

Ensuring the Safety and Security of the Nation's Public Transportation Systems

In the year since the tragic events of September 11, 2001, the Federal Transit Administration (FTA) has made it a priority to help communities become better prepared to respond to emergency situations. As part of this effort, FTA launched an ambitious 5-part security initiative, the framework of which is based on a systems approach to improving security in any transit system. The elements include: (1) In-depth security assessments, (2) development of plans to address deficiencies, (3) testing the plans in realistic situations, (4) training employees to understand and implement the plan, and (5) undertaking research to enhance human capabilities.

Upgrading Transit Security. Over the past year, teams of experts in security, anti-terrorism, and transit have conducted security assessments of 36 public transit systems across the country using a proven threat and vulnerability assessment methodology. FTA first focused on the Nation's high risk/high consequence transit assets—transit systems with tunnels and stations where large numbers of people converge and where an attack would cause the greatest disruption to transportation services. Each assessment identified high risk and high consequence assets, evaluated security gaps, made recommendations to reduce security risks to acceptable levels, educated transit agencies on threat and vulnerability analysis, and reviewed agencies' emergency response plans, particularly their degree of coordination with emergency responders throughout the region. Included in the 36 assessments were three commuter rail systems, which FTA assessed in collaboration with the Federal Railroad Administration (FRA).

Based on the findings of these assessments, FTA is deploying emergency response planning and technical assistance teams to 60 transit agencies to help them develop and update their security response plans, develop agency-specific protocols to respond to different Department of Homeland Security threat levels, conduct training needs assessments, and develop agency-specific security awareness materials for employees and customers. The goal is to ensure that security is as integrally woven into all facets of system operations as has been done with safety in recent years. FTA has completed the pilot phase of this project with three transit agencies and will send teams to at least 30 transit agencies by the end of Fiscal Year 2003. These agencies were identified in conjunction with the FBI, which has assisted FTA in prioritizing and targeting our resources based on intelligence information about threats and vulnerabilities.

Transit Employee Security Training. The FTA security assessments reinforced a lesson learned from transit colleagues in New York and Washington on 9/11—there is no substitute for security awareness and emergency preparedness training for transit employees. America's transit environments are inherently open and accessible, which means we must rely on and

cultivate human capabilities to deter, detect, mitigate, and respond to security threats.

The 400,000+ transit employees throughout America are the "eyes and ears" of our most important security system. They are in the best position to identify unusual packages, suspicious substances, and people who are acting suspiciously. But they need to acquire skills in what to look for and how to respond, skills that can be acquired through rigorous emergency planning, regular emergency testing and drills, and extensive training.

To ensure that such training is available, FTA has partnered with the Transportation Safety Institute (TSI) and the National Transit Institute (NTI) to expand course offerings on security to a broader audience. FTA, in conjunction with NTI, has also launched an aggressive nationwide schedule to deliver comprehensive security awareness courses targeted to front-line transit employees and supervisors free of charge. Course offerings include security planning, weapons of mass destruction, bus and rail hijacking, and crime prevention through environmental design.

Over the next several months, FTA also plans to launch a new program, including training materials, posters, pocket cards, brochures, and other materials to teach and remind transit workers about what to look for, how to respond to a threat, and whom to notify. FTA will be working with industry stakeholders, including transit unions, to leverage the work they have done in this area to develop and deliver these materials.

Emergency Response Capability. Full-scale drills reinforce emergency response procedures and help communities work out specific details and back-up plans. Effective response must be an anti-terrorism tool. To be ready to respond, transit agencies need written emergency response plans that include a unified command structure, and the must conduct realistic drills that are specific to their own operations. To assist in this effort, FTA has awarded 93 grants to fund emergency response drills. One important condition of these grants is that the drills must include the participation of local and regional police, fire, and emergency response agencies.

In addition to providing grants for emergency response drills that include these important community responders, FTA is taking the lead to bring these key players together at emergency response forums around the country. With the eager participation and support of elected officials and emergency response organizations, FTA is conducting 17 "Connecting Communities Emergency Preparedness and Security Forums" around the country to promote regional collaboration and coordination among emergency service responders and transit agencies. In the eight 2-day forums held through September 2002, more than 1,200 transit leaders, law enforcement, fire, and medical re-

sponse personnel have begun or continued the important process of building relationships and collaborative plans for emergency response.

Intelligence and Information Sharing. Another important finding was that timely and specific sharing of threat information and intelligence is needed at both the national and local levels. To establish this information flow at the local level, FTA worked with the FBI to create collaborative relationships among transit agencies, local FBI officials, and members of the Joint Terrorism Task Force.

FTA has also strengthened its communications link with the 100 largest transit agencies whose passengers account for an estimated 90% of all transit riders in the nation. This system was activated when the Department of Homeland Security recently raised the threat warning level to "Orange" and FTA sent out an advisory to transit agencies with a list of specific measures they should consider in the context of their own system operations. In addition, the FTA Regional Offices have established liaisons to the largest transit agencies and would, in the event of a catastrophic transit incident, act as an information link between the Department of Transportation and the transit agency.

In addition, FTA is continuing to work with the transit industry and the intelligence community to establish a means for sharing threat and intelligence information concerning transit. The goal is to create a communications network that disseminates alerts as well as collects information from various transit agencies, thereby providing a means to identify patterns and trends and share such analysis with the industry.

Technology Development and Deployment. The assessments also confirmed that technology can play an important, but not exclusive, role in transit Security. FTA continues to assist transit agencies in the area of technology by continuing its programs to identify and adapt security technologies developed by other agencies and industries. Notably, as part of its security initiative, FTA has accelerated development of Project PROTECT, a chemical detection system for use in subways that was prototyped in the Washington, DC, Metro system. Testing of PROTECT is currently being expanded into an older transit system in order to evaluate its usefulness in alternative environments. FTA has collaborated with many agencies, including the Department of Defense, Department of Energy, and the Transportation Research Institute to identify promising technologies that may be applicable to transit systems, and will continue to do so.

Ferry Hijacking Provides Dry Run at Rescue Attempt. At times, a simulated ferry hijacking staged in Puget Sound last December looked reasonable authentic. It was actually a training exercise funded by a \$50,000 grant from the Federal Transit Administration and was designed to test emergency responses to a hijacking. Participating agencies included the State Patrol,

Coast Guard, Navy, Seattle and Bainbridge Island police, Kitsap Sheriff's Office, and the state ferry system.

During the drill, armed "terrorists" boarded the ferry Quinalt as it sailed west of Seattle, pointed prop guns at fearful "hostages," and tried to talk tough (the dialogue was improvised). The players broke character more than once. "My finger's getting awfully itchy, mister," one terrorist bellowed at a handcuffed state trooper who did his best to look concerned. Above, in the ferry's bridge, Sergeant Randy Drake of the Washington State Patrol acted the part of a lefty peacenik terrorist, negotiating via cellular phone. "You're talking to Ranal Usama, Leader of the ..." he said and paused to check a sheaf of notes. "Leader of the American People for Peace Organization. Who's this?" After trading a few barbs with the negotiator, Drake hung up and turned to one of his terrorist cohorts. He said his next step was going downstairs and shooting somebody, but someone reminded him that the script called for terrified passengers to jump overboard. Then someone else said it was time to break for lunch. "Lunches in the middle of a hostile takeover?" Drake said. "It's that union terrorist thing," his cohort replied. Drake smiled and shrugged.

The drill was designed to test emergency response to a hijacking. Captain Mark Couey, leader of the State Patrol's investigative assistance division, said the hijacking simulation was the largest exercise his agency has conducted since training began six years ago. Coordination included handling a horde of eager reporters. They wanted to know every detail of the hijacking before it occurred. "We've got too many observers," Couey said as the terrorists, hostages, and media dug into box lunches full of sandwiches and canned potato chips. "Kind of muddles it up. Couey said the exercise would reveal potential weaknesses in emergency response plans. Success would be measured by few injuries and casualties.

The next stage of the drill was the stunt of the day. A state patrol SWAT team would board the moving ferry from a moving boat. The strategy was anything but sneaky. The boat's approach took at least 20 minutes. Everyone on board could see it, including the TV crew that hunched a few feet away from the boarding ladder. Some cynical observers thought the small SWAT team boat looked a little vulnerable in the choppy waters. Couey said a helicopter drop was another option, with a team dropping down on roped. It's been done in other simulations, he said, but they wanted to see how difficult boarding in water would be. It took a while, probably too long Couey admitted after the drill was complete, the terrorists subdued, and the hostages freed.

Two state troopers who played hostages on board said the exercise revealed how easy it would be for an organized group to hijack a ferry, which typically has only two troopers to watch hundreds of passengers. The Quinalt's capacity is 800 people.

Talk of “Packages” Led U. S. to Raise Terror Alert Level. Messages from suspected terrorists about delivering “packages” to American soil led officials to raise the country’s terror alert status. The mention of a “package” in several intercepted conversations alarmed U. S. intelligence analysts because al Qaeda has used the term in the past as code for bomb material. U. S. officials concluded that al Qaeda might be planning “dirty bomb” attacks—laced with radiological, chemical, or biological materials. Testifying before the Senate Intelligence Committee, CIA Director George Tenet said recent intercepts involved more than the sort of “idle chatter” that has prompted past terror alerts. “It is the most specific we have seen, and it is consistent with both our knowledge of al Qaeda doctrine and our knowledge of plots this network, and particularly its senior leadership, has been working for years.

al Qaeda and Affiliated Groups Continue to Enhance Their Capabilities to Conduct CBRN Attacks. Presently, al Qaeda and associated groups possess at least a crude capability to use chemical, biological, and radiological agents and devices in their attacks. Several al Qaeda affiliated cells have attempted to carry out attacks in Europe with easily produced chemical and biological toxins. While these attacks are best suited for assassination and small-scale dispersal, they can potentially cause hundreds of casualties and widespread panic if used in multiple simultaneous attacks. Information indicates that the group has experimented with procedures for making blister (mustard) and nerve (sarin and VX) chemical agents. Most CBRN threats represent an inhalation or contact hazard. To minimize further contamination, individuals who come in contact with an unusual substance should cover their mouths with a cloth while leaving the area, avoid touching surfaces, and wash their hands thoroughly. The Chemical, Biological Radiological (CBR) Incident Handbook is intended to supply information to first responders for use in making a preliminary assessment of a situation when a possible chemical, biological agent, or radiological material is suspected. The CBR Incident Handbook can be downloaded from the Central Intelligence Agency Public Interest Site at http://www.cia.gov/cia/publications/cbr_handbook/cbrbook.htm.

Transit Cooperative Research Program Reports. The following 2-volume report is available from the Transit Cooperative Research Program (TCRP). *Public Transportation Security: Volume 1, Communication of Threats: A Guide*, and *Volume 2: K-9 Units in Public Transportation: A Guide for Decision Makers*. A second report, *Deterrence, Protection, and Preparation: The New Transportation Security Imperative, Special Report 270*, is available from the Transportation Research Board (TRB). Published reports of TRB and TCRP are available from the Transportation Research Board, National Research Council, 2101 Constitution Avenue, N.W., Washington, DC 20418 and can be ordered on the Internet at www.national-academies.org/trb/bookstore.

Reference Site for Force Protection/Antiterrorism. Information on the following subjects can be found at http://www.tswg.gov/tswg/prods_pubs/prods_pub.htm.

Best Practices for Seizing Electronic Evidence. A 24-page illustrated and laminated pocket guide which provides a basic understanding of key procedural, technical, and legal factors regarding searching and seizing computers, security systems, and electronic storage devices and media of all kinds, as well as how to trace Internet E-mail.

Bomb Threat Standoff Card. Provides information on the safe distance a responding law enforcement bomb squad or other first responder must evacuate people away in order to escape injury from a suspected improvised explosive device (bomb) of the sizes and conditions listed.

**Vehicle Inspection Checklist Training Support Package.* A complete instructional support package for training security personnel to inspect vehicles utilizing the Vehicle Inspection Checklist.

**Small Watercraft Inspection Guide.* An 89-page guide for determining various indicators of suspect hidden Improvised Explosive Devices (IEDs) on a range of vessel types, recognition of typical representative IED types, and has a training section for recognition of explosives and IED types. Also useful for inspecting small vessels for any contraband.

**Damage and Injury Card Set.* Developed to aid security professionals in quickly estimating the effects of a bomb on a structure and personnel within the structure. It consists of a set of cards illustrating damage and injury predictions for various types of explosive devices and charge weights. It predicts resulting effects for wooden structures, unreinforced masonry, reinforced masonry, reinforced concrete, steel frame and masonry, steel prefabricated, and glass and steel frame buildings. It includes a chart on window breaking effects and points of contact for structural hardening experts in seven Federal agencies.

Robot Technology Assessment. A reference for the law enforcement and bomb disposal community on low cost robots that are able to perform a wide variety of missions. This report details the results of market research conducted to assess the performance and cost requirements for robot systems.

Guidelines for Emergency First Responders. TSWG (Technical Support Working Group) and the National Institute of Justice have developed a number of Guidelines for First Responders to assist in the selection of detectors, personal protective equipment and communications equipment for use in responding to

*Available only to Federal, State, and local government users.

terrorism. These guidelines, in draft, include the following and are available for viewing and downloading at: <http://www.ojp.usdoj.gov/nij/new.htm#firstresponder>.

Emergency Response Publications Available from the Government Printing Office. Features TSWG publications along with a number of others and a special section on ordering restricted TSWG documents: <http://bookstore.gpo.gov/eresponse.html>.

Community Links. *Community Links* is a publication of the Community Policing Consortium of the Department of Justice COPS Program. It is available free. For a subscription, send your name, title, and agency and your address by E-mail to nsapubs@communitypolicing.org, by Fax at 202, 833-9295, or call 1-800, 833-3085.

Are You Ready? A Guide to Citizen Preparedness. This publication brings together facts on disaster survival techniques, disaster-specific information, and how to prepare for and respond to both natural and man-made disasters. As the most comprehensive guide to personal emergency preparedness published by the Federal Emergency Management Agency (FEMA), *Are You Ready?* will help individuals prepare themselves and their families for disaster. Revised in September 2002, it provides a step-by-step outline on how to prepare a disaster supply kit, emergency planning for people with disabilities, how to locate and evacuate to a shelter, and even contingency planning for family pets. Man-made threats from hazardous materials and terrorism are also treated in detail. The guide describes opportunities for every citizen to become involved in safeguarding neighbors and communities through FEMA's Citizen Corps (www.citizencorps.gov) initiative, Community Emergency Response Team training program. Copies of *Are You Ready?* are available through the FEI Publications Warehouse (1-800, 480-2520), FEMA Publication H-34. For large quantities, your organization may reprint the publication (see FEMA's reprint page for more information).

Meetings

3/3-7/03 Hands-on Computer Crime Investigator Course, Richmond, VA, University of Richmond Police Department, Internet Crimes, Inc. (800, 213-4326; www.internetcrimes.com)

3/11/03 Substance Abuse Training Session: Regulatory Review and Best Practices, Hickory, NC, Federal Transit Administration (617, 494-3798; whalley@volpe.dot.gov)

3/24/03 Substance Abuse Training Session: Regulatory Review and Best Practices, Philadelphia, PA, Federal Transit Administration (617, 494-3798; whalley@volpe.dot.gov)

4/13-16 American Public Transportation Association Commuter Rail Conference, Chicago, IL (202, 496-4800)

29-5.2 New Jersey Emergency Preparedness Conference, Atlantic City, NJ (www.njepa.org/conference.htm)

5/4-8/03 American Public Transportation Association Bus Conference, Milwaukee, WI (202, 496-4800)

5/7/03 Substance Abuse Training Session: Regulatory Review and Best Practices, Beloit, WI, Federal Transit Administration (617, 494-3798; whalley@volpe.dot.gov)

5/12-15/03 Countering Terrorism Conference—Worldwide War on Terrorism: Continuing Threats, Continuing Lessons, Tampa, FL, Office of Personnel Management Development Center (870, 870-8008)

5/13/03 Substance Abuse Training Session: Regulatory Review and Best Practices, Fort Worth, TX, Federal Transit Administration (617, 494-3798; whalley@volpe.dot.gov)

6/2-6/03 Criminal Intelligence and the War Against Terrorism, Seattle, WA, American Association of Railroads Operations Center—Rail Alert Network (www.leiu2003seattle.org)

6/7-12/03 American Public Transportation Association Rail Conference, San Jose, CA (202, 496-4800)

6/15-18/03 Symposium on Nuclear, Biological, and Chemical Threats: A Crisis Management Challenge, Jyväskylä, Finland (www.vtt.fi/aut/rrn/spt/index1.htm)

6/11-16-03 American Public Transportation Association Annual Meeting, Salt Lake City, UT (202, 296-4800)

7/23-25/03 GOVSEC 2003: The Government Security Expo and Conference, Washington, DC (703, 522-1820; Fax: 522-1885; www.p2-hwmconference.com)

10/11-16/03 American Public Transportation Association Annual Meeting, Salt Lake City, UT (202, 496-4800)

10/21-25/03 110th Annual International Association of Chiefs of Police Conference: Law Enforcement Education and Technology Exposition, Philadelphia, PA (800, THE IACP; www.theiacp.org)

Training

3/5/03 Transit Explosives Incident Management Seminar, Chicago, IL, Federal Transit Administration and Transportation Safety Institute (800, 858-2107, or 405, 954-3682; Fax: 954-0367; www.tsi.dot.gov)

3/6/03 Transit Explosives Incident Management Seminar, Chicago, IL, Federal Transit Administration and Transportation

Safety Institute (800, 858-2107, or 405, 954-3682; Fax: 954-0367; www.tsi.dot.gov)

3/10-14/03 Transit System Security, Cleveland, OH, Federal Transit Administration and Transportation Safety Institute (800, 858-2107, or 405, 954-3682; Fax: 405, 954-0367; www.tsi.dot.gov)

3/17-18/03 Response to Weapons of Mass Destruction, Pomona, CA, Federal Transit Administration and Transportation Safety Institute (800, 858-2107, or 405, 954-3682; Fax: 405, 954-0367; www.tsi.dot.gov)

3/19/03 Threat Management and Emergency Response to Bus Hijacking Seminar, Santa Barbara, CA, Federal Transit Administration and Transportation Safety Institute (800, 858-2107, or 405, 954-3682; Fax: 954-0367; www.tsi.dot.gov)

3/20/03 Threat Management and Emergency Response to Bus Hijacking Seminar, Santa Barbara, CA, Federal Transit Administration and Transportation Safety Institute (800, 858-2107, or 405, 954-3682; Fax: 954-0367; www.tsi.dot.gov)

3/24-27/03 Effectively Managing Transit Emergencies, Atlanta, GA, Federal Transit Administration and Transportation Safety Institute (800, 858-2107, or 405, 954-3682; Fax: 954-0367; www.tsi.dot.gov)

3/26-27/03 Substance Abuse Management and Program Compliance, Concord, CA, Federal Transit Administration and Transportation Safety Institute (800, 858-2107, or 405, 954-3682; Fax: 405, 954-0367; www.tsi.dot.gov)

4/7-11/03 Transit System Security, Toronto, Ontario, Federal Transit Administration and Transportation Safety Institute (800, 858-2107, or 405, 954-3682; Fax: 954-0367; www.tsi.dot.gov)

4/7-11/03 Field Management of Chemical and Biological Casualties, Aberdeen Proving Ground, MD, Casualty Care Division, USAMRICD (401, 436-2230/3393; Fax: 436-3086; ccc@apg.amedd.army.mil)

4/14-17/03 Effectively Managing Transit Emergencies, St. Louis, MO, Federal Transit Administration and Transportation Safety Institute (800, 858-2107, or 405, 954-3682; Fax: 954-0367; www.tsi.dot.gov)

4/16/03 Threat Management and Emergency Response to Rail Hijackings Seminar, Boston, MA, Federal Transit Administration and Transportation Safety Institute (800, 858-2107, or 405, 954-3682; Fax: 954-0367; www.tsi.dot.gov)

4/17/03 Threat Management and Emergency Response to Rail Hijackings Seminar, Boston, MA, Federal Transit Admini-

stration and Transportation Safety Institute (800, 858-2107, or 405, 954-3682; Fax: 954-0367; www.tsi.dot.gov)

4/23/03 Threat Management and Emergency Response to Rail Hijackings Seminar, Minneapolis, MN, Federal Transit Administration and Transportation Safety Institute (800, 858-2107, or 405, 954-3682; Fax: 954-0367; www.tsi.dot.gov)

4/24/03 Threat Management and Emergency Response to Rail Hijackings Seminar, Minneapolis, MN, Federal Transit Administration and Transportation Safety Institute (800, 858-2107, or 405, 954-3682; Fax: 954-0367; www.tsi.dot.gov)

5/3-8 Medical Management of Chemical and Biological Casualties, Fort Dietrick, MD, Chemical Casualty Care Division (410, 436-2230-3393; Fax: 436-3086; ccc@apg.amedd.army.mil; <http://ccc.apgea.army.mil/>)

5/5-8/03 Effectively Managing Transit Emergencies, El Paso, TX, Federal Transit Administration and Transportation Safety Institute (800, 858-2107, or 405, 954-3682; Fax: 954-0367; www.tsi.dot.gov)

5/5-9/03 Transit System Security, Detroit, MI, Federal Transit Administration and Transportation Safety Institute (800, 858-2107, or 405, 954-3682; Fax: 954-0367; www.tsi.dot.gov)

5/12-15 Worldwide War on Terrorism: Continuing Threats, Continuing Lessons, Tampa, FL, Office of Personnel Management Development Center (304, 870-8088; www.leadership.opm.gov/content)

5/15-16/03 Crime Prevention Through Environmental Design, El Paso, TX, Federal Transit Administration and Transportation Safety Institute (800, 858-2107, or 405, 954-3682; Fax: 954-0367; www.tsi.dot.gov)

6/2-5/03 Effectively Managing Transit Emergencies, Boston, MA, Federal Transit Administration and Transportation Safety Institute (800, 858-2107, or 405, 954-3682; Fax: 954-0367; www.tsi.dot.gov)

6/2-6/03 Transit System Security, El Paso, TX, Federal Transit Administration and Transportation Safety Institute (800, 858-2107, or 405, 954-3682; Fax: 954-0367; www.tsi.dot.gov)

6/16-20/03 Transit System Security, Long Beach, CA, Federal Transit Administration and Transportation Safety Institute (800, 858-2107, or 405, 954-3682; Fax: 954-0367; www.tsi.dot.gov)

6/17-18/03 Crime Prevention Through Environmental Design Seminar, Chicago, IL, Federal Transit Administration and Transportation Safety Institute (405, 954-3682; or 800, 858-2107; Fax: 954-0367; www.tsi.dot.gov)

6/18-19/03 Substance Abuse Management and Program Compliance, Tampa, FL, TX, Federal Transit Administration and Transportation Safety Institute (800, 858-2107, or 405, 954-3682; Fax: 954-0367; www.tsi.dot.gov)

6/25/03 Threat Management and Emergency Response to Bus Hijacking Seminar, South Bend, IN, Federal Transit Administration and Transportation Safety Institute (405, 954-3682; or 800, 858-2107; Fax: 954-0367; www.tsi.dot.gov)

6/26/03 Threat Management and Emergency Response to Bus Hijacking Seminar, South Bend, IN, Federal Transit Administration and Transportation Safety Institute (405, 954-3682; or 800, 858-2107; Fax: 954-0367; www.tsi.dot.gov)

7/7-10/03 Effectively Managing Transit Emergencies, Long Beach, CA, Federal Transit Administration and Transportation Safety Institute (405, 954-3682; or 800, 858-2107; Fax: 954-0367; www.tsi.dot.gov)

7/21-25/03 Transit System Security, Austin, TX, Federal Transit Administration and Transportation Safety Institute (405, 954-3682; or 800, 858-2107; Fax: 954-0367; www.tsi.dot.gov)

7/23-24/03 Crime Prevention Through Environmental Design, Atlanta, GA, Federal Transit Administration and Transportation Safety Institute (800, 858-2107, or 405, 954-3682; Fax: 405, 954-0367; www.tsi.dot.gov)

8/5/03 Threat Management and Emergency Response to Bus Hijacking Seminar, Colorado Springs, CO, Federal Transit Administration and Transportation Safety Institute (405, 954-3682; or 800, 858-2107; Fax: 954-0367; www.tsi.dot.gov)

8/6/03 Threat Management and Emergency Response to Bus Hijacking Seminar, Colorado Springs, CO, Federal Transit Administration and Transportation Safety Institute (405, 954-3682; or 800, 858-2107; Fax: 954-0367; www.tsi.dot.gov)

8/11-14/03 Effectively Managing Transit Emergencies, Fairfax, VA, Federal Transit Administration and Transportation Safety Institute (405, 954-3682; or 800, 858-2107; Fax: 954-0367; www.tsi.dot.gov)

8/18-22/03 Transit System Security, Atlanta, GA, Federal Transit Administration and Transportation Safety Institute (405, 954-3682; or 800, 858-2107; Fax: 954-0367; www.tsi.dot.gov)

9/9-13/03 Field Management of Chemical and Biological Casualties, Aberdeen Proving Ground, MD, Chemical Casualty Division (401, 436-2230/3393; Fax: 436-3085; ccc@apg.amedd.army.mil)

9/10/03 Transit Explosives Incident Management Seminar, Portland, OR, Federal Transit Administration and Transportation Safety Institute (405, 954-3682; or 800, 858-2107; Fax: 954-0367; www.tsi.dot.gov)

9/11/03 Transit Explosives Incident Management Seminar, Portland, OR, Federal Transit Administration and Transportation Safety Institute (405, 954-3682; or 800, 858-2107; Fax: 954-0367; www.tsi.dot.gov)

9/22-26/03 Field Management of Chemical and Biological Casualties, Aberdeen Proving Ground, MD, Chemical Casualty Division (401, 436-2230/3393; Fax: 436-3085; ccc@apg.amedd.army.mil)

FTA Safety and Security Web Site. For the latest on safety and security in transit, visit our web site at www.fta.dot.gov and click on *Safety and Security*.

Safety and Security Newsletter via E-mail. If you prefer to receive this Newsletter via E-mail, please contact me at the E-mail address shown below.

Let Us Hear From You. If you have any activities that would be of interest regarding transit security, a staff member whom you want to commend for some outstanding or heroic action, or just about anything dealing with transit security, please let us hear from you. Fax your material to the number below—we will find a place for it in the newsletter.

Address Corrections. If you note any inaccuracies on the address label, please fax or E-mail corrections to the number below along with your phone and Fax numbers and E-mail address.

Note: Information for this newsletter may be sent to Edith Rodano, Office of Safety and Security, Federal Transit Administration, 400 Seventh Street, S.W., Washington, D. C. 20590 (202, 366-0191; Fax: 366-7951) or edith.rodano@fta.dot.gov by December 15, 2002.

LARGE VEHICLE BOMB INDICATOR CHECKLIST

INDICATOR	SUSPICIOUS	
	YES	NO
1. Holes in vehicle		
2. Powder/prill deposits		
3. Rusting seams		
4. Excess weight		
5. Interior blacked out		
6. Hydraulic tail life		
7. Recently painted		
8. Additional fuel tanks		
9. Door trims		
10. Illegally parked		
11. Parked near possible target		
12. Abnormal location		
13. No loading or unloading		
14. New parts		
15. Unusual smells		
16. Tampering or modifications		
17. Spare tire		
18. Glass		
19. String, wire, tape		
20. Excess wire or cable		
21. Dashboard		
22. Radio antenna		
23. Other antenna		
24. Fresh undercoating		
25. License plates		
26. Vehicle identification number		
27. Packages in front passenger area		
28. Gas filler neck		
29. False walls		
30. Tailgate		
31. Reported stolen		

Look at the general condition of the vehicle. This will give an idea of what might or might not be out of place. Check the area around and under the vehicle for signs of tampering or any obvious devices, packages, and alterations to the vehicle.

All persons exposed to radiation, both emergency responders and members of the public, will require future medical monitoring. Collect the following information from each person who was in the affected area and retain it until requested by the Department of Health and Human Services.

Date:	
Name:	
Home Address (Street or P.O. Box):	
City, State, Zip Code:	
Telephone(s):	
Social Security Number:	
Gender: M _____ F _____	
Date of Birth (or approximate age):	
The following information would be useful for further medical evaluation. Collect only if you have time to collect the information without delaying treatment of the injured.	
Date of Exposure:	
Location:	
Describe the location where the person received his/her exposure.	
Duration of Exposure:	
Did person have any open wounds? (Yes or No):	
Did person use respiratory protection? (Yes or No):	
What kind?	
Did person eat or drink while in the area? (Yes or No)	
Did you find any external contamination on the person? (Yes or No)	
Emergency contact information (name):	
Address (City, State, Zip Code):	
Telephone:	
Employer:	