



# Protecting Surface Transportation

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Surface Operations

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# Surface Transportation Authority



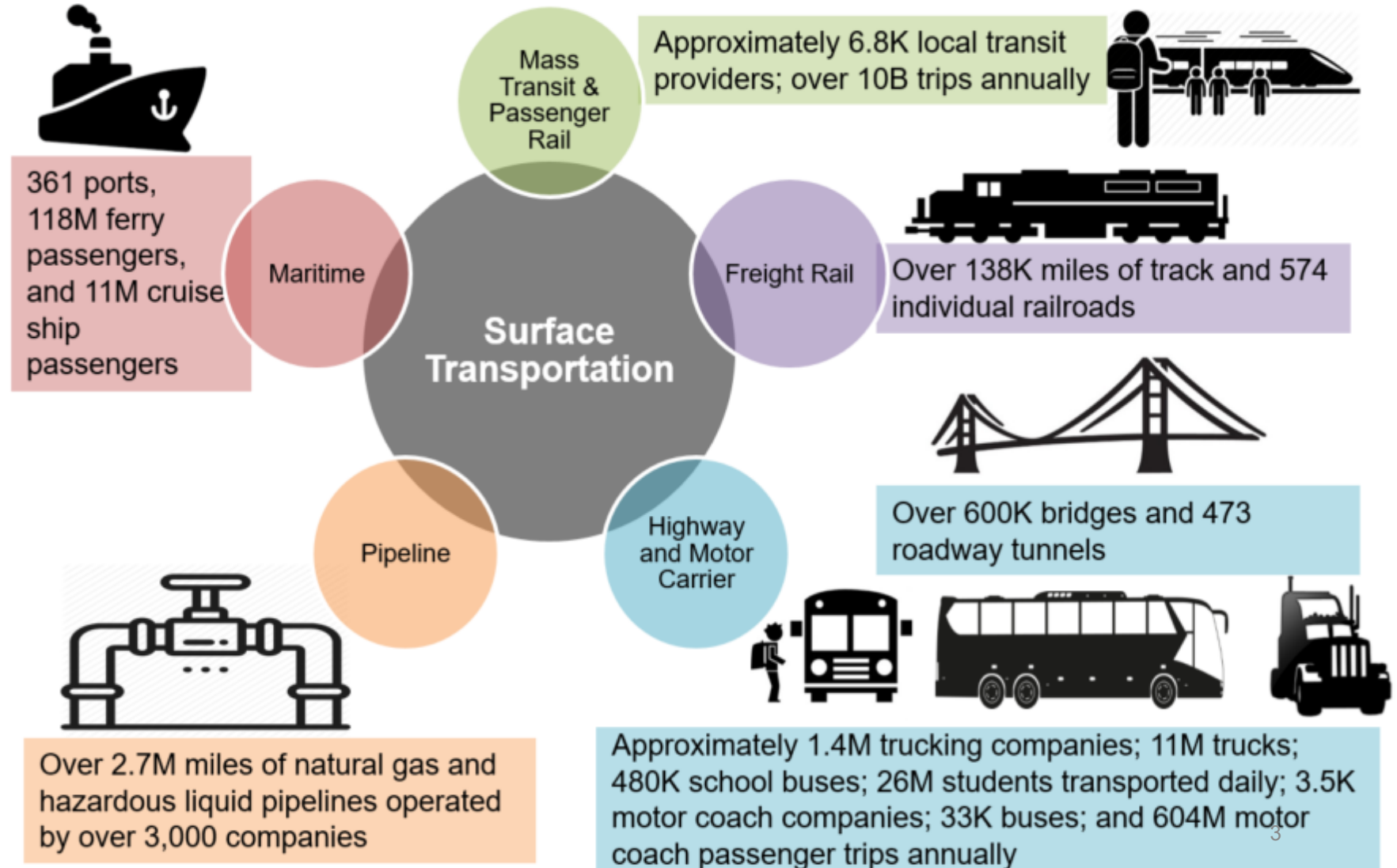
- TSA has statutory authority under the 49 U.S.C. 114, the Aviation and Transportation Security Act (ATSA), as well as the authority to issue Security Directives mandating specific actions.
- Issued 4 Cybersecurity Security Directives
  - Pipeline Security Directive 1 – May 28, 2021
  - Pipeline Security Directive 2 – July 26, 2021
  - Fright Railroad Security Directive – December 31, 2021
  - Public Transportation and Passenger Rail Security Directive - December 31, 2021

# Surface Transportation: Areas of Responsibility



## Cybersecurity

Like physical security, the cybersecurity threat environment requires a comprehensive approach to risk management across the surface modes. It is vital to protect the IT/OT systems from cyber threats across all surface modes.



# Surface Transportation Security Overview

- Surface transportation systems are inherently difficult to secure because their open architecture is designed to move people and goods quickly based on publicly available and observable schedules with defined patterns of movement
- TSA has a long-standing security partnership with surface stakeholders, as well as federal, state, local, and tribal law enforcement entities.
- TSA enhances transportation security through planning, development, and implementation of intelligence-driven risk-based policies and plans.
- TSA utilizes a field force of Surface Transportation Security Inspectors in 47 field offices to carry out security activities with surface stakeholders across the nation

# Surface Operations Responsibilities

## Regulatory Oversight

TSA's exercise of oversight of surface transportation security regulations, implemented by trained TSA Transportation Security Inspectors (TSIs), who have authority to utilize a variety of civil enforcement tools to achieve required compliance.

## Structured Oversight

TSA exercises security oversight by assessing industry's adoption and adherence to a set of agreed upon non-regulatory guidelines, security action items or other security measures. Those items have been developed in conjunction with industry partners and have been agreed to by industry associations. These non-regulatory assessments may be carried out by Transportation Security Inspectors (TSIs) or other TSA personnel who are trained to conduct audits or assessments. Assessments are designed to assess industry's adherence to a set of previously agreed upon non-regulatory guidelines, security action items or other security measures and encourage owners/operators to increase their adherence to guidelines, security action items or other security measures through consultation and follow-up visits.

Structured Oversight is not an entirely new process. TSA has conducted oversight activities of surface transportation entities for over a decade through the assessment of industry adoption and implementation of guidelines and other security measures.

# Major Programs to Secure Soft Targets

- **Baseline Assessment for Security Enhancement (BASE)**
- **Security Enhancement Through Assessment (SETA)**
- **First Observer Plus**
- **Intermodal Security Training and Exercise Program (I-STEP):**
- **Exercise Information System (EXIS)**
- **Transportation Security-Plan Template and Assessment Review Toolkit (T-START)**
- **Visible Intermodal Prevention and Response (VIPR)**
- **Cybersecurity**

Questions?