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I-LEAD

WP4 Report

**Recommendations on Standardisation and Procurement in the Area of
Vehicle Mitigation**

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WP4 report

Recommendations on Standardisation and Procurement in the field of Vehicle Mitigation

1. I-LEAD abstract

The i-LEAD, (Innovation – Law Enforcement Agencies Dialogue) is a coordination and support action project funded by the European Commission through the Horizon 2020 Programme. The main aim of the project is to develop a Pan European Network of practitioners and other actors in the field of security, to:

- 1) Monitor research and innovation projects - with a view to recommending the uptake or the industrialisation of the results.
- 2) Express common requirements of Law Enforcement Agencies (LEAs) with regards to capability gaps and determine innovative and fit for purpose solutions to address the gaps and improve future performance.
- 3) Indicate priorities regarding domains requiring more standardisation.

The official start of the 5-year project was September 2017 and is coordinated by the Dutch National Police and consists of a consortium of 19 partners.

The i-LEAD project will build LEA community networks, around 5 specific key Practitioner Groups; these being:

- Front Line Policing
- Cross Border Crime
- Cybercrime
- Crime & Intelligence
- Forensics

More information about the project at can be found at: www.i-lead.eu

2. WP4 description

Work Package 4 (WP4) is viewed as the supporting department for the i-LEAD project. It will liaise with practitioners of the community networks to determine the present situation with regards to standardisation, and if relevant and required, put forward recommendations for the development of existing standards or the creation of new standards.

This objective is to support LEAs within Europe to strengthen cross border cooperation in the fight against crime and terrorism - via the standardisation of technologies, procedures and processes. This covers the activities of; criminal investigation, offender detection and the gathering and submission of evidence that is acceptable by courts of law.

Further, EU-wide standards will also enable economy of scale advantages for both LEAs and suppliers (industry and SME's) of technologies, tools, systems and services, as the same product will meet the requirements of each LEA (in most) of the EU Member States. For that reason, developing new tools and solutions will be more cost-effective. Finally, common standards will also accelerate pre-commercial procurement (PCP) and public procurement of novel solutions and products.

WP4 is designed to meet the following main objectives:

- Examine the opportunities for standardisation as the result of Practitioner Group workshops
- Build the European LEA capacity and knowledge for joint procurement actions
- Accelerate the process of joint PCP and PPI projects.

3. Vehicle Mitigation - Introduction to the topic

Pursuit activity and use of pursuit tactics are likely to place members of the public and police officers under a significant degree of risk. Wherever possible, trying to prevent a pursuit from taking place must be a primary consideration.

Preventative tactics are those which can be used to prevent a pursuit from taking place. Police require the ability to immobilise many types of vehicles from mopeds to lorries whilst they are moving or stationary. The vehicle needs to be brought to a stop as quickly and safely as possible and rendered incapable of moving off. Future 'driverless vehicles' may be fitted with an immobilisation device during or post manufacture although these can be overridden therefore an alternative method is required by police to remotely stop the vehicle.

In particular, officers on specialist tactical units dealing with serious crime or terrorist subjects that require a system to slow and or bring a non-cooperative subject vehicle to a stop in both uniform and covert circumstances enabling them to engage and make contact with the occupants without pre-warning and with minimum tactical contact in circumstances such as:

- Terrorism where the intended use of the vehicle is as a weapon to cause casualties.
- Criminality where the vehicle is being used in the commission of a possible armed offence.

To assist with improving police and public safety in this operational context, law enforcement agencies should consider how they might better use science and technology to provide a solution to the operational needs. Key considerations include, but are not limited to:

- Immobilising different types of vehicle ranging from moped to lorry or truck;
 - Safely bringing a vehicle to a stop, rendering it incapable of moving off;
 - Stopping a stationary vehicle from moving off.
- Immobilising a vehicle that is travelling at a ranging speed
- Use on multiple road types e.g. motorways, town or city centre, off road;
- Vehicle design both now and in the future, including electric vehicles and automation;
- Infrastructure both now and in the future.

4. State of the art in the field of Vehicle Mitigation in terms of standardisation and procurement

There have been no relevant standards or Technical Committees identified, apart from the ISO IWA 14 standard related to vehicle security barriers, which is more of a side standard than the core element of PG meeting. Therefore, there is an opportunity to attract discussion on new standardisation and procurement fields for standardisation bodies.

5. Recommendations on standardisation and procurement in the field of Vehicle Mitigation, concentrating on the 'THOR' dimensions (*technical, human, organisational and regulatory*)

	Practitioners' needs and requirements (based on PG meeting)	Standards recommendations	Legislative recommendations	Joint Procurement recommendations
1.	Standardisation of internal and external LEA communication	-	-	There is a need for technology allowing quick and efficient internal and cross-border communication and data exchange e.g. on the ANPR, facial recognition effects etc. The software needs to ensure interoperability and swift data processing.
2.	Harmonisation of law on vehicle mitigation	-	Currently different LEA have to follow different national legal provisions e.g. if police is allowed to touch the vehicle, technologies and action means that are allowed to use, GDPR provisions incorporations differ. This makes it harder to standardise procedures or procure technology.	-
3.	Joint adoption of existing standards/Dissemination action for existing standards	In order to harmonise the procedures, it was suggested to adopt the ISO IWA 14 standard, which is an impact test standard detailing the method and means of measuring the performance outcome for impact tested vehicle security barriers (VSB).	EU recommendations in this field might be helpful	-

4.	Standardisation of trainings and good practices sharing	Unification and implementation of technical training for Vehicle Mitigation. They will allow officers to have the right skillset and knowledge to use the digital elements in their actions.	EU recommendations in this field might be helpful	-	
6. Recommendations for Pre-Commercial Procurement (PCP) / Public Procurement of Innovative solutions (PPI) / Fast Track for Innovation (FTI), regards to Vehicle Mitigation					
The practitioners agreed that a joint procurement of vehicle mitigation technology would be beneficial to all EU LEA. The talks focused mainly on a safe stop system (radio pulse disabling electronics, invisible to suspects, working on all vehicles, accessible and smaller than what is available now). There is a potential for PCP or PPI in this field.					
7. Additional recommendations and remarks					
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8. Identified WP4 stakeholders in the area of Vehicle Mitigation					
	LEA	Industry	Science Academia	EU/national bodies	Other
1.	Europol, Frontex, CEPOL, Interpol, European LEA	Vehicle Mitigation systems vendors (<i>identified in i-Lead WP3</i>)	Academia working on Vehicle Mitigation tools (<i>identified in i-Lead WP3</i>)	DG Home	
9. Planned additional dissemination actions					
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Contact

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