

Biography Hendrik Vanderkimpen

Hendrik Vanderkimpen started his railway worker career in 1977. Between 1977 and 1985, he carried out several operational functions as corporate executive in the passenger and the freight sectors. From 1986 to 1991, he was responsible for the Brussels North Station. In 1991, he served the function of secretary of the Director General who was also a member of the Committee Management and the Board of Directors. In 1998, he becomes Head of Corps of the Railway Police. In 1999, the Internal Security Service following the reform of the police by the Government is created. As Head of Corps of the Railway Police, Hendrik Vanderkimpen was designated responsible for the Security in the SNCB Group. In 2004, a security service with higher skills emerges which leads to the creation of the Corporate Security Service with Hendrik Vanderkimpen as leader.

As head of the Corporate Security Service, Hendrik Vanderkimpen manages more than 550 employees; he is the liaison officer between the SNCB Group and the local and federal police, the justice and Home Affairs. He also created PSA which is a forum composed of all Belgian internal security services and the Government. At the international level, Hendrik Vanderkimpen is vice-president of COLPOFER. Within Colpofer, he is the President of the Working Group "Big Event" and is a member of various other working groups. Hendrik Vanderkimpen is also the President of the permanent working group "Strategy, procedures and regulations" part of the platform "Security" of the International Union of Railways (UIC).

He has written several publications and has made several presentations in national and international seminars. At the end of this year, he will defend his statement in Criminology on the subject 'Think security on the railways' as the end of the master he studies at the University of Leuven.

The station-criminality nexus: How to protect the station of being criminogenic?

Executive summary

I would like to start with two quotes (W.H. Whyte, *"The social life of small urban spaces"*, 1980) to emphasize the importance of understanding the relationship between The city-The station in the city and Criminality, not only for law enforcement and security workers but also in the context of architecture and other environmental approaches of public transport.

"What attract people most, it would appear, is other people"

"So called undesirables are not the problem. It is the measures taken to combat them that is the problem...The best way to handle the problem of undesirables is to make the place attractive to everyone else."

In Whyte's work social life in public spaces contributes fundamentally to the quality of life of individuals and society. So the suggestion is made to have a moral responsibility to create physical places that facilitate civic engagement and community interaction. This is to be accomplished by understanding the daily use of public spaces by people. Understanding by observing their routine activities and learning from their "avoiding conduct".

Already in the first decades of the 20th century, urbanism was - according to Wirth (*Urbanism is a dominant way of life*, 1938) - not only to be defined as physical and spatial (population, surface and density) but also as a specific way of life characterized by social and religious heterogeneity, relative anonymity, dispersed social relations, social contrasts, segregation and differentiation.

Cities (and Stations as a part of the center) are offering more opportunities for criminality, there is less informal social control because of the (the lack of) the weakness of family and community ties and there are more motivated offenders due to the presence of more and more rootless young men facing relative deprivation.

At the same time we identify an exodus of the rural surplus due to the fact that there are no longer enough work opportunities in the country side, young men are searching for work in the city (station) environment with emerging bidonvilles or favella's as a known result.

The consumer culture is making its way through the society. Cities and stations are now continually transforming from production centers and administration to postmodern places characterized by consumption, spectacle and free time.

Nevertheless sustainable development requires profound thinking, in economic and social structures and in consumption and production patterns. The urban concept, including the concept of stations, should be related to crime and fear of crime reduction. We need to improve "*Crime prevention through environmental design (CPTED)*" as an interrelated concept of sustainable urban development.

We have to understand and implement a number of key theories such as "*Routine Activity Theory*", "*Crime pattern theory*" and the "*Broken windows theory*" to protect the stations of being criminogenic. Designing out crime is based upon the theory that the proper design and effective use of the built environment can reduce crime, reduce the fear of crime and improve the quality of life. The six main concepts of the CPTED-theory are important when trying to prevent crime.

"*What works*" is the most important question! A number of good practices are already implemented in the station environment.