

Transportation Security Administration



Enhancing Railroad Security

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Freight Rail Security Group



- Mission
 - Protect the Nation's freight rail network from terrorists or criminal attacks
 - Prevent terrorists from using the rail network to attack the public or the Nation's critical infrastructure
 - Maintain the economic viability of the rail network
- Strategic Goals
 - Raise the security baseline across industry
 - Minimize exposure in high risk areas
 - Improve ability to respond to threats and events

Priorities



- Hazardous Material Shipments
 - Toxic Inhalation Hazards (TIH)
- Critical Infrastructure Bridges
- Food and Agricultural Shipments
- Radiological and Nuclear Shipments
- Military Shipments

TIH Action Plan



- 1. Publish Final Security Action Items
- 2. Define High Risk Urban Areas
- 3. Issue DOT/DHS Regulations
- 4. Develop detailed performance standards to expedite the movement of TIH trains and minimize duration of TIH shipments in the transportation cycle
- 5. Implement Secure Storage Area Concept
- **6.** Leverage Existing Tracking Capability
- 7. Enhance Security Training Programs
- 8. Continue to work with industry on future course

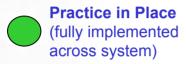
Security Action Items



- Security Action Items are derived from the findings of the TSA led Rail Corridor Assessments and FRA security plan compliance inspections
- They address 3 operational areas:
 - System Security
 - Access Control
 - En-route Security
- Adoption of these Action items is voluntary
- On March 30, DHS and DOT shared these items with industry for valued input
- Final version of items will be published in May 2006

Measure Adoption





Working on Implementation (partial implementation across system)

Not Implemented
(not practiced or practiced in <10% of locations)

	Railroad	BNSF	CN	СР	CSXT	KCS	NS	UP
Classification Data Source (See legend at bottom of matrix)		Class 1						
Date	of last Update							
Vo	luntary Action Items					10		
Syste	em Security Practices Affecting the Transportation of TIH Mate	rials						
1	Designate Individual with overall responsibility for Hazmat Transportation Security.	<u> </u>	0	0		0	0	<u> </u>
2	Conduct annual security exercises.	0				0	0	0
3	Conduct audit program to verify implementation	0_			0	0	0	0
4	Review and evaluate identified critical assets/infrastructure annually.	0		0	0	0	0	0
5	Constant awareness of threat conditions/intelligence.	13	0		0	0	0	0
6	Liaison and regular communication with Federal, State, and Local law enforcement/emergency responders.				0	0	0	0
7	Liaison and collaborate with other Railroad security or less			0	0	0	0	0
8	Publicize and advertise security awarer as a openinal security to all employees.		<u>_</u>	<u> </u>				
9	Provide continued training to employees on to need to immediately report suspicious are an objects.		0	0	0	0	0	0
10	Identify options to supply left pripany security forces under special fation.	0	0	0	0	0	0	0
11	Restrict access a information regarding Hazmat shipments to those with need know.	<u> </u>	<u> </u>	0	0	0	0	
12	Work with local communities to plan for emergency or security event.	0	0	0	0	0	0	0

Results will be used to:

- Measure security baseline performance
- Determine if regulatory approach is needed

High Risk Urban Areas



- 50 HRUAs have been identified
- 5 HRUA corridor assessments have been completed with 2 in process and 3 scheduled for 2006
- Corridors to be mapped with assistance from Oak Ridge Laboratory
- Corridor population densities, and rails adjacent to schools, hospitals, sport arenas, rail yards, etc.
- Standard Operating Procedures and Security Directives to be prepared for these areas for heightened security levels
- Rail Corridor Risk Management and Hazmat Response & Recovery Tools being developed to standardized processes
 - DHS grant funding awarded to Railroad Research Foundation (RRF)

Regulatory Initiatives



- DOT and DHS are proposing regulations that clarify and enhance existing rules
 - Balance three sides of the transportation cycle equation (safety, security, and economics)
 - Improve uniformity of analysis
 - Provide increased Federal input and oversight
 - Improve awareness & control of shipments
 - Enhance security during temporary storage
 - Security inspection for signs of tampering or IEDs
- DHS is considering the proposal of additional rules concerning security requirements relating to the TIH supply chain

Expedite Movement – Minimize Duration



- DHS and DOT will need additional input for recommendations on performance standard development for:
 - Expediting the movement of trains transporting rail cars containing TIH materials in HRUAs
 - Minimizing the duration that TIH materials are in the transportation cycle (Minimize time in transit between origin and destination)

Secure Storage Areas



- The Secure Storage Area concept is used by industry in heightened alert:
 - A secure location for the storage of loaded TIH tank cars known as a "Safe Haven" in industry
- We need standards for a Secure Storage Area
 - Determine what constitutes a Secure Storage Area & when a Secure Storage Area must be used
 - DHS grant funding issued for a Secure Storage Area pilot to prototype a standard

Tank Car Tracking



- TSA is conducting tracking pilot in partnership with a shipper
- FRA, with support from TSA, is piloting Freight Scope tracking software
- Seeking one performance based standard for rapid reporting of tank car locations

Enhanced Security Training



- Leverage existing industry training
- Utilize DHS security expertise
 - Explosive Detection
 - Suspicious Behaviors
- IED recognition training
 - For car inspectors and operating employees

Building the Partnership



- Rail Safety Advisory Council (RSAC)
- Freight Rail Coordinating Councils
 - Government Coordinating Council
 - Sector Coordinating Council





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