This doctoral thesis studies security policy in three public transport systems – Berlin, Stockholm, and Warsaw. The study argues that urban transport security has undergone radical changes during the last ten years. While transport authorities and the police used to conceive security as related solely to crime rates, today the focus of security practices consists of passengers’ perceptions. The study shows how this shift is paralleled by a new discourse of ‘security as emotion’, and how it came into being. It concentrates specifically on the central role that surveillance and private policing assumes as the security policy shifts objectives to the inner life of the passengers. The analysis shows how passengers are constructed in the urban security policy as children, consumers, and citizens. These different ‘roles’ constitute the passenger in the eye of urban security governance. The introduction of new governance models for public administration, the legacy of European communist regimes, and rising fear of crime are central conditions for this new, sensitised urban transport security.