

**SEPTA ON "EDGE"
EMERGENCY PREPAREDNESS &
COORDINATION**

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SEPTA

Regional Rail & Rail Transit



- 1 Million+ Customers Each Day
- 5.7 Million People in Philadelphia Metropolitan Area
- 9,500 SEPTA Employees
- 2,200 Vehicles
- 280 Stations
- 600 Miles of Track
- 186 Police Jurisdictions
- 182 Fire Department Jurisdictions

SEPTA Emergency Preparedness Activity



- Operation Lifesaver Rail Safety for Emergency Responders
- Hands-on Training
- Annual full-scale simulations
 - Railroad – FRA Part 239
 - Rail Transit – FTA Part 659
 - Bus - APTA

SURPRISE! SURPRISE! SURPRISE!

- Early 2012 – Planning Begins on first “No Notification” exercise
 - Philadelphia Police Department
 - Philadelphia Fire Department
 - Managing Director’s Office of Emergency Management
 - SEPTA
- Objectives
 - Implement ICS involving multiple operations
 - Establish and maintain multi-agency/multi-jurisdictional communications
 - Demonstrate rapid response to subterranean rail cars
 - Law enforcement meets standards for response to explosives incident



Operation "Edge"

Sunday, June 24, 2012



Operation "Edge"

Sunday, June 24, 2012

- Intelligence leading up to the event indicates that a transit system could be the target of a terrorist event
- An explosion of undetermined origin occurs in the subway system
- Three 9-1-1 calls report possible transformer explosion
- A two-car subway train is stopped between stations on the Broad Street Line after an IED is exploded on board the train
- Philadelphia Fire Department, Philadelphia Police Department and SEPTA respond



Operation "Edge"

Sunday, June 24, 2012

PLACE VIDEO HERE



Operation "Edge"

SEPTA Lessons Learned

- Communications
 - Concurrent notification to SEPTA & municipality
 - Radio interoperability
 - Use of radios near explosives
- Training
 - Additional procedural and safety training



Operation "Edge"

SEPTA Lessons Learned

- Incident Command System
 - Need to establish single unified command
 - Command post location to be clearly communicated
 - SEPTA's liaison to the command post must be "at the hip" of the incident commander
- System Shutdown
 - What gets shut down?
 - How long until the system can be re-started?
 - Station and vehicle inspections



Conclusion

- Operation "Edge" II – Sunday, May 19, 2013
 - Test improvements after "Edge" I
 - Concurrent notification
 - Radio repeaters
 - Additional training and procedural enhancements
- Participants fully aware of exercise
- Continuous Improvement



Continuous
improvement causes us
to think about
upstream process not
downstream damage
control