

Interagency Advisory Board

Meeting Agenda, September 27, 2010

1. **Opening Remarks**
2. **Transportation Worker Identity Credential Program Status Update**
(John Schwartz, TWIC PM)
3. **Virginia First Responder Authentication Credential Status Update**
(Mike McAllister, Virginia Department of Transportation)
4. **Sanofi-Aventis Implementation of Digital Identity Using SAFE-BioPharma**
(Peter Loupos, VP Prospective and Strategic Initiatives)
5. **Identity Business Architecture 2.0—Beyond PIV** *(Corinne Irwin, NASA)*
6. **Update on Government Smart Card Training** *(Randy Vanderhoof, Executive Director of the Smart Card Alliance)*
7. **The Difference Between PIV-I and PIV-C** *(Tim Baldrige, NASA)*
8. **Closing Remarks**



Transportation Security Administration

Transportation Worker Identification Credential (TWIC) Update

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September 27, 2010

TWIC Program Overview

- Provide a credential to all eligible transportation workers requiring unescorted access to secure areas in the Nation's ports and Maritime Transportation Security Act (MTSA) regulated vessels, facilities, and Outer Continental Shelf facilities.
- Provide MTSA regulated facilities access to a list of all revoked cards to prevent the possible use of lost, stolen, or other revoked cards for access.
- Protect individuals' privacy
- Joint TSA/USCG Program
 - TSA – Enrollment, Vetting, Issuance
 - USCG – Compliance & Enforcement, Access Control Requirements, Merchant Mariner data integration
 - Interagency agreements with USCIS and FBI
- Comprehensive security threat assessment (terrorism, criminal, immigration)
- Fully fee-funded – user fees must cover all operating costs
 - \$132.50 for standard TWIC
 - \$105.25 with comparable STA
 - \$60 replacement
- Common biometric credential used at 3,200+ facilities and 10,000+ vessels; local owners/operators control access



Latest Program Statistics

Enrollment/Activation	Measurement (as of 09-20-10)
Enrollments	1,718,000
Cards Printed	1,689,000
Cards Activated	1,559,000

**Weekly TWIC
Dashboard Available
at www.tsa.gov/twic**

**135 TWIC Enrollment
Centers Throughout
U.S. and Territories**



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TWIC Reader Pilot Background

- Pilot program required by the SAFE Port Act of 2006
 - Must be in at least five distinct geographic locations to test the business processes, technology, and operational impacts required to deploy card readers
 - Sites selected to collect data from a broad spectrum of operations and climates
 - Testing began on August 20, 2008
 - Final pilot report was due April 2010
 - Need to draft and implement TWIC specification plus voluntary nature of ports and facilities in the pilot resulted in significant delays
- Pilot Funding
 - TSA received \$8.1M appropriation to provide: Independent Test Agent; laboratory testing; data collection and analysis
 - Ports and Terminal / Vessel Operators received \$23M in port security grants for the pilot: planned expenditures are \$15M; remainder held in reserve.
 - Grants fund all reader planning, installation and infrastructure, and administration



Test Plan – Three Phase Approach

- **Initial Technical Testing (ITT)**
 - Determines if industry-developed biometric card readers meet TWIC card-reader specifications
 - Includes technical and environmental laboratory testing

- **Early Operational Assessment (EOA)**
 - Evaluates the technical performance of TWIC readers at test sites
 - Pilot participants select the readers they plan to test and install, and then use the readers as part of their normal business and operations

- **System Test & Evaluation (ST&E)**
 - Evaluates the operational and technical impact of installing and using TWIC readers at a variety of maritime facilities and vessels
 - Includes an assessment of reader effectiveness, suitability, and supportability



ITT Phase Status

- **Initial Capability Evaluation (ICE)**
 - 28 readers / reader systems approved, including 2 alternate biometric systems
 - Vendors may continue to submit readers for evaluation and inclusion on the ICE list

- **Functional Specification Conformance Test**
 - Completed: Tested 8 readers (5 portable, 3 fixed)
 - Evaluated the ability of vendors to develop readers that functionally read TWICs and respond in accordance with the TWIC specification

- **Environmental Specification Conformance Test**
 - NAVAIR Patuxent River completed testing of 5 readers (2 portable, 3 fixed)
 - Evaluated the ability of vendors to develop readers that withstand the operational conditions anticipated at maritime facilities
 - Test was based on TWIC specification using DoD testing standards



EOA/ST&E Phase Status

- 24 participants in 9 different geographic locations representing a broad sampling of MTSA-regulated facility and vessel operations

- **Current Participants:**

- Ports / Facilities:

- Port Authority of Brownsville, TX
- Port Authority of New York and New Jersey
- Port Authority of Los Angeles
- Port Authority of Long Beach
- APM Terminal, Chesapeake, VA

- Vessel Operations:

- Staten Island Ferry
- Watermark Cruises, Annapolis, MD
- Magnolia Marine, Mississippi
- Clipper Navigation, Seattle, WA



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Completion of installation at first facility in the port. Others to follow at later dates.

Early Observations / Challenges from EOA

Readers:

- Integrating readers with PACSs
- Non-standard messaging and difficult to read messaging on display screens
- Non-standard information processing sequences
(i.e. different sequences for: authenticating card; checking PACS registration; checking hotlist; etc.)
- Short range of contactless read—much less than 10 cm for some reader models
- General installation issues:
 - Electrical power fluctuations
 - Physical reader placements—too high; too low; too far from worker
 - Slow turnstile and gate mechanism responses



Early Observations / Challenges from EOA (cont.)

PACS:

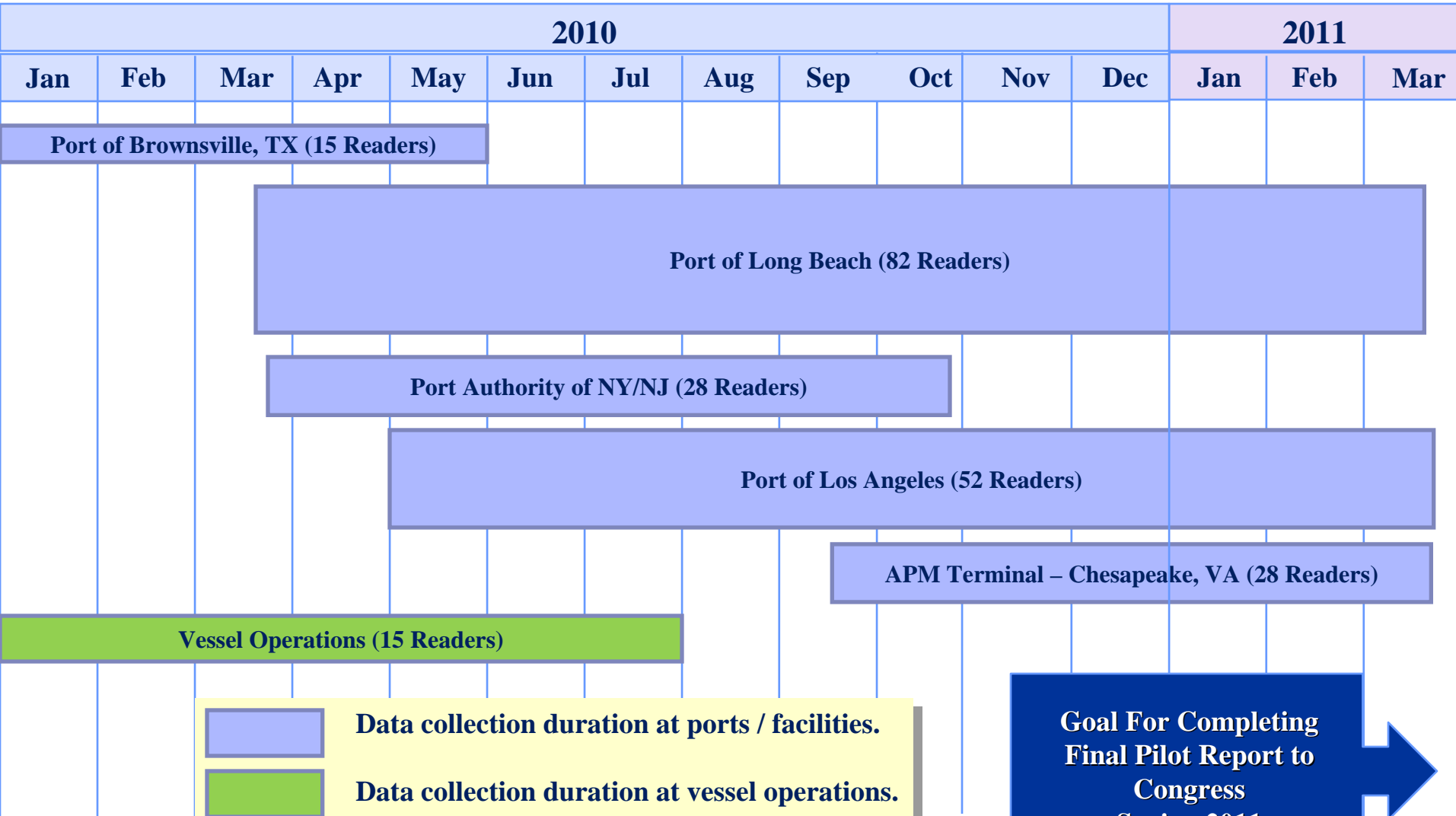
- Integrating facility operator requirements with PACS
 - SeaLink; LA Clean Truck requirements; etc.
- Slow PACS operation / response
- Requiring PINs to register workers
- Lack of reader certification for PACS


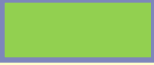
Cards / Workers:


- Unfamiliar with TWIC cards and readers; used to legacy system characteristics
- Failed cards (ICCs and/or antennas) due to mistreatment
- Failed cards with no signs of mistreatment
- Using hotlisted cards (example: found and resumed using card reported as lost)



Current Pilot Timeline



 Data collection duration at ports / facilities.
 Data collection duration at vessel operations.
NOTE: Bar heights are proportional to number of readers at the port or facility.

**Goal For Completing
 Final Pilot Report to
 Congress
 Spring 2011**




Reader Requirement Rulemaking

Notice of Proposed Rulemaking (NPRM):

- NPRM under development by Coast Guard based on:
 - Comments from the Advanced NPRM published 27 March 2009
 - Initial Technical Testing & Preliminary pilot data
 - Anticipate publishing NPRM late 2011

Final Rule:

- Anticipated promulgating late 2012
- Will incorporate comments received in response to NPRM



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TWIC Issues

- Providing enrollment and card activation services to remote locations
 - PIV procedures require separate enrollment and activation visits to centers due to need to perform security threat assessment
 - Pressure from stakeholders to deliver TWIC to worker's residence
 - “Enroll Your Own” program mitigates service problems in remote areas or for large facilities

- Durability of TWIC—card ICC and/or antenna failures
 - Established IPT to look into failed card issue
 - Difficult to determine if card or reader / PACS is the problem without on site presence by TWIC team members with card analysis tools

- Migration from 72K card to 144K card
 - Requires system changes
 - Uncertain of impact on production and reader equipment without testing

