



# ***Response to Questions on Challenges in Deploying Security Technologies***

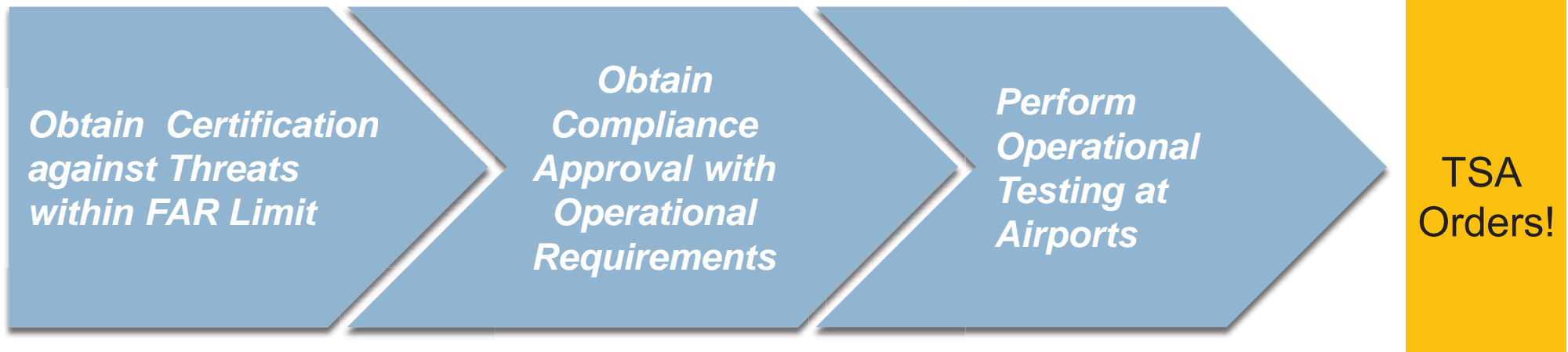
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# TSA Qualification Process – Simple Version



1. What could be done to decrease the time to deploy new technologies? ***Look at ways to perform more of the validation and testing efforts in parallel. Early system fieldings will identify the problems that cannot be uncovered in lab testing and should be expanded as feasible. The ITF is a big step towards expediting the process.***
2. What barriers have to be reduced for vendors to increase their own investment in new technologies? ***Defined Plan for Orders if Certain Milestones are Achieved. (i.e., Concept – Development – Test – LRIP at a minimum). Implement a DoD-type model for requirements and system developments with a Production Plan.***



# Other Areas of Consideration

3. What can be done to cause vendors to work on long-term, high risk detection systems?

***Joint DHS Funding and Defined Plan for Orders. Businesses will invest if they have a path to sales and development programs are only a path to sales orders***

4. How should third-parties (e.g., academia, national labs and industry other than the security vendors) be involved in the development of new technologies?

***For new Solutions, this is easier, such as a University or Lab solution to address Body Scanning which then needs to be productionized by a supplier (e.g., PNNL/ProVision). DHS Funding of Third Parties and Integration into systems can a positive benefits. Third Parties offer new ideas and approaches. But a clear definition of technical roles and objectives should be established up front. Third Party efforts fall into Software and hardware categories. Third Party Algorithms are a Good Starting Point, as new ways to detect threats and reduce fall alarms can be implemented as software updates. Funding for recertification should also be considered.***

***Integration of New Add-on Hardware Technology is more complicated. DHS has to work with suppliers to understand the hardware benefits and cost impact to integrate and operate. For instance, an add on capability (e.g., Coherent Scatter or Multi-Energy Detectors) can reduce false alarms but may also add \$100-200K in TSA acquisition cost. Is this acceptable because the FAR reduction related savings supports a Return on Investment?***