



### Why This Matters

The Transportation Security Administration's (TSA) mission is to protect "the Nation's transportation systems to ensure freedom of movement for people and commerce." From 1995 to 2005, more than 250 terrorist attacks occurred worldwide against passenger rail and bus system infrastructure, resulting in approximately 900 deaths and more than 6,000 injuries. In 2007, Congress authorized TSA to establish Visible Intermodal Prevention and Response (VIPR) teams to augment local, State, and Federal efforts to enhance security in any mode of transportation.

### DHS Response

DHS concurred with 12 of the 16 recommendations to assist in improving the VIPR program's efficiency and effectiveness, and did not concur with 4 recommendations. Based on TSA's response, all recommendations are resolved and open.

### For Further Information:

Contact our Office of Public Affairs at (202)254-4100, or email us at [DHS-OIG.OfficePublicAffairs@dhs.gov](mailto:DHS-OIG.OfficePublicAffairs@dhs.gov)

## Efficiency and Effectiveness of TSA's Visible Intermodal Prevention and Response Program

### What We Determined

TSA is responsible for securing all modes of transportation. The Implementing Recommendations of the 9/11 Commission Act of 2007, as amended, codified TSA's authority to implement the VIPR Program. TSA deploys VIPR teams to augment local, State, and Federal entities' efforts to enhance security on U.S. critical transportation infrastructure. VIPR teams screen passengers, look for suspicious behavior, and act as a visible deterrent for potential terrorist acts. VIPR teams often include Federal Air Marshals, Transportation Security Officers, Surface Transportation Security Inspectors, canine detection teams, explosives detection specialists, Behavior Detection Officers, and Federal, State, and local law enforcement officers. TSA has made improvements to the VIPR Program since its inception; however, organizational, programmatic, and operational challenges remain.

### What We Recommend

We made 16 recommendations to the Administration of the Transportation Security Administration to improve program efficiency and effectiveness by: publicly promoting the VIPR program; providing guidance regarding VIPR operation reporting procedures, Federal Air Marshal authorities, team member roles and responsibilities, and equipment maintenance; developing and incorporating a risk-based methodology for deployments; establishing a single office responsible for program implementation; allocating resources proportionately; increasing length of team member assignments; using canine teams during VIPR operations; and standardizing a training curriculum and performing joint exercises with partners and stakeholders.