Transportation Worker Identification Credential (TWIC)

Program Overview

July 2007

Highlights of Presentation

- Applicability
- Rulemaking Status
- Deployment Approach
- Outreach
- Fees
- Pilot Program

TWIC Applicability

- MTSA requires TWIC for:

  - All individuals who require unescorted access to secure areas of MTSA regulated vessels, facilities, and Outer Continental Shelf (OCS) facilities, which includes but is not limited to longshoremen, truck drivers, vendors, facility/vessel employees, maintenance personnel, train crews, etc.

  - All USCG credentialed merchant mariners

  - We estimate ~750,000 maritime workers will initially require a TWIC
    - 1.2M applicants expected over a 5 year period

TWIC Rulemaking Status

- In response to comments received on the joint TSA/CG Notice of Proposed Rule Making (NPRM) published 22 May 2006, we divided the TWIC program into two separate regulatory projects.

- The TWIC Final rule was posted on the TSA and Coast Guard web sites January 1, 2007 in compliance with SAFE Port Act and published in the Federal Register January 25, 2007 with an effective date of March 26, 2007.

- The requirement to purchase and use TWIC readers will be addressed in a a second rulemaking.

- The public will have ample opportunity to comment on the technology and access procedures we propose in the second rulemaking.

TWIC Deployment Approach

- Start in Wilmington (Fall 07)
  - Limits size/complexity of initial roll-out
  - Participant in Prototype
  - Verify deployment processes; continue to monitor system

- Front-load critical ports, while balancing program risk and cost effectiveness

- Establish "Go/No Go" for each port based on readiness checklist

- Track contractor performance against target dates for start of enrollment

- Lockheed Martin approach allows for flexibility through adding personnel, shifts, and/or equipment to accommodate unexpected surge

- Rollout goal: issue credentials to all maritime workers and merchant mariners requiring unescorted access within 15 months of initial enrollments.

TWIC Stakeholder Outreach

- Robust outreach program with five key components:
  - Government – Industry outreach
    - Attended 75 conferences and meetings with industry and labor stakeholders
  - TWIC Stakeholder Communications Committee
    - Broad participation from industry associations and labor groups
  - Contractor "Advance Teams"
    - Coordination with USCG and TSA field reps, and local stakeholders
  - TWIC Web Site and Homeport
    - FAQ, Links and Brochures
    - www.tsa.gov/twic
  - Help Desk
    - 866-DHS-TWIC (866-347-8942)

Enrollment Process

Pre-enrollment

- Web-based
- Recommended, but not mandatory
- Will reduce time at enrollment center if completed beforehand

Enrollment

- Will have enrollment centers located throughout the country during the enrollment period
- At the enrollment center the applicant provides biographic information and identity verification documents
- A ten-fingerprint scan and digital photo are taken
- All information is encrypted and transmitted to the central TWIC system for processing

Enrollment Process (continued)

Security Threat Assessment (STA)

- Conducted by TSA
- Upon successful completion of the STA the TWIC is personalized by the centralized card production facility and shipped to the applicant's enrollment center
- Applicant will be notified when the credential is ready to be picked up

OR

- Applicant will be notified if he/she may be disqualified and of his/her appeal and waiver rights

Credential Pick-Up

- Applicant returns to enrollment center to claim credential for use at MTSA regulated vessels, facilities, and OCS facilities

TWIC Fees: (Note: Fees will be posted in a subsequent Federal Register notice)

TWIC Enrollment Category	Fee Level
Standard TWIC Enrollment	$137.25
Hazmat/Mariner/FAST TWIC Enrollment	$105.25[1]
Lost/Damaged Card Replacement	$36[2]

- TWIC user fees must fully offset program costs
- Standard user fee charged to applicant will cover:
  - Enrollment
  - Threat assessment and adjudication, including appeals and waivers
  - Card production
  - TSA program and systems costs

[1] *Does not include FBI's Criminal History Records Check (CHRC) and TSA's related adjudication costs*

[2] *Does not include FBI's CHRC, TSA's threat assessment, and estimated enrollment costs; This fee may increase to $60 and public comment is requested in Final Rule*

Contactless ("TWIC v2") Technical Specification

NMSAC working group recommended specifications for TWIC contactless operations:

- Group included representatives from maritime, smart card, and biometrics industry
- NMSAC recommendations included two specifications (one not encrypting fingerprint template; one with encryption; and, reader requirements for maritime operation)
- Published NMSAC recommendations in March
- Preparing final specification for release and *Federal Register* posting

Contactless ("TWIC v2") Technical Specification

Key maritime industry concerns:

- Reader must function in weather-exposed outdoor marine environment
- Contactless (RF) transfer of the user ID and biometric data from the TWIC card to the reader
- No PIN entry
- No requirement for the maritime operators to manage encryption keys

Primary Concerns Expressed by Public and Industry:

- Most oppose use of PIN
- Many concerned for length of time involved in biometric verification process, thus slowing entry to facilities
- Some concerned with compatibility with legacy physical access control systems (PACSs)
- Many concerned with cost of TWIC PACSs

Pilot Test Status

- Planning well underway to conduct pilot test at a minimum of five different locations—a SAFE Port Act requirement.
  - Test sites will include both maritime facilities and vessels
  - A variety of facility and vessel types, sizes, and operations will be included
  - Locations with varied physical environments will be included

- Cooperative agreements with the Ports of Los Angeles and Long Beach have been completed

- Discussions with the Port Authority of New York and New Jersey and Brownsville, TX have been held as well with an operator of a small passenger-carrying vessel operation.

- TSA / Coast Guard / DHS are completing a Test and Evaluation Master Plan.

Pilot Test Concept

- Obtain information to support the second TWIC rule (reader requirement rule)

- Test Phases:
  - Initial Technical Testing
    - Ensure TWIC readers meet technical and environmental specifications for readers intended to be used outdoors and/or in the marine environment
    - Independent testing lab
  - Early Operational Assessment
    - Collect baseline data for current operations
    - Evaluate reader performance in limited use at selected facilities / access points with workers who have obtained TWICs
  - System Test & Evaluation
    - Collect baseline data for use of TWIC as visual identifier
    - Assess impact of operating entire facility / vessel in accordance with the anticipated Coast Guard requirements for biometric verification of identity
    - Evaluate costs of achieving capability to comply with anticipated Coast Guard requirements