New Resources, News

New resources available online include the National Strategy for Maritime Security, Simplified Guide to the Incident Command System for Transportation Professionals (FHWA), Guide for an Action Plan to Develop Regional Disaster Resilience, National Survey of State Homeland Security Officials:

**National Strategy for Maritime Security**
The Strategy is a collaborative interagency effort led by the Secretaries of Defense and Homeland Security to develop a National Strategy for Maritime Security that built on existing efforts and resources.

**Simplified Guide to the Incident Command System for Transportation Professionals (FHWA)**
The Federal Highway Administration (FHWA) has developed a Guide is to introduce the Incident Command System (ICS) to stakeholders who may be called upon to provide specific expertise, assistance, or material during highway incidents but who may be largely unfamiliar with ICS organization and operations.

**Guide for an Action Plan to Develop Regional Disaster Resilience**
http://www.tisp.org/rdr_guide
The Guide, developed by a TISP Task Force of more than 100 practitioners, policymakers, and technical and scientific experts from across the nation, provides a strategy to develop the necessary level of preparedness for communities to manage major disasters.

**National Survey of State Homeland Security Officials**
The Institute for the Economy and the Future (IEF) at Western Carolina University has released the results of a recent survey of state homeland security and emergency management officials that shows broad unease with the nation's level of preparedness for terrorist attacks and natural disasters. The survey shows state officials have serious concerns about levels of federal funding, the resiliency of the nation's critical infrastructure, and port and transportation system security.
TRB 2007 Annual Meeting
Call for Papers

Calls for papers have been issued for the 2007 Annual Meeting. The following may be of interest. Additional calls for papers may be found on the TRB website www.trb.org.

Emerging Technologies
Sponsored by:
AFH30, Committee on Emerging Technology for Design and Construction
ABJ50, Committee on Information Systems and Technology
ABE40, Committee on Critical Transportation Infrastructure Protection
ABE40(5), Subcommittee on Training, Education & Technology Transfer

Transportation facilities and operations are vulnerable to natural disasters and to terrorist attacks. New technology can increase facility security, user and worker health and safety, hasten the repair and response to events, and contribute to other transportation goals such as greater construction or operational efficiency. This call and the resulting Annual Meeting session(s) are intended to provide illustrations of the most promising emerging new technologies that have been developed, applied, and/or demonstrated in this field. For example, papers about advanced topics in biometric applications in transportation, papers on container seals and container tracking systems or technologies being demonstrated at border crossings are all of interest for this call. Also there is interest by the sponsoring committees in papers on Radiological, Biological and Chemical (RBC) sensors as a priority topic for this call. There is also specific interest in performance measures for transportation security-related technologies such as biometrics, security readiness, etc.

Safety and Security Issues and Opportunities with Personal Rapid Transit Systems
Sponsored by:
ABE40, Critical Transportation Infrastructure Committee
AP040, Activity Circulation Systems
AV050, Airport Terminal and Ground Transportation Committee

Personal Rapid Transit (PRT) is an emerging transit technology that uses small automated vehicles operating on an exclusive-use network of guideways. This new paradigm in transit operations offers a distributed network model that serves individuals or traveling groups with on-demand, point-to-point, non-stop service. PRT systems are expected to support a variety of applications such as urban center circulation and distribution, airport landside and airside circulation, campus or military center circulation, as well as urban area transit service. This new model of transportation provides new challenges and opportunities to improve mobility, efficiency and effectiveness of urban environments.

This session is intended to explore the safety and security issues associated with the design and operation of PRT systems in a variety of applications. Authors are requested to submit
papers that support one of more of the following topics:

- Providing passenger safety and security while traveling on an automated system
- Securing the PRT system and destinations from terrorist attacks
- Potential increase in personal safety and security at stations versus conventional transit
- Role of PRT systems in facilitating security screening and providing access to secure facilities such as airports and military bases
- Monitoring, identifying and responding to security issues on an automated PRT system
- Role of PRT systems in providing evacuation response

**Articles of Interest**

**DHS Press Release: DHS Implements Immediate Measures to Secure Access to Ports**

April 25, 2006

The Department of Homeland Security (DHS) Secretary Michael Chertoff announced today that the department is taking significant steps to enhance security by checking the backgrounds of port workers.

The department will begin conducting name-based background checks on nearly 400,000 port workers within the United States. These checks will be an initial measure as the department expedites the rollout of a comprehensive nationwide biometric-based Transportation Worker Identification Credential (TWIC) in 2006.

“It is fundamental that individuals who pose a security threat do not gain access to our nation’s ports,” said Secretary Chertoff. “The name-based checks will provide an immediate security boost while we simultaneously complete the work to implement a secure national transportation worker credential.”

The preliminary name checks will be completed by the summer of 2006 and will initially be required for longshoremen and maritime employees of facility owners and operators. Ultimately, all individuals will require a TWIC in order to be eligible for unescorted access to secure areas.

Basic identifying information will be collected by the U.S. Coast Guard during the name-based checks. This information will allow the Transportation Security Administration (TSA) to vet workers against terrorist watch lists through the Terrorist Screening Center. U.S. Immigration and Customs Enforcement (ICE) will ensure workers are legally eligible to work in the United States. Though biometric information will not be collected during the initial name checks, it will be a key piece of identity verification for the TWIC.

The initial name check will not include the full criminal records check that will be a part of the TWIC program. However, the review will be a crucial first step to ensuring those individuals who work at our ports are not a security threat.
During the past few weeks, TSA has taken preliminary steps to identify a contractor to assist with the enrollment of TWIC. Secretary Chertoff made clear that the next step in the process, publication of a Notice of Proposed Rulemaking, is imminent and will provide further details on TWIC.

TSA laid the foundation for the establishment of the universal credential through a technology evaluation and prototype test. During the prototype test of the credential last year, TSA issued more than 4,000 TWICs to workers at 26 sites in six states.

DHS Press Release: DHS Introduces Maritime Infrastructure Recovery Plan
April 28, 2006

The Department of Homeland Security announced today the release of the Maritime Infrastructure Recovery Plan, one of eight plans supporting the National Strategy for Maritime Security. Key elements of the plan include guidelines for coordinated, national-level efforts to restore the flow of cargo and passenger vessels in response to a major disruption to the maritime transportation system. The plan also describes an exercise program that would be conducted periodically to assess the plan’s effectiveness and the maritime community’s ability to plan for, respond to, and recover from a national transportation security incident or incident of national significance. Originally completed in late 2005, the Maritime Infrastructure Recovery Plan’s public release was delayed to allow additional review in light of the national response to Hurricane Katrina.

The Maritime Infrastructure Recovery Plan would be implemented by the Secretary of Homeland Security in the event of a significant national transportation security incident. Such an incident is defined as having a “high impact requiring an extensive and well-coordinated response by federal, state, local, tribal, and nongovernmental authorities to save lives, minimize damage, and provide the basis for long-term community and economic recovery.”

The plan focuses on all forms of cargo, including those that are likely to hold perishable items in immediate need of unloading, or items that are key components in the production of consumer goods. As part of an integrated effort to protect the economy from the effects of a maritime transportation security incident, the Maritime Infrastructure Recovery Plan was developed in close coordination with the Maritime Transportation Systems Security Recommendations and the Commerce Security Plan. All three plans incorporated insights from the maritime industry and state, local, tribal, and territorial stakeholders.

As with other plans created under the National Strategy for Maritime Security, collaboration is critical. Key stakeholders who would be called on to work together include the maritime industry; state and local governments; existing bodies, such as Area Maritime Security Committees and the National
DHS Press Release: Drills for 2006 Hurricane Season

May 4, 2006

PHILADELPHIA - The Department of Homeland Security has kicked-off the first of five regional hurricane preparedness exercises to test improvements made since last year’s hurricane season and to identify areas that require additional coordination before the start of this hurricane season, which officially begins June 1.

The table-top exercises will focus on several key preparedness and disaster response functions, including evacuations, sheltering, National Response Plan implementation, and National Incident Management System activation.

“Hurricane preparation is a shared responsibility among local, state and federal agencies and our non-governmental partners,” said George Foresman, Under Secretary for Preparedness. “By training together now, we better integrate planning and response capabilities and make certain that roles and responsibilities are understood at all levels of government.”

The Prepdreadness Directorate’s Office of Grants and Training developed the exercises with FEMA to engage officials from states and territories in the likely hurricane impact zone. The exercises will include partners at all levels of government, as well as tribal entities, non-governmental organizations and private industry.

The first exercise in Philadelphia, May 3-4, involves Pennsylvania, Virginia, Maryland, Delaware, and the District of Columbia. Additional exercises will be held:

- May 8-9 in San Juan, Puerto Rico, involving Puerto Rico and the U.S. Virgin Islands
- May 17-18 in New Orleans, involving Louisiana and Arkansas
- May 31-June 1 in Atlanta, involving Alabama, Florida, Georgia, Kentucky, Mississippi, Tennessee, North Carolina, and South Carolina
- June 20-21 (location TBD), involving New York, New Jersey, Connecticut, Maine, Massachusetts, New Hampshire, Rhode Island, and Vermont

For more information on the exercises, visit www.dhs.gov/hpe.

Texas will Track Future Hurricane Evacuees

By Paul J. Weber / Associated Press

Texas will track thousands of future hurricane evacuees by putting scannable ID bracelets on people as they're boarded onto buses and trains, the state's top emergency official said Tuesday.
Unveiling how the bracelets work to about 1,300 emergency planners at the state's hurricane conference, Gov.'s Division of Emergency Management Chief Jack Colley said the technology was part of the state's increased reliance on the private sector in disaster planning.

Colley said the bracelets were a direct result of the chaos that followed Hurricane Katrina, when hundreds of families were unable to locate loved ones who boarded buses and planes that were dispatched across the country.

In the city where Hurricane Rita plowed into Texas last year, state and county emergency planners gathered at the three-day conference to review the details of Texas' overhauled disaster plan. The state revamped its plan this winter after hurricanes Katrina and Rita exposed deadly gaps in planning.

Katrina killed more than 1,300 people along the Gulf Coast, and officials estimate that 137 died in Texas during a chaotic evacuation along traffic-choked and gas-deprived highways.

The hurricane season begins June 1. If the state stages another evacuation, those who will rely on buses, trains or airplanes to escape will be tagged with a scannable bracelet before boarding. Officials will log their destination and, upon reaching a shelter, evacuees will walk through scanners that will let the state know they've arrived. Operators at the state 2-1-1 system will have access to the up-to-the-minute tracking information and can inform families of a relative's whereabouts.

Colley said the state's new partnership with the private sector - what he called the most significant change in the state's new hurricane operations - was not an admission that the government is unreliable. "The private sector is now very much a part of what we do," Colley said. "They're willing, capable and able." Other counties are already following the lead.

**Georgia Law has Highway Watch on its Mind**

By Keith Goble and Terry Scruton

Landline Magazine

June 13, 2006

If you want to get a CDL in Georgia, you're going to have to watch the highways in more ways than one.

New legislation signed into law by Gov. Sonny Purdue in June requires truckers and others renewing their CDLs to go through one hour of safety and security training through the Highway Watch program.

The law applies to CDLs that expire on or after July 1, as well as to anyone applying for a new CDL after that date. The training, which is free of charge, is a one-time-only requirement.

After training for the program is complete, truckers will receive a Highway Watch identification card that must be presented to the Department of Driver Services when they apply for or renew their CDL.
Todd Spencer, executive vice president of OOIDA, said forcing truck drivers into the Highway Watch program is inappropriate and that “this legislation passed without the benefit of many constituents, or certainly many truck drivers in Georgia, being aware of it.”

The law also includes provisions requiring the Georgia DOT to verify with the Transportation Security Administration that a person seeking to apply for, renew, upgrade or transfer a CDL with a hazardous materials endorsement does not pose a security risk.

TSA has developed lists of crimes that pose a potential threat to the nation’s transportation network. Some offenses disqualify a driver for up to seven years. Others disqualify the driver for life. TSA may grant waivers in certain circumstances.

If, after issuing a hazmat endorsement, the department receives notification that TSA has determined the CDL holder poses a security risk, the CDL would be cancelled. The driver may re-apply for a CDL without the hazmat endorsement.

If TSA fails to report back to GDOT about a trucker seeking a renewal prior to their CDL expiration date, the trucker would have their license extended 90 days until the security review is completed.

The law also states that hazmat haulers or certain bus drivers convicted of violating out-of-service orders will be disqualified for a period of not less than six months nor more than two years. The same violation within 10 years will result in a three- to five-year suspension.

**Academic News / Events**

**Virginia Awards First Homeland Security and Emergency Preparedness Bachelors Degrees**

Virginia Commonwealth University will award diplomas to the first group of students to complete the only bachelor’s degree program in homeland security and emergency preparedness at a major research university in the United States. VCU received approval for a Bachelor of Arts degree in homeland security and emergency preparedness from the State Council of Higher Education in May 2005. The first courses were offered during the fall semester. A master’s degree program has been developed and is expected to be offered starting in the spring of 2007.

**June 26-28: Critical Infrastructure Resilience: Withstanding Multihazards, Beyond Planning and Prevention**

IDGA, in partnership with The Infrastructure Security Partnership (TISP), is sponsoring the conference, Critical Infrastructure Resilience, at the Westin Arlington in Virginia. This event will help attendees understand the challenges of resiliency while maximizing interoperability and shared services in a time of increasing global security threats. Speakers will cover key issues such as best practices of IT tools and their use in recent disasters; national, state, and local perspectives on effective emergency management; and state and local homeland security funding methods & issues.
For additional information or to register for this event, call customer service at 800-882-8684 and provide TISP code TB55 at time of registration.

July 13-14: ASCE/USACE Workshop on Condition Assessment of Critical Infrastructure The ASCE Committee on Critical Infrastructure (CCI) and the U.S. Army Corps of Engineers (USACE) are sponsoring a workshop at the Army & Navy Club in Washington, DC. The workshop, aimed at owners, operators, and regulators of critical infrastructure and key resources, will focus on the problem of identifying and developing critical infrastructure resilience under multi-hazard conditions, while considering the effects of aging/maintenance deficiencies on the vulnerabilities to natural and man-made events. Workshop participants will discuss strategies to mitigate the adverse effects resulting from condition degradation and their potential impact on the security and protection of critical infrastructure assets.

Sept. 13-14: Air & Port Security Expo Europe (Brussels, Belgium) The conference will cover airport, port, supply chain industry, passenger, cargo, and terminal security. It will feature a two-day aviation security conference, two-day maritime security conference, and two-day new technologies and solutions seminar. More than 100 suppliers of security equipment and services to the transportation sector are expected to exhibit, and over 2,000 heads of security from airports, airlines, seaports, shipping, supply chain operatives, government agencies, and integrators of security are expected to attend.

Sept. 19-20: U.S. Maritime Security Expo The expo will address the protection of ports, harbors, bridges, cargo containers, powerplants, offshore oil rigs, railroads, and cargo and passenger ships.

Your Input is Important! The success of this newsletter depends on your interest and input. Please send letters to the editor, information about ongoing research, and articles to: ynakan@aol.com or nakanishi@nrcresearch.com.

If you are interested in becoming an active member of the Training, Education, and Technology Transfer Subcommittee, contact Yuko Nakanishi at ynakan@aol.com or nakanishi@nrcresearch.com.