Transportation Security Strategies
Airport Checkpoint Evolution

An evolutionary change to the checkpoint
An intel-based focus on the interaction and communication with passengers
A series of changes at airports
  – not all at once
  – not all the same
Evolution powers Strategy:

- Investment in workforce
- Flexible processes
- Smart use of technologies
- Communications to get Passengers onboard

Strategy:

- **Calm it down:** Detect hostile intent by reducing routine travel “noise” and focusing on telltale behavior
- **Change it up:** Increase unpredictability at the checkpoint
- **Spread it out:** Reduce congestion and engage the passenger at more points in the journey, directly or indirectly
<table>
<thead>
<tr>
<th>Element</th>
<th>What it is:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Training</td>
<td>• Engaging passengers</td>
</tr>
<tr>
<td></td>
<td>• Security objective in helping to improve BDO operations</td>
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<tr>
<td>Interactive BDOs</td>
<td>• BDO accuracy enhanced through interaction with passengers</td>
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<tr>
<td>TSO Communications</td>
<td>• Quiet, discreet communication</td>
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<tr>
<td></td>
<td>• Enables BDOs, TDCs, and checkpoint to interact quickly</td>
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<td>Element:</td>
<td>What it is:</td>
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<td>---------------------------</td>
<td>-----------------------------------------------------------------------------</td>
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<tr>
<td>Checkpoint Design</td>
<td>• Structural elements improve flow, lower anxiety</td>
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<tr>
<td>Risk-based SOP</td>
<td>• Greater emphasis on “finding the threat”</td>
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<td></td>
<td>• Push more initiative to TSOs</td>
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<td>Intelligent Selectee</td>
<td>• Level of screening applied to watch list match selectees varies by circumstances</td>
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<tr>
<td>Screening</td>
<td>• BDO interview to evaluate risk</td>
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<tr>
<td>Decision Gates</td>
<td>• Placement of TSA officers and equipment in public areas causes passengers to “self select” in terms of risk behavior</td>
</tr>
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<tr>
<td>AT X-Ray</td>
<td>• Multi-view, sharper resolution</td>
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<td></td>
<td>• Improved explosive detection capability</td>
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<tr>
<td>Whole Body Imager</td>
<td>• Scans body for items – both metallic and non-metallic</td>
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<tr>
<td></td>
<td>• Faces blurred for privacy</td>
</tr>
<tr>
<td>Handheld explosives</td>
<td>• FIDO</td>
</tr>
<tr>
<td>detectors</td>
<td>• Sabre</td>
</tr>
<tr>
<td>K-9</td>
<td>• “In house” TSA dog program to expand availability</td>
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## Innovative Concepts

<table>
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<th>Element:</th>
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<tr>
<td>Self-Select / Pro Flyer</td>
<td>• Passengers who know what to do process faster</td>
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<tr>
<td></td>
<td>• Reward competence with special lane for “experts”</td>
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<tr>
<td>Remote Lobby</td>
<td>• Provide baggage check, check-in, and security at offsite location</td>
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<tr>
<td>Mobile Boarding Pass</td>
<td>• Reduce lobby congestion</td>
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<tr>
<td></td>
<td>• Enable passengers to receive boarding passes on mobile devices</td>
</tr>
<tr>
<td></td>
<td>(reduce lobby congestion)</td>
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<tr>
<td>Checkpoint Reservations</td>
<td>• Allow passengers to “make a checkpoint reservation”</td>
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<td></td>
<td>• Group travel/resort travel is generally less time sensitive</td>
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</table>
Possible Future Checkpoint Example

- AT X-Ray & Advanced Belts
- Millimeter Wave Portals
- Walk-Through Metal Detector
- Light Screens
- New Signage
- A/V Media
- Divest/Compose Stations
- “End Zone”
- Composure Benches
- Secondary Bag Search
- Directed Pat-Down
- Selectee Interview
- TDC Positions
Current Hot Item  -  Self-Select Lanes

Running in SLC & DEN

Expanding to 8-10 additional airports

Rewarding preparation and “expert” behavior at the checkpoint is scalable

No direct change in security regime

Passengers repeatedly express desire for separating business travelers from families

Higher throughput, fewer false alarms, reduced pax/TSO conflict all contribute to improved security
Intelligence Drives Risk Reduction Strategy:
- Pakistan Camps are Active
- Multiple Plots interrupted in Europe and Turkey
- Trains, buses and stations remain an attractive target

Mitigation Approach:
- Training (security & behavior awareness)
  - Via Transit Security Grant Program over 60000 front line transit employees and police in New York will be trained in security awareness, behavioral observation, surveillance detection

- Rapidly Deployable Deterrence
  - K9 Teams, VIPR Teams
  - Deployed randomly and in reaction to changing risk

- Harden key infrastructure
  - Intelligent Video Pilot
  - Passive Millimeter Wave
  - Layered Systems
TIH in Urban Areas Drive Strategies
Consequence drives the risk equation
Cooperative agreement with industry
  Provides flexibility
  Allows for solution sets
  Faster than regulation
Applies Objectively Measured Risk
  Standstill time, unattended, population density, and proximity
  40% reduction in one year
Maritime

Risk Strategy Driven by USCG Partnership
  USCG Lead in Maritime - Seek to compliment USCG mission
  Leverage TSA Core Competencies
    TWIC Credentialing
    Explosives Detection (Seminars, K9 Teams)
    Passenger Screening Pilots (Galveston)
    VIPR Deployments
  Intermodal Connectivity
    Knowledge Transfer
      Technology Pilots
  Network interfaces
    I-STEP
    MANPADS
  Security Awareness Training
Vulnerability Driving Risk Strategy
  Don’t Know who is flying around up there
  Plane as threat vector – a device to deliver bad things and bad people
Developing measures to know:
  Who flying into the country (partnership w/CBP)
  Who is flying around the country
Pipeline

Economic Consequence Drives Risk Strategy
Petroleum products, chemicals, and natural gas
  Crude
  Refined Products
  LNG/LPG
Identified security action items from
  Industry Input & Best Practices
  Partnership w/Department of Energy
  Risk Assessments (Corporate Security Reviews)
Focus is on security improvement in highest risk systems
  Objectively measured risk = volume of critical supply and measures successfully implemented
Highway and Motor Carriers

Threat Drives Risk Strategies

- VBIED favored tool of terrorists
- Passenger Systems are favored targets (buses)
- Hazmat also a concern (parallels rail)

Trucking is ubiquitous across nation

- Eyes and ears can assist in protecting other infrastructure
- Modal Community Watch program is evolving

Security Action Items in development
Visible Intermodal Protection & Response (VIPR)

**Authority:** 9-11 Commission Act of 2007 (Pub. L. 110-53) (8/3/2007) Section 1303, specifically authorizes development and deployment of VIPR teams to augment security in any mode of transportation

**Purpose:**

Detection and Response: Provides detection and response capabilities and expands the unpredictability of security measures to deter, disrupt, detect or defeat potential terrorist operations

Multimodal: Deployed to airport, passenger rail, mass transit, seaports and border locations

Augments Local Security: Consults and coordinates with local security and law enforcement officials to develop operational protocols, provide relevant mission information and augment existing security operations
VIPR Statistics

First VIPR Operation: December 2005
Total Operations to Date: Over 500
Operation VIPR Shield:
  **Summer Surge**: In response to Glasgow, Scotland incident (June 30, 2007)
  192 VIPRs: Conducted during July 4 – September 7, 2007, timeframe
  **Multimodal**: Most operations were multimodal, involving airport, passenger rail, mass transit, or seaport locations
DHS VIPRs:
  Miami, FL; San Juan, PR: Conducted summer operations using USCG airlift assets
United Nations General Assembly (UN-GA):
  Operations Sept 25 – Oct 3, 2007, in support of UN-GA at Grand Central Station, New York Transit Authority; and LGA and JFK airports
  DHS components: Secret Service, TSA (FAMs, TSOs)
Southern Border Initiative:
  Operations Sept 17 – 28, 2007, deployed to Tucson, AZ and El Paso, TX
  Focus on highway, infrastructure, pipeline (i.e., trans-border operations)
  DHS components: CBP, ICE and TSA (FAMs)