Transit & Passenger Rail Security

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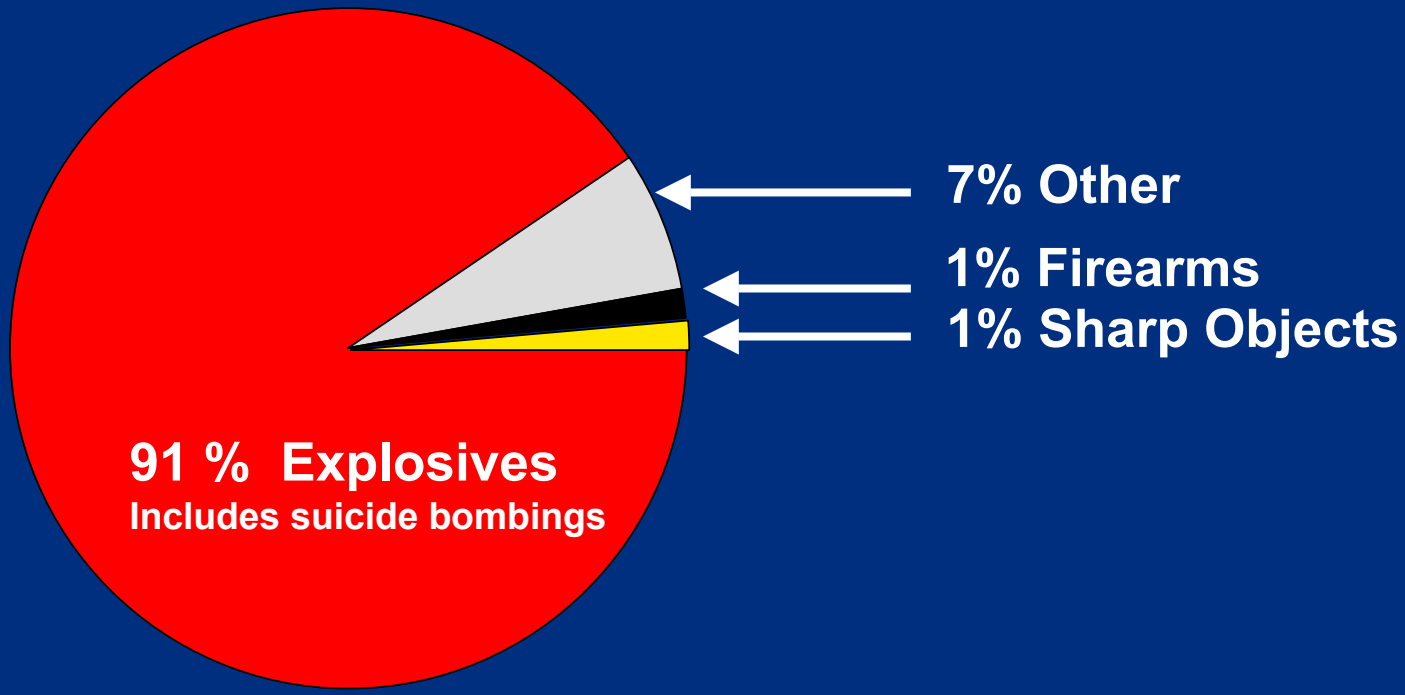
Transportation Security Administration

Recent Worldwide Terrorist Attacks on Rail



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TSA Takes Action

- Immediately after the Madrid bombings, a TSA team devised a list of options.
- TSA's menu of options included:
  - Issue Security Directives and Advisories
  - Perform Baggage and Carry-on Screening
  - Generate Mass Transit Vulnerability Assessment Tool
  - Provide Public and Private Awareness Training
  - Facilitate TSWG Rail Inspection Guide
  - Explore Technology Enhancements
  - Develop Passenger Monitoring Techniques.

Transit/Rail Inspection Pilot (TRIP):

Phase I, New Carrollton, Maryland

- Tested feasibility of screening passenger luggage and carry-on bags for explosives in conjunction with Amtrak and the Maryland Area Rail Commuter (MARC)

Phase II, Union Station, Washington, DC

- Tested explosives screening equipment and process for checked baggage, left-behind packages, luggage, and cargo

Phase III, Shore Line East, Connecticut

- Tested a mobile screening railcar to screen passengers and carry-on baggage

TRIP I

Transit Rail Inspection Pilot (TRIP I)

Phase 1: New Carrollton, MD
(May − June 2004)

- Partnered with DOT, Amtrak, MARC, and Washington, DC's Metro
- Tested feasibility of screening luggage and carry-on bags for explosives in conjunction with Amtrak and MARC.

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Trip Phase I Results

- Between May 4-26, 8835 passengers and 9875 pieces of baggage were screened
- 90% of customer comment cards received indicated support for and satisfaction with the screening process
- Passengers were highly receptive to the screening process
- Screening did not adversely impact operations

TRIP II

Transit Rail Inspection Pilot (TRIP II)

Phase II: Union Station, Washington, DC (June – July, 2004)

- Determined operational suitability of explosives screening technology
- Tested explosives screening equipment and process for checked baggage, unclaimed bags, and left-behind packages and luggage.

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TRIP Phase II Results

- Screening occurred between June 7 and July 5. Totals for screened items: 3,817 checked bags, 3,997 temporarily stored personal items, 527 unclaimed bags, and 253 items of drop-off cargo

- Screening time for each of the temporarily stored personal items- 29 seconds

- Screening did not adversely impact station operations

TRIP III

Transit Rail Inspection Pilot (TRIP III)

Phase III: New Haven, CT

(July– August, 2004)

- Tested a mobile screening railcar for passenger and carry-on screening on the Shore Line East Commuter Rail stopping in small New England towns.
- Determined the operational suitability of technology installed in a rail car for the screening of passengers while the rail car is in transit.

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Trip III Results

- Screening began on July 19. During the 25 days of the pilot, 5817 passengers and 6297 carry-on items were screened
- 91% of customer comment cards received indicated support for and satisfaction with the screening process
- Passengers were highly receptive to the screening process
- Screening did not adversely impact operations

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Rail Screening Option Menu

- TRIP I — Medium-Large Train Stations (Interior/Exterior)
- TRIP II — Medium-Large Train Stations (Interior)
  - Portable
  - Fast implementation
  - Implemented: √ Republican National Convention **(Penn Station, New York City — 2004)**
    √ Presidential Inauguration **(Union Station, Washington, DC — 2005)**
- TRIP III — Small Stations (Onboard Train)

Conclusions as a Result of TRIP

- Off-the-shelf and emerging screening technology works
- Easy to implement screening for passengers, baggage, some cargo, and temporarily stored rail items
- Did not impact customers
  - Satisfaction rate high
  - Enthusiastic support to enhance rail security
- Screening on moving train feasible

Lessons Learned from TRIP

- Screening process was effective with minimal customer inconvenience.
- Congressional, media, and passenger support for TRIP was extremely positive.
  - DHS/TSA credited for addressing perceived risk.
- Available and emerging technologies can screen for explosives.
- TSA collaboration with rail systems and DOT was key to success.
- Early and frequent screener participation in equipment and process design is critical.
- LEO presence at screening site is essential.

Potential Drawbacks

- Costs
  - Large number of rail stations to cover
  - Costs in equipment and personnel
- Restrictions associated with the physical configuration of rail stations
  - Screening not a consideration when most existing stations built
- Need to avoid interfering with the free flow of passengers and cargo
  - Screening equipment not compatible with large passenger volumes

Additional Tests

1. Port Authority Trans-Hudson (PATH)

   Phase I – Feb 6 – March 1, 2006

   - Jersey City, NJ - Exchange Place Rail Station
   - X-ray baggage machines, walk-through metal-detectors, and other screening devices (explosive trace detection)
   - Pilot program in early stages of planning

2. Mobile Explosive Passenger & Baggage Screening Container
   - Pilot program in early stages of planning
   - Will test portable screening container concept

Additional Efforts

- TSA has augmented the explosive detection capability for 10 critical transit agencies by providing funding, training, and management of the 30 canine teams from the National Explosives Detection Canine Training Program
- TSA is in the process of establishing pilot programs to evaluate the performance of hand-held and table-top explosives and trace detection scanners in a transit and passenger rail environment
- TSA in partnership with other governmental agencies supports a successful Transit Watch Program, hosts regular Safety & Security Roundtables for the security coordinators and safety directors of the largest transit agencies, and participates in regional Connecting Communities Emergency Response and Preparedness training workshops

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