Transportation Security Administration

An Overview

Transportation Security Administration

Mission

To protect the Nation's transportation systems to ensure freedom of movement for people and commerce.

Vision

To continuously set the standard for excellence in transportation security through its people, processes and technologies.

Values

To foster excellence in public service through:

Integrity

Uncompromising adherence to the highest standard of values

Innovation

Finding the most effective solution to meet our challenges

Team Spirit

Working together towards the defense of our homeland

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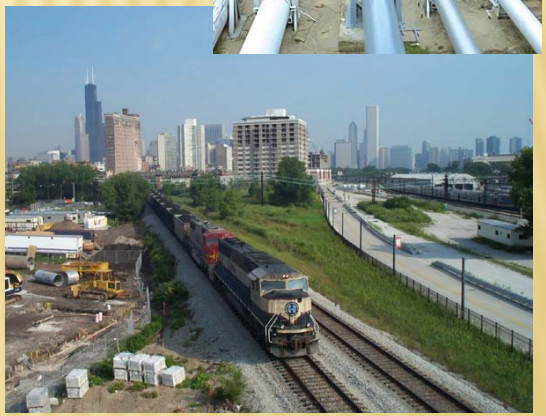
What We Do



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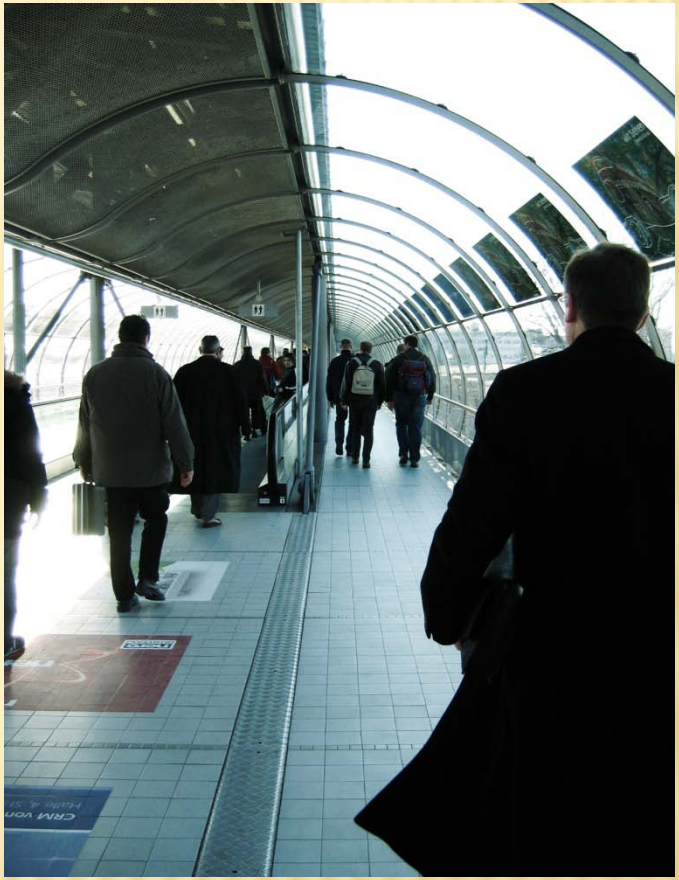
TSA INSPECTION AUTHORITY - ATSA

The Aviation and Transportation Security Act (P.L. 107-71) directs that TSA must be able to inspect at any time to carry out its security-related authorities, including the following authorities in 49 U.S.C. 114(f):

- Assess threats to transportation
- Enforce security-related regulations and requirements
- Inspect, maintain, and test security facilities, equipment, and systems
- Ensure the adequacy of security measures for the transportation of cargo
- Oversee the implementation, and ensure the adequacy, of security measures at airports and other transportation facilities
- Carry out other duties, and exercise such other powers, relating to transportation security as the Assistant Secretary considers appropriate, to the extent authorized by law

TSA's Responsibilities Encompass the U.S. Transportation System

- 452 commercial airports
- 2 million airline passengers daily
- 361 major seaports
- 51,000 ports of call by 7,500 foreign vessels
- 3.9 million miles of public roads
- 120,000 miles of major railroads, 700 million rail freight miles
- 25,000 miles of commercial navigable waterways
- 2.2 million miles of pipelines



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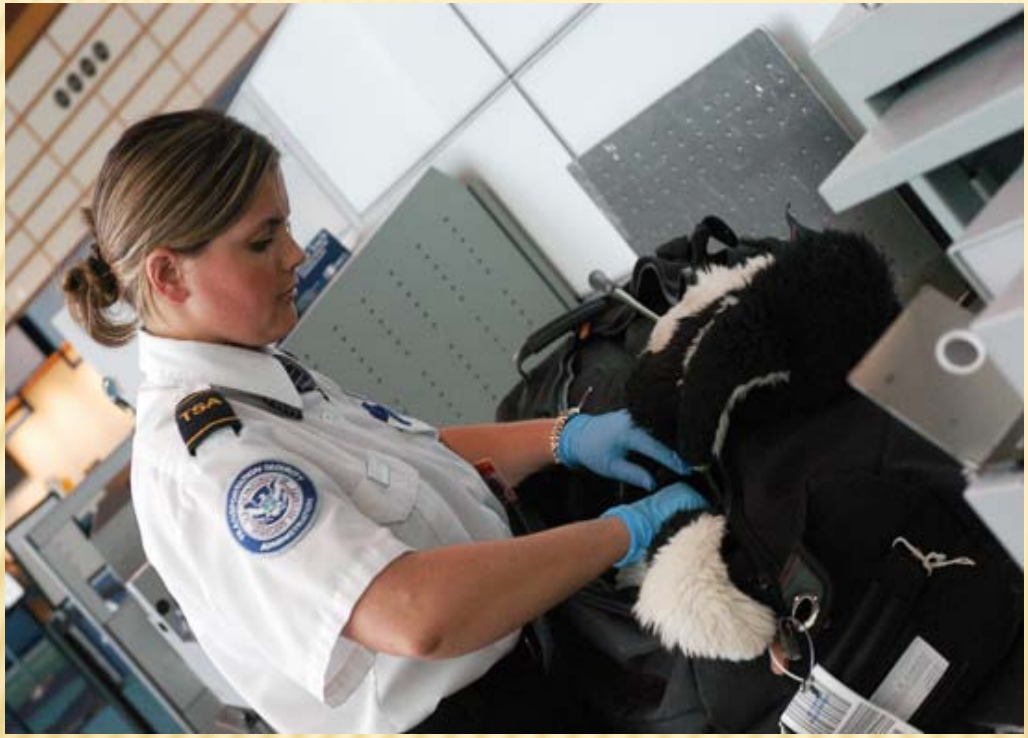
Major Focus Areas of TSA



- Focus on people (travelers, workers, crews, vendors)
- Inspect baggage (checked and carry-on)
- Inspect cargo (on passenger planes and cargo planes)
- Aircraft security
- Airport perimeter security
- Transit, ***rail***, surface transportation

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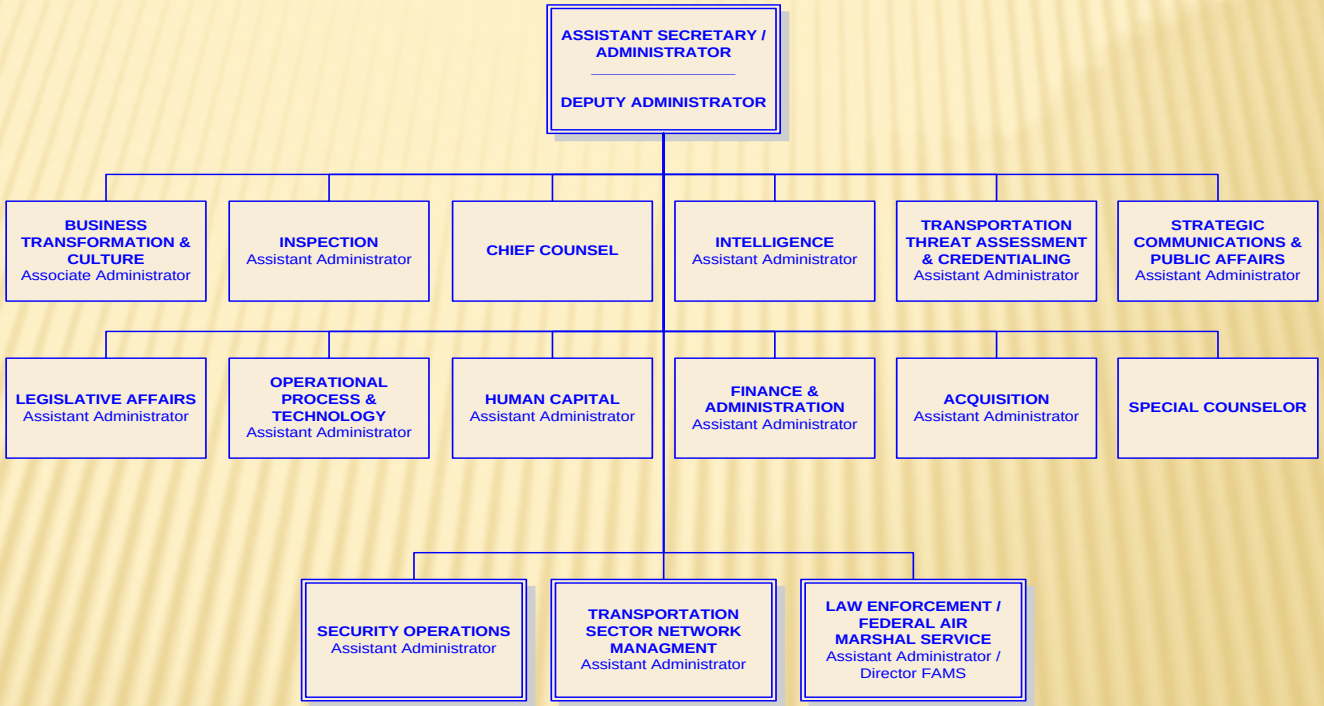
TSA ORGANIZATION CHART

TRANSPORTATION SECURITY ADMINISTRATION



Approved 4/1/2007

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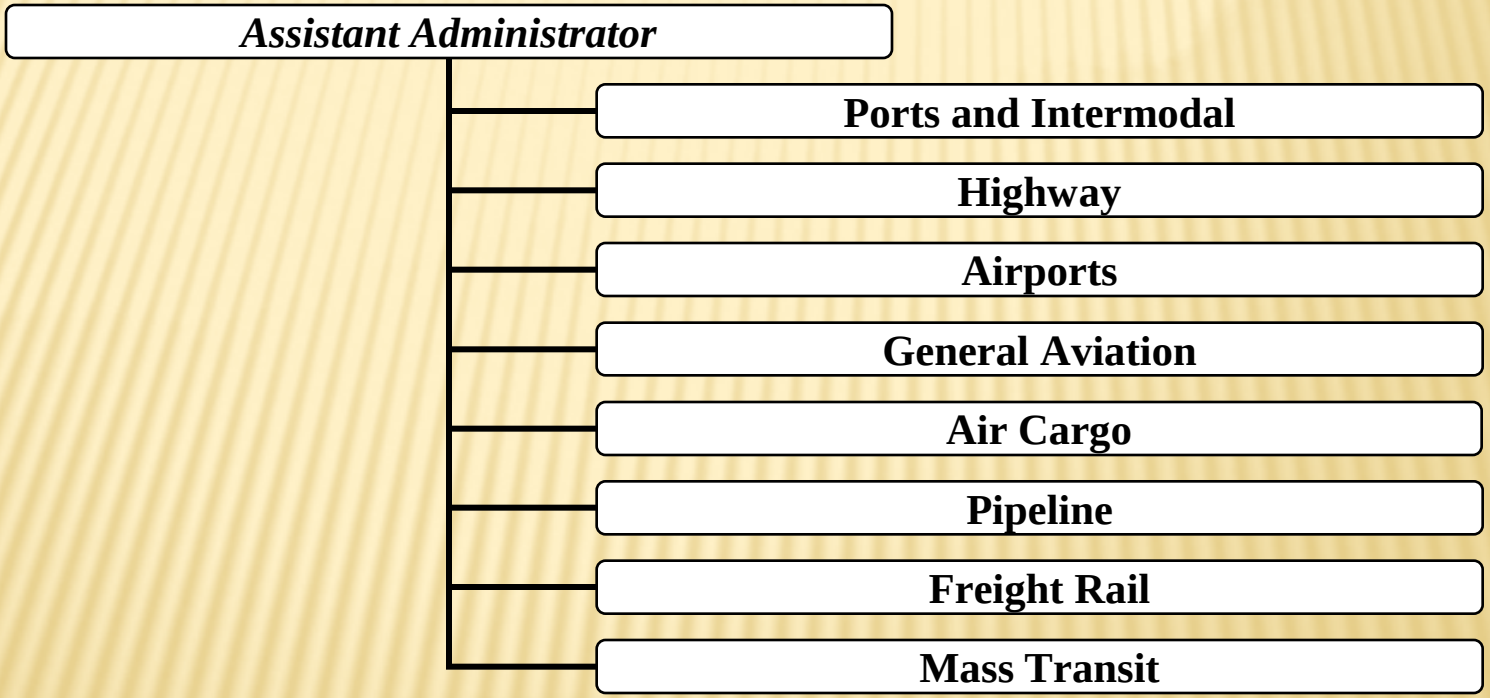
TSA Organization

- **Transportation Sector Network Management**



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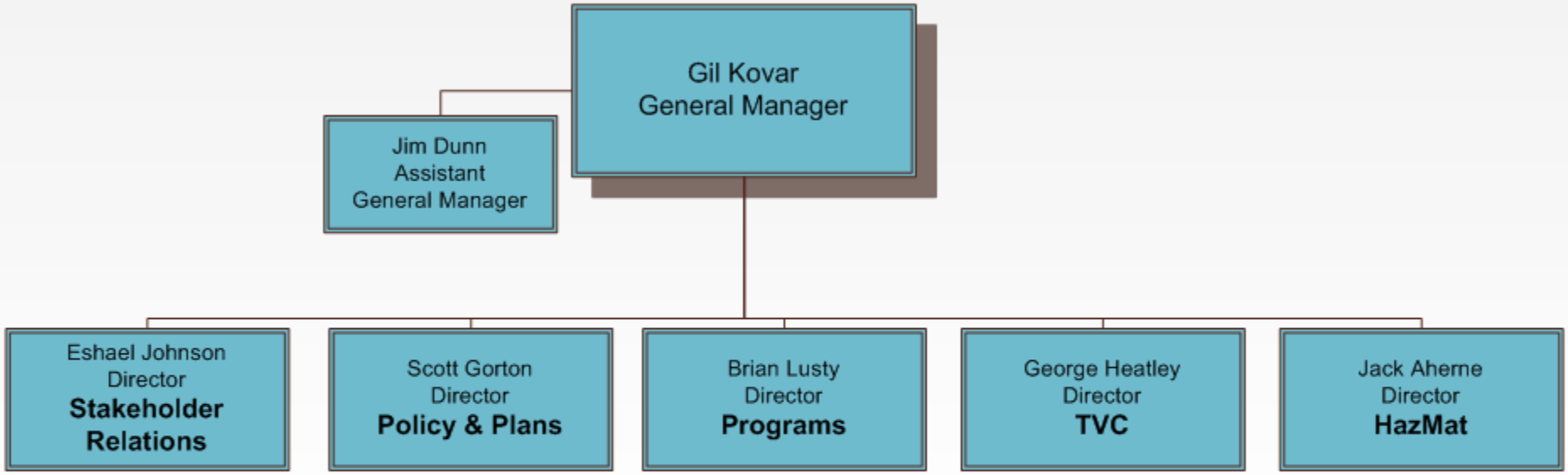
FREIGHT RAIL DIVISION
OFFICE OF TRANSPORTATION SECTOR NETWORK MANAGEMENT



FREIGHT RAIL SECURITY GOALS

- Raise the security baseline
- Reduce the risk associated with the transportation of **T**oxic **I**nhalation **H**azard materials
- Assess freight transportation operations and assets
- Provide and assist in the implementation of security risk mitigation strategies

Freight Rail Security Goals - Continued

Mission

The Transportation Sector Network Management's Freight Rail Division leads the unified National effort to protect and secure the Nation's freight rail system.

Vision

The Freight Rail Division will ensure the secure movement of all cargo on our Nation's freight rail systems and promote the free flow of commerce by working with our public and private sector partners to maintain a secure, resilient and sustainable network.

Strategy

We will accomplish our mission by working with our sector partners through regulatory and collaborative measures applying objectively measured risk reduction methodology to identify gaps and security measures necessary to enhance the freight rail network.

RAIL SECURITY GOAL & STRATEGY FOR TIH

Goal

Achieve a significant reduction in the objectively measured risk of "Toxic-by-Inhalation" rail cargoes by the end of 2008

- Industry agreement achieves DHS goal over two years

Strategy

- Secure chain of custody for TIH shipments
- Minimize standing, unattended TIH cars and trains in HTUA
- Reduce TIH train delays in HTUA
- Establish secure storage area standards for TIH rail cars in HTUA

ON-GOING PROJECTS IN FREIGHT RAIL

- Tank Car Vulnerability and Consequence Study
- Rail Corridor Comprehensive Reviews
- Security Action Items
- Tank Car Tracking
- Training

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SECURITY ACTION ITEMS

- June 2006, DHS/DOT issued industry best practices called "Security Action Items":
  - These 24 practices were distributed to rail carriers and Federal partners
  - Security measures for TIH rail carriers
  - Items address three operational areas: system security, access control and en route security
- Initiated surveys to ascertain industry implementation in September 2006
- Three supplemental Security Action Items agreed upon with industry in November 2006, for a total of 27

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TANK CAR CONSEQUENCE ANALYSIS AND VALIDATION

Mission

To identify a scientific and computer based methodology supported by industry, government and academic community that TSA can use to predict the behavior of a TIH (chlorine) release after an attack on a 90 ton DOT Specification 105J500W tank car in a densely populated urban area.

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RAIL CORRIDOR REVIEWS

- TSA's four step process that identifies operational practices in an HTUA rail corridor that may result in heightened risk
- Comprehensive reviews involve assault planners as well as State and Local officials and their first responders
- Owners and operators participate to assist in identifying mitigation strategies to reduce vulnerabilities

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TANK CAR TRACKING

- Focus of research and study
- FY 2009 Freight Rail Security Grant Program provides grants for TIH tank car owners to equip cars with tracking devices
- Rail Security Rule includes provisions for rail security sensitive material shipment location reporting

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PRESS RELEASE: DHS ANNOUNCES SECURITY STANDARDS FOR FREIGHT RAIL & PASSENGER RAIL

New Regulations Will Ensure Better Tracking and Management of Toxic Materials

WASHINGTON – The U.S. Department of Homeland Security (DHS) announced today regulations aimed at strengthening the security of the nation's freight and passenger rail systems and reducing the risk associated with the transportation of security-sensitive materials.

"By striking a sensible balance of security guidelines with certain regulatory requirements, we're enabling the rail and chemical industries to be stronger partners," said Homeland Security Secretary Michael Chertoff. "The results are sound security measures without excessively burdening owners and operators."

The Rail Security final rule will require freight and passenger rail carriers to designate rail security coordinators and report significant security concerns to the Transportation Security Administration (TSA). The rule also will codify TSA's broad inspection authority. For freight rail, the rule will ensure the positive handoff of security-sensitive materials as well as establish security protocols for custody transfers of security-sensitive material rail cars between receivers of these materials that are located in high threat urban areas, shippers of these materials, and rail carriers.

To raise the level of security in the freight rail transportation sector ahead of the final rule, both TSA and the U.S. Department of Transportation (DOT) developed security action items, along with the freight rail industry, to reduce the risk associated with the transportation of Poisonous by Inhalation (PIH) materials. These measures have resulted in an overall risk reduction of more than 60 percent, well above the target reduction of 50 percent. PIH materials are potentially harmful and include essential chemicals like chlorine and anhydrous ammonia. PIH materials represent less than one percent of all hazardous materials rail shipments.

The freight rail provisions of the rule will address the transport of security-sensitive materials by rail, from start to finish, including shipment handoffs, secure areas for transfers, and reporting of shipment locations to TSA.

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