# **Surface Transportation Security Inspection Program (STSIP)**

A Security Partnership with America's Railroads and Mass Transit Systems











### Cooperation

#### **Industry**

- Passenger Rail
- Commuter Rail Systems
- Freight Railroads
- Bus Surface TransportationSystems
- AAR, APTA, ASLRRA, Others...

#### Government

- DOT, FRA, FTA...
- DHS, Infrastructure Protection







### **TSA/STSIP Mission**

- TSA Protect the Nation's transportation systems...to ensure freedom of movement for people and commerce...all-modes approach and responsibility
- Public Law 107-71, ATSA, "security in all modes of transportation..." Part 114 (g) (1) (A) states, "...rail. And other surface transportation,..."
- STSIP Mandate Ensure compliance with security directives, identify security gaps and leverage existing Federal, State and Local resources
- DHS Appropriations Bill of 2005, Conference Report 108-774...fielded the STSIP and authorized a \$12 million appropriation for rail security that "supported the deployment of 100 federal rail compliance inspectors..."

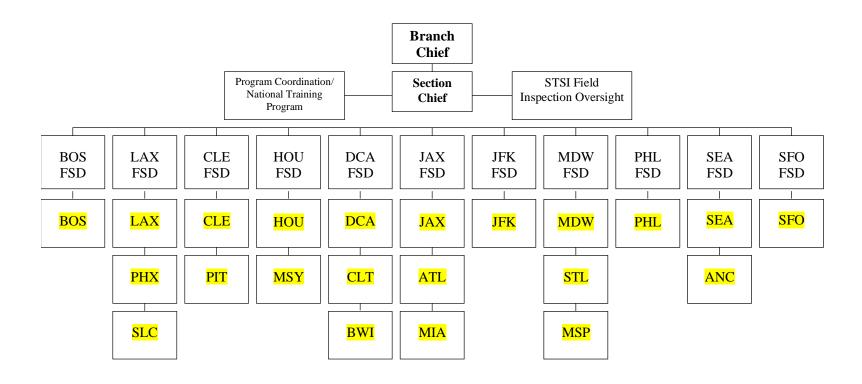


### **STSIP Mission Objectives**

- Serve as the DHS/TSA "point of validation" regarding surface transportation security incidents
- Collaborate with industry to standardize accepted practices leading to "effective (best) practices"
- Conduct security reviews and assessments (BASE, SAI, ...) to baseline a system's security posture and partner with Local, State and Federal entities to enhance the mass transit and freight rail security environment
- Aid Federal investigative entities during ST-related incidents
- Assist in the coordination of providing a "surge capability" into the transit environment with additional TSA resources (FAM, K-9, BDO, TSO...)
- Coordinate and aid in the development of training/exercise initiatives to enhance security in the surface transportation environment



### Staffing/Deployment





### **Training Curriculum**

#### **5 Weeks of Basic Training**

- 2 weeks at FAA Mike Monroney Aeronautical Center 3 weeks hosted by the Transportation Safety Institute
- Federal Regulations, ATSA, Grants, Conduct, Ethics
- Technologies, IED Recognition
- Transit Rail Incident Investigation TSI
- STSI SOP, Security Directives
- Transit System Security TSI
- Rail High-jacking Training TSI
- Hazmat Training Course TSI
- Compliance Philosophy, Interviewing, Investigations
  - 1 Week Comprehensive Railroad Operations (TTCI Pueblo, CO)

#### Follow-on courses at the FLETC, TSI and NM Tech EMRTC



### Baseline Assessment for Security Enhancement Review (BASE)

- Excel© based template gives uniform guidance to inspectors in reviewing transit agency security programs, internal processes, policy and procedures (revised FTA Top 20 Program)
- Fielded by the TSA's Transportation Security Network Management office, STSIP and the Federal Transit Administration in support of TSA program goals; identify security gaps/effective practices and aid planners in structuring future transportation security grant funding
- Establishes baseline security program data applicable to all surface transportation systems
- Meets 49 CFR Part 659 State Safety Oversight requirements for fixed guideway systems (rail mass transit)



## Visible Intermodal Prevention and Response (VIPR)

- Federal Air Marshals (FAMS) led in most areas
- Surge of law enforcement, transit security personnel and TSA resources (FAMS, K-9's, STSI's) into designated transportation systems
- Designed to counter potential criminal/terrorist activity and introduce a measure of "random and unpredictableness" into the environment
- To date, Surface Inspectors have participated in many VIPRs nationally, cities include - NY, BOS, CHI, HOU, DC, LA and many more.





### **Response During Elevated Threats**

- Deployment to major Rail Transit Operations Centers to monitor, assess and provide the Transportation Security Operations Center (TSOC) with real-time security situational awareness data.
- Provide reach-back capability to TSA, DHS and other Federal Government resources.
- Support the investigation of transportation security incidents
- Assist with the response and recovery of transportation services during and post incident (transportation security action teams – Nat'l disasters/events)
- Assist in the coordination of providing a "Surge/VIPR" capability
- Coordinate requests from rail operators for Federal resources





## Security Action Items (SAI) Assessments



- Assessments of freight rail carriers' implementation of 27 DHS/DOT voluntary Security Action Items
- SAIs Began in June of 2006 when DHS/DOT issued <u>voluntary</u> guidelines for Freight Railroad Carriers of Toxic Inhalation Hazard materials (tied to NPRM TSA-2006-26514)
- SAIs have progressed from Phase I to Phase V so far.
- Developed through a cooperative effort of DHS/TSA and the railroads.
- SAIs are targeted in High Threat Urban Areas regarding Toxic Inhalation Hazards.



### Why is there a need for SAIs?

- Rail Tank Cars Carry about 90 tons of material per car.
- A typical train can have many Tank Cars each with different Hazmat onboard.
- Cities have expanded around existing Rail lines. This can place vulnerable infrastructure near rail lines or rail yards.
- Acts of Terrorism against rail systems (mainly passenger) is on the rise in other nations.
- Terrorist Groups have used Toxic Materials in Previous Attacks.
- A general increase in Security for Aviation systems has contributed to terrorist groups seeking softer targets.





## The 46 HIGH THREAT URBAN AREAS

#### \* denotes Top 15 Priority TIH Areas

- AZ Phoenix
- CA Anaheim/Santa Anna
- CA Bay Area
- CA Los Angeles/Long Beach \*
- CA Sacramento
- CA San Diego
- CO Denver
- DC National Capital Region
- FL Fort Lauderdale
- FL Jacksonville \*
- FL Miami
- FL Orlando
- FL Tampa \*
- GA Atlanta
- HI Honolulu
- IL Chicago \*
- IN Indianapolis
- KY Louisville \*
- LA Baton Rouge \*
- LA New Orleans \*
- MA Boston
- MD Baltimore
  - MI Detroit \*



- MN Twin Cities \*
- MO Kansas City
- MO St. Louis \*
- NC Charlotte
- NE Omaha
- NV Las Vegas
- NJ Jersey City/Newark
- NY Buffalo \*
- NY New York City Area
- OH Cincinnati \*
- OH Cleveland
- OH Columbus
- OH Toledo
- OK Oklahoma City
- OR Portland
- PA Philadelphia
- PA Pittsburgh
- TN Memphis \*
- TX Dallas / Ft. Worth \*
- TX Houston \*
- TX San Antonio
- WA Seattle
- WI Milwaukee

### Phases I & II SAI Reviews

- Focused on 7 Security Action Items
  - Employee security awareness
  - Reporting suspicious activity
  - Control of sensitive information
  - Employee identification
  - Systems to locate TIH cars
  - Security focused inspection of TIH cars
  - Placement of TIH cars in yards
- Completed 1<sup>st</sup> and 2<sup>nd</sup> Quarters of FY07



### Phases I & II SAI Reviews

- Result Highlights
  - General findings showed railroads had began to implement training and procedures in response to the SAIs.
  - Metric results from inspections gave the first indications of the level of carrier implementation of SAI action areas.

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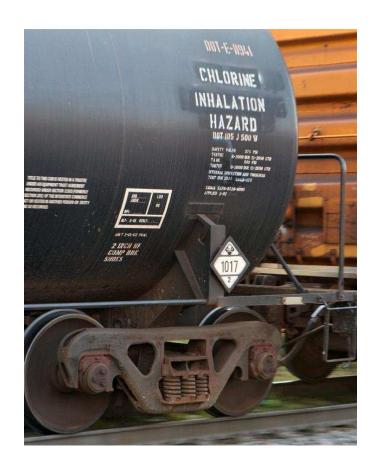
### Phase III SAI Reviews

- Focused on 10 additional SAIs, emphasizing management communication and security plans in the following areas:
  - Communication of current threat information
  - Liaison activities with Federal, State, and Local LE
  - Liaison activities with other Railroad Security Offices
  - Contingency planning
  - Emergency response planning
  - Community safety and security outreach
  - Photo identification and background checks
  - Access control
  - Intrusion deterrence and detection
  - Secure bridge operation procedures
- Completed 2<sup>nd</sup> and 3<sup>rd</sup> Quarters of FY07



### Phases III SAI Reviews (continued)

- Result Highlights
  - Railroads scored high in the internal communication of current threat conditions and establishing liaison with Federal, State, and Local Law Enforcement.
  - Phase III Identified several areas of Personnel and Physical Security that required attention.





### Phase IV SAI Reviews



- A component of the Rail Risk Reduction Program, Phase IV focused on inspecting for loaded unattended TIH rails that were located in high density urban areas.
- The Phase IV inspection process generated data that was used to objectively measure the percentage of actual risk reduction.
- The risk reduction goals, as mandated by the DHS Secretary, are 25% reduction by the end of CY07 and 50% reduction by the end of CY08.
- After the SAI review efforts, Results from Phase IV data showed risk reduction in 2007.



### Phase IV SAI Reviews

- Results Summary
  - Ratio of Unattended vs. Attended Railcars in the Rail System.
  - Many Site-specific historical reviews were performed, several of which indicated a change in security posture post June 1, 2006 (when Security Action Items were released from DHS).
  - A trend in risk reduction was noted.





## The Next Step...Phase V SAI Reviews

- Phase V reviews commenced in the 2<sup>nd</sup> Quarter of FY08 and will be conducted throughout the fiscal year.
- Similar process as Phase IV (documenting the status of unattended loaded tank cars carrying TIH materials in HTUAs) and will be used to determine if the program risk reduction goals are being met.
- Requires TSIs-Surface to revisit rail yards inspected under the Phase IV process, but with additional inspections to be conducted outside yard perimeters to locations such as spurs, sidings, storage tracks, and shippers/receiver facilities.



### Other Surface Inspection Initiatives



- Participation in Coast Guard led <u>Multi Agency Strike</u> <u>Force operations</u>.
- Liaison with FBI Joint Terrorism Task Forces around the country.
- Outreach to programs with similar goals and objectives.
- Increased awareness of Security for the Rail and Mass Transit systems throughout the country.



# Questions?



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### Transportation Security Administration