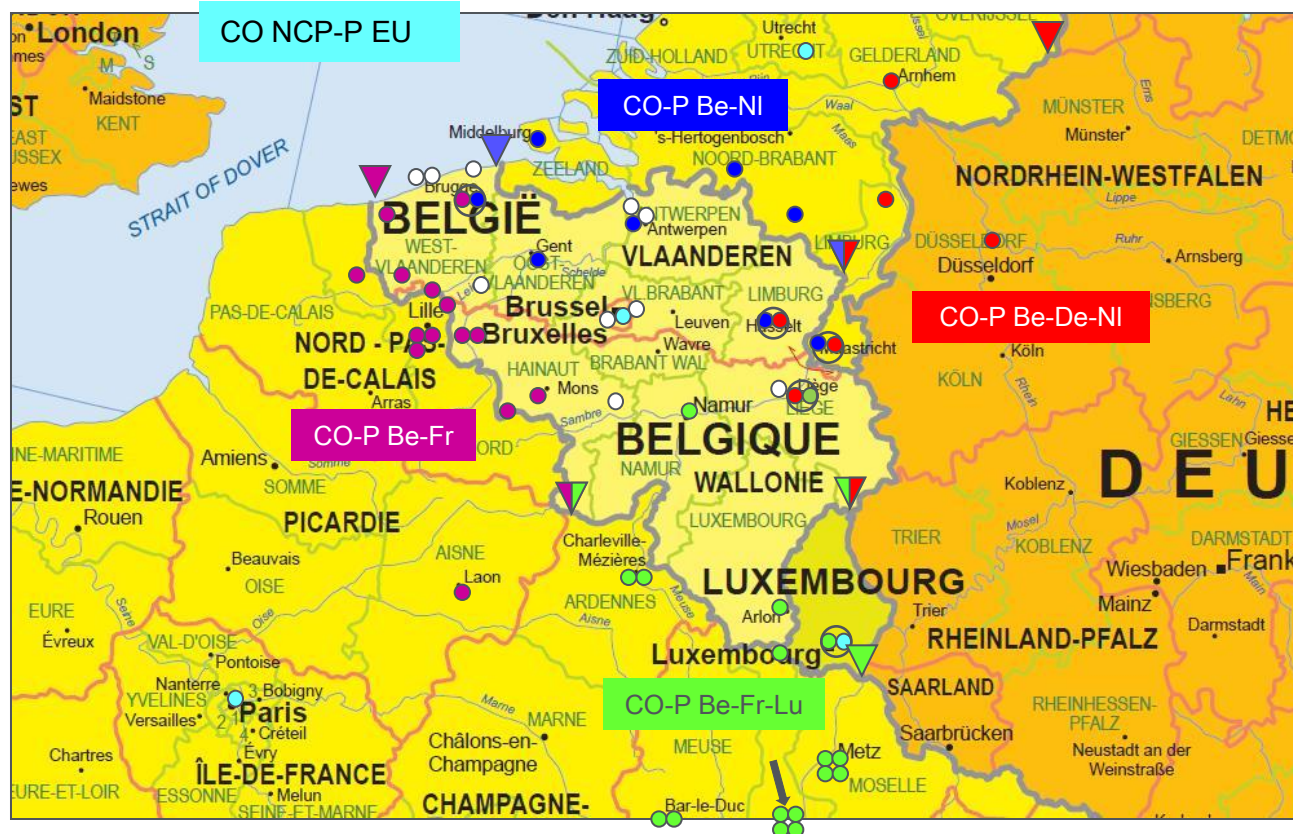
4.1. Culture development to common radio procedures – Belgium case study

- Moreover, terrestrial borders are managed by control rooms on both sides along the borders ●




4.1. Culture development to common radio procedures – Belgium case study

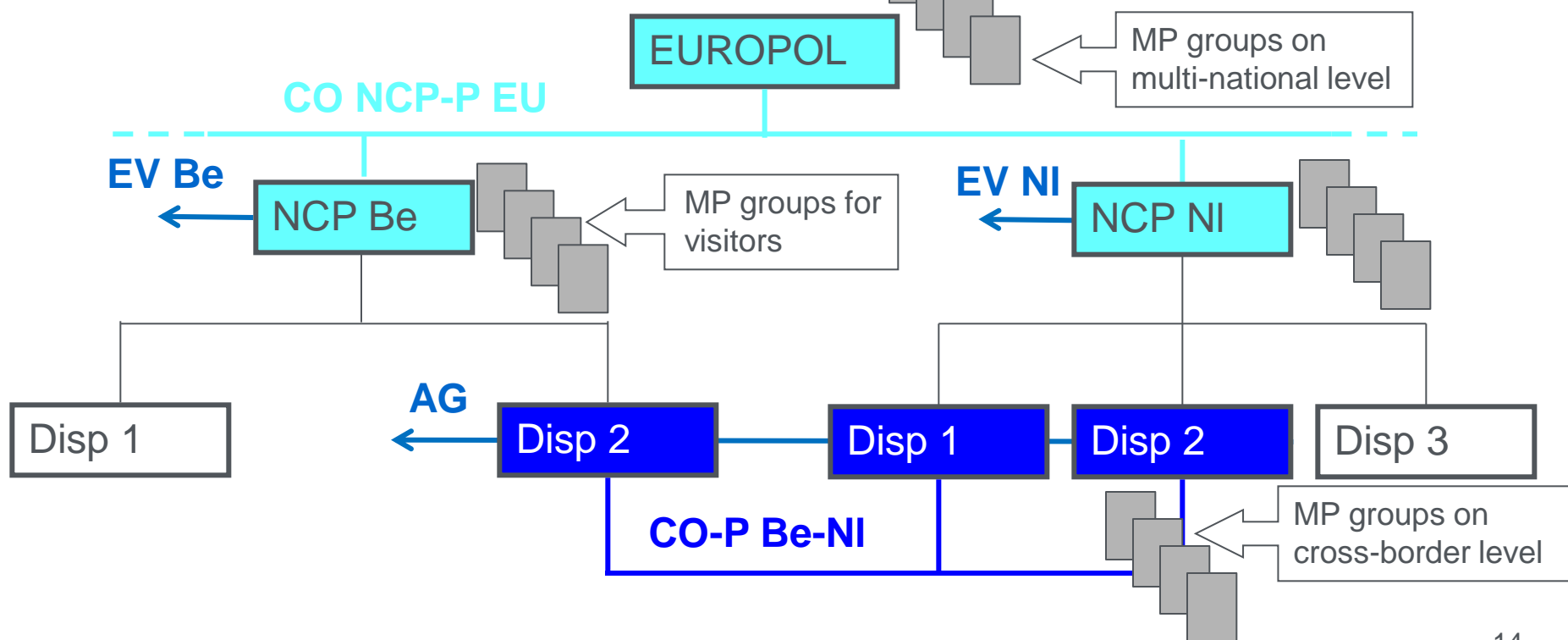
- Control rooms along both sides of the borders are regrouped following coherent common sections of border (limited by the symbols : ▼ ▼ ▼ ▼ ▼) and are continuously monitoring a same COordination radio group to exchange real time information
- The same for the European National Contact Points (NCPs)



4.1. Culture development to common radio procedures – Belgium case study

- Radio scheme

- In routine situation, control rooms along the borders are monitoring their CO group. The NCPs are monitoring the CO NCP EU group
- Multi Purpose (MP) International groups (symbolized by ) can be granted by some control rooms on request of first responders on the field
- Control rooms can be called by first responders on **EV**visit or **AlertG** groups
- Each **EV**visit group can be selected by the other European NCPs



4.2. Culture development to common radio procedures – generalization

- The proposed international fleetmap
 - Solves the need for selecting proper international radio groups
 - Doesn't depend on the – so different from each other – national fleetmaps (principle of separation). Therefore it can be extended mutatis mutandis to other countries
- Each organization has to develop its own international fleetmap
 - Each organization will at least have Multi Purpose (MP) groups 
 - **AG** groups could be considered as optional for non police organisations since they are especially useful in case of unplanned international event occurring during a routine mission on field level e.g. a hot pursuit
 - **EV** groups are useful if European Visitors can enter the country via a border entrance point (airport, harbour, railway station...)
 - For rescue agencies, the European Response Centre (ERC) could be proposed to grant the international rescue MP groups
- Multi-organizational international fleetmap has also to be developed to enable international collaboration between police, fire brigades, ambulances... first responders on the field

5. Technical opportunities

- Thanks to ISI, international groups, spanning one or more countries, can be created and selected by first responders
 - Pre-programmed in the terminals
 - Sent by DGNA
- Automatic roaming is a tricky matter: manual roaming is rapid, automatic roaming is unpredictable
 - ➔ ISITEP explores the “GPS aided manual selection of network”
- Communications in the trains are possible in walkie-talkie mode (DMO)
 - ➔ ISITEP develops a TETRA-TETRAPOL transportable gateway
- Manufacturers are developing radio App for joining radio groups on smartphones (can be useful in trains, outside ISITEP scope)