



**TESTIMONY FOR THE RECORD**

**OF**

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**PRESIDENT AND CEO OF THE U.S. TRAVEL ASSOCIATION**

**ON**

**“The Future of the Transportation Security Administration”**

**BEFORE THE**

**HOUSE COMMITTEE ON HOMELAND SECURITY**

**SUBCOMMITTEE ON TRANSPORTATION AND PROTECTIVE  
SECURITY**

**FEBRUARY 2, 2017**

Chairman Katko, Ranking Member Rice, and Members of the Subcommittee, I am pleased to offer testimony on behalf of the U.S. Travel Association (U.S. Travel), the national non-profit organization representing all sectors of America's travel community. I've testified numerous times over the years on the Transportation Security Administration (TSA) and ideas the travel community has on improving this vital security and facilitation part of the Department of Homeland Security (DHS).

The U.S. Travel Association has been driving the national discussion regarding aviation safety and travel security for more than a decade. Our advocacy is rooted in the belief that greater security and increased travel are mutually compatible goals. Based on this view, we commissioned a report five years ago offering recommendations for the TSA. Late last year, we issued an update of that report, and were pleased to have Chairman Katko and Subcommittee Member Keating participate in the roll out of that report at a Roll Call event in November.

Despite some challenges, TSA has improved its performance over the last five years, providing greater convenience to travelers while ensuring a high level of safety and security across the system. In particular, the TSA PreCheck trusted traveler program has been a major breakthrough in improving the travel experience. The leadership of the last two TSA Administrators – John Pistole and Peter Neffenger – has been critical to the growth of this very popular and effective program. I'm pleased to report that our relationships with these two former Administrators in particular was of tremendous benefit to the travelling public, and we look forward to similarly strong dealings with the Trump Administration's nominee for TSA once that is decided. But no matter who the next nominee for TSA head is, he or she will find that much work remains. As we've looked back at our policy recommendations over the years, we've seen that some of the ideas our organization put forward in 2011 still need to be implemented fully; for others, work has not yet begun.

For example, we continue to believe that funds raised from TSA fees should be used to improve transportation security, not be diverted to general revenues. The Screening Partnership Program (SPP) has not yet brought broad-based efficiency improvements and innovation to enough checkpoints across the country. And we have not yet harnessed the technology innovation of our country's leading security companies to bring a better checkpoint experience to all travelers.

But the best opportunity to ensure security and get travelers through lines quickly is presented by effective trusted traveler programs such as TSA PreCheck. Efforts to continue that program's expansion – for which you, Chairman Katko, have been such an effective proponent - should focus on Four Ps: process, promotion, price and prioritization.

We look forward to working with this Committee, others in Congress, the new leadership team at TSA and DHS, our colleagues in the travel industry, and the traveling public to continue improving TSA so that it delivers what we all deserve - the highest possible levels of security and expanded travel facilitation.

## **BACKGROUND**

In 2011, the U.S. Travel Association concluded a year-long expert-led project to formulate recommendations for travel-enhancing changes to the goals and performance of the TSA. Led by former Department of Homeland Security Secretary Tom Ridge, Congressman Jim Turner, Sabre CEO Sam Gilliland and American Airlines CEO Robert Crandall, this blue-ribbon panel issued a groundbreaking report, “A Better Way,” which made 14 recommendations for reforming TSA, based on the experience of security professionals, input from industry stakeholders, advice from privacy advocates and surveys of travelers.

Six years later, we now urge the new administration and the new Congress to place a renewed focus on refining and enhancing the operations of the TSA. Its mission to detect and deter security threats to the busiest aviation system in the world while facilitating the travel of nearly 750 million fliers per year is a complex, expensive and extremely important undertaking. However, an effective TSA is crucial not only to our national security, but also to the U.S. economy. U.S. Travel surveys have demonstrated that the public travels less when the system is bogged down by excessive or unpredictable wait times, or TSA dysfunction and chaos. These real or perceived failures impose an immense cost on the American economy. Research found that travelers would take between two and three more trips per year if TSA hassles could be reduced without compromising security effectiveness— and these additional trips would add \$85 billion in spending and 888,000 more jobs to our economy.

Unfortunately, the past six years for the TSA have been the most tumultuous political and budgetary environment in recent history, forcing the agency to regularly navigate a series of fiscal crises amid its usual operational challenges. Notably, the TSA suffered a major budgetary setback when the Murray-Ryan 2013 budget deal became law. This law mandated that TSA fee increases be diverted to the General Fund as part of a deficit reduction package, which U.S. Travel opposed. These fees should have been appropriately reinvested into enhancing security measures and creating a first-class travel experience. In addition, despite many efforts by this subcommittee, Congress has failed to reauthorize TSA since its original creation. This void creates confusion and dysfunction, because numerous Congressional committees have oversight of TSA and often provide inconsistent recommendations on how to balance security, privacy and facilitation.

The need to continually focus on TSA improvements was made obvious to all during the spring and early summer of 2016. Unacceptably long lines were commonplace at too many TSA checkpoints due to a combination of more travelers, reductions in TSA screening staff numbers and the return of many travelers to the regular screening lanes after the sudden end of the arbitrary “managed inclusion” practice from the early days of TSA PreCheck. These lines were

alleviated only through an emergency reallocation of funds, along with significant efforts by airlines and airports to assume non-essential tasks from TSA and invest private-sector funds into many checkpoints. The crisis demonstrated, however, that more structural changes are needed to help TSA succeed in its mission of strengthening security and facilitating travel.

As we look at the beginning of a new Congressional session and the dawn of a new Administration, U.S. Travel is pleased to offer policy recommendations on some of the most pressing issues facing our aviation security system, suggesting a new series of reforms that would further improve air travel in America, protect traveler privacy and dignity, and give the American people the best return on their investment of traveler fees and government dollars.

## **RECOMMENDATIONS**

### **Redirect Airline Passenger Fees to Cover the Cost of and Improve TSA Screening Operations**

The 2013 budget deal (known as “Murray-Ryan”) increased TSA fees from \$2.50 per segment to \$5.60, but used the increased federal revenue as a general revenue measure, failing to provide the funds to TSA. Thus more than one-third of all airline passenger fees collected are being diverted from TSA aviation security screening to the General Fund until FY 2025. As a result, travelers are paying considerably more in user fees but are not receiving the benefits of their fees in terms of better TSA performance, shorter lines or better-trained screeners.

This provision was included in the budget deal as one of many measures designed to meet revenue targets and avert additional worry about a government shutdown or debt limit crisis. Changes to TSA ticket taxes had been proposed numerous times by the Bush and Obama administrations but were always rejected by Congress as an inappropriate additional tax on travelers. During this budget negotiation, however, the breadth of the budget package made it possible for negotiators to not only include ticket tax increases, but also to use the additional revenue as an offset for spending outside of DHS or TSA. Over the objection of the travel and aviation industries, the provision became law in early 2014, and became effective in July 2014.

Comparing 2013 to 2015, travelers paid \$1.6 billion more in fees—\$3.5 billion vs. \$1.9 billion—for the exact same service. This diversion essentially requires travelers to fund aspects of government completely unrelated to TSA’s mission—anything from military bands to education funding to flood control.

While we recognize the emergency nature of the Murray-Ryan deficit reduction package, Congress must reverse the ongoing diversion. Revenue raised from aviation security fees should go toward securing travelers, not to deficit reduction. We support solutions to repeal the current requirement that a portion of aviation security service fees be credited as offsetting receipts and deposited into the General Fund of the Treasury. More broadly, we encourage Congress to

ensure that security funding is used to improve all aspects of aviation security including, but not limited to, staffing, developing technologies and checkpoint and airport facility enhancements.

### **Improve and Expand the TSA Pre-Check Trusted Traveler Program**

As urged in our 2011 report, TSA has implemented TSA PreCheck, a voluntary, government-run trusted traveler program that utilizes a risk-based approach to checkpoint screening. The goal of TSA PreCheck is to refocus resources on the higher-risk passengers and expedite screening of low-risk, pre-vetted travelers. This program is one of the most popular programs across all of government, and one of the most celebrated initiatives ever launched by the Department of Homeland Security (DHS).

The current TSA PreCheck program allows travelers to apply for program participation and, if eligible, receive expedited screening through designated lanes at participating airports. Individuals who apply pay \$85 to receive the expedited screening benefit for five years. As part of the application, individuals have a fingerprint-based background check conducted by the FBI. As of early 2017, more than 4 million travelers are enrolled in TSA PreCheck and more than 3.7 million are enrolled in the U.S. Customs and Border Protection's (CBP) Global Entry program, which also provides participants with PreCheck benefits. TSA is working on providing additional enrollment mechanisms and more fully integrating these marketing and enrollment mechanisms for all trusted travel programs—not just TSA PreCheck.

The program, while generally successful, needs important reforms to increase participation, particularly making enrollment more convenient without sacrificing security.

### ***Reduce the Cost of TSA PreCheck for Families and Corporate Groups***

Currently, the Office of Management and Budget (OMB) has required TSA to charge a standard enrollment fee (currently \$85 for five years) for all TSA PreCheck applicants. This one-size-fits-all approach has hindered efforts to enroll large classes of individuals that would benefit TSA and more than pay for the cost of their enrollment. Thus, a parent who is handling enrollment for three young children is treated the same as four distinct enrollments. A corporate travel manager who is handling enrollment for perhaps thousands of employees pays the same fee per employee, ignoring obvious economies of scale.

For families, the math is important. While younger children (12 and under) are allowed to join a parent in the TSA PreCheck lane, older children cannot. The one-time cost of enrolling a family of five may be a significant factor for many families and deter enrollment. We encourage TSA and its partners at OMB to reconsider fee rules for children, offer volume discounts, and explore a subscription model for fees that would be paid on an annual basis, not five years at a time.

In terms of companies, Microsoft last year announced it would reimburse employees for both TSA PreCheck and Global Entry. The company hosted a mobile enrollment event for 800 employees as a first step to potentially enrolling up to 5,000 employees. This decision came after then-DHS Secretary Jeh Johnson and then-Commerce Secretary Penny Pritzker wrote to 100 large U.S. companies requesting assistance in marketing and promoting TSA PreCheck.

The fact that more companies have not followed Microsoft's lead may be because the up-front cost of an \$85 enrollment fee, multiplied by hundreds or thousands of employees, is a measurable and significant cost, with harder-to-measure returns. Providing quantity discounts to corporate travel managers, especially those who supply applicants to TSA for on-site enrollment, may create more corporate interest. Annual payment plans would also spread the cost out and ease concerns for cost-conscious managers.

### ***Offer Vetted Populations for TSA PreCheck Expansion***

Various proposals have been suggested to allow those individuals who have passed a security review automatic access to TSA PreCheck, including security clearance holders and Transportation Worker Identification Credential (TWIC) card-holders. Millions of Americans have gone through elaborate and regularly recurring background checks deemed sufficient to provide them access to classified information, weapon systems, or sensitive transportation facilities and conveyances. However, other than expansion to active military members, TSA has been very slow to leverage government security reviews for its own purposes. As one particularly egregious example, an airport worker allowed access to secure areas of an airport and aircraft in the morning is not entitled to use the TSA PreCheck line if he or she is flying out of the same airport later in the day.

We recognize that issuance of a clearance does not mean an individual poses no risk. However, many of the categories listed above go through a more elaborate background check than TSA PreCheck requires. In an era where we expect that government will coordinate programs and not allow information to exist in silos, TSA should make prompt decisions about expansion of the TSA PreCheck program to these or other applicable populations.

### ***Leverage REAL ID Compliance for TSA PreCheck Enrollment***

The two-document requirement for TSA PreCheck applications is a major deterrent to travelers who would otherwise start an enrollment application spur-of-the-moment (i.e., with time to spend in an airport). Currently, individuals who want to apply for TSA PreCheck, but who do not have a passport (or one of six other forms of identity/citizenship) must instead present two forms of identity documents—generally, an unexpired driver's license and a U.S. birth certificate. These identification requirements were set by law, and have not changed over time. Obviously, most individuals rarely carry around their birth certificates or passports, and thus, spontaneous enrollment in TSA PreCheck is unlikely.

In 2005, Congress passed, and the President signed the REAL ID Act, which set new security requirements for driver's licenses. After numerous delays, implementation of the law will occur in two phases, with one phase beginning in January 2018, and the second phase in October 2020. During the first phase, individuals who want to board a commercial aircraft will have to show a REAL ID-compliant credential at the TSA security checkpoint.

REAL ID documents are secure under federal standards and will become more commonplace over the next couple of years. Since the two-document requirement unnecessarily burdens individuals who want to spontaneously apply for the program, we recommend that Congress direct DHS to allow an applicant with a REAL ID-compliant driver's license to fulfill the document requirement with that form of identification alone.

### ***Clarify the Role of Third-Party Vendors***

Currently, TSA PreCheck facilitates the movement of travelers through designated lanes at airports. Additionally, CLEAR, a company that uses biometric scanning technology to help customers speed through security by using fingerprints and iris images to confirm identity, operates at a limited number of airports. CLEAR lanes are available at 16 airports, and speed the movement of the program's members through security checkpoints. CLEAR members who have TSA PreCheck simply verify their identity at a CLEAR lane and are then taken to the designated TSA PreCheck lane to be physically inspected.

In the near future, we may see additional number of third-party prescreening vendors providing TSA PreCheck enrollment services to TSA. With the proliferation of travel facilitation products in the marketplace, it is important that the roles of each vendor, the benefits of their products and the regulatory structure they operate under are clearly understood by the public, airports and airlines. While enlisting third-party prescreening companies to sign individuals up for the program has not worked out as an approach to date, TSA should find ways to make enrollment more convenient and more accessible for passengers. As the agency's Unified Enrollment contract (which TSA uses for its PreCheck enrollment) expires later this year, TSA should look for ways to improve our 4 Ps of PreCheck improvement: process, promotion, price and prioritization.

### **Empower Airports and the Private Sector to Innovate and Improve Security**

The years-long political fight over allowing airports the option to utilize privatized airport screening under TSA supervision has been a disappointing development. While the current TSA Security Partnership Program (SPP) has proven popular among the limited number of airports that participate, TSA has made it very difficult for airports to make a business case for shifting into the SPP. As we wrote in our original TSA report in 2011, current law provides only limited flexibility for airports to utilize different methods of screening passengers and bags—therefore,

the variations between “federal” and “privatized” screening workforces are not sufficient to merit consideration of another option.

Congress should overhaul the SPP so that it becomes a viable, flexible and innovative option for helping airports deploy more efficient, effective security solutions tailored to their specific requirements. We believe that the legal authorities regulating the SPP should be amended to provide airports with greater flexibility to propose alternate screening programs and vendors to TSA for their review and approval. This could include different approaches to equipment procurement, checkpoint configuration, workforce scheduling, use of canines and other screening requirements. In addition, TSA must be much more willing to work with interested airports on their SPP options, focusing more on oversight of security effectiveness than on micromanaging airport decision-making about security workforces. TSA should set the security requirements and allow airports to meet them in the way they deem appropriate for their particular environment. In this model, TSA would also be responsible for auditing performance against those requirements.

### **Annually Test Vulnerabilities and Weaknesses to Improve Perimeter Security of U.S. Airports.**

In May 2016, the U.S. Government Accountability Office (GAO) recommended that TSA update the risk assessment of airport security to reflect changes to its risk environment and share results of this risk assessment with stakeholders on an ongoing basis. According to the report, since 2009, TSA has conducted perimeter security assessments at only 19 percent of commercial airports.

The risk to aircraft does not solely come from passengers. Security experts have been increasingly worried about insider and perimeter threats, especially in light of the recent shooting at Fort Lauderdale International Airport and attacks at foreign airports. The 2016 GAO report notes that while TSA has made some progress in assessing airport perimeter and access control security risks, including developing its own Comprehensive Risk Assessment of Perimeter and Access Control Security in 2013, it has not updated this 2013 assessment to reflect the current potential for insider threats. TSA needs to update this risk assessment to better focus limited resources on the most severe risks to airport security. TSA’s Joint Vulnerability Assessment (JVA) process, which it conducts with the FBI, has only been conducted at 81 (about 19 percent) of the 437 commercial airports in the U.S. due to resource constraints.

GAO recommended, and we concur, that TSA should develop and implement a method for conducting a system-wide assessment of airport vulnerability that will provide a more comprehensive understanding of security vulnerabilities in airport perimeter and access control. Perimeter security assessment at only 19 percent of commercial airports is not acceptable. While we recognize that resources are not unlimited, we do not believe constraining this program is in the best interest of national security, the airports or the traveling public.



## **Improve Preparation of Travelers and Encourage Wider Use of Secure ID Documents**

While the public's general understanding of how TSA checkpoints work has improved, TSA officers still encounter far too many travelers who attempt to bring inappropriate and disallowed items through the checkpoint, or are confused by the rules for removing their personal items. For example, in 2015, TSA detected more than 2,600 firearms at airport checkpoints, and the amount of firearm detections continues to escalate. TSA typically releases "travel tips" around busy travel periods such as holidays and spring breaks, noting that travelers who fail to properly follow standards for liquids and weapons "cause delays for themselves and everyone behind them." Travel industry stakeholders should work with TSA to improve its education and communication efforts about security rules and regulations, targeting locations and sources that travelers are likely to review as they book or prepare for their trip.

The reduction in use of the "managed inclusion" program means that travelers either clear checkpoints under TSA PreCheck rules if they are enrolled, or under the rules for the general public—no exceptions. While airlines and travel agencies normally provide TSA-related guidance somewhere on their websites, giving specific TSA screening instructions during the flight check-in process would be more useful to travelers. There is no reason for travelers to arrive at a TSA checkpoint unclear of what to do with their electronics, belts, jackets, shoes and liquids as they go through security. Additionally, families should be able to know in advance how the checkpoint will handle a mixture of adults and children.

Meanwhile, the percentage of Americans traveling with secure travel documents continues to climb thanks to record issuance of passports, increased REAL ID compliance, and growth in trusted traveler programs. However, the current standoff between non-compliant states and DHS over the agency's planned enforcement of REAL ID document standards potentially means that tens of millions of Americans will not be allowed to use their state-issued driver's licenses as a primary form of identity at airport checkpoints beginning in 2018.

As of early 2017, only 25 states and the District of Columbia were fully compliant with REAL ID, and several large states have repeatedly refused to enact compliance legislation. Education targeting these travelers on the new rules has begun late in 2016, far in advance of the January 22, 2018 deadline, so that citizens of these states know that they may need to obtain alternate identification when traveling. More broadly, we urge federal and state governments to embrace programs that build and deploy secure identification documents in order to provide the traveling public with higher-quality identity documents that meet government security standards.

## **Improve the Checkpoint Experience**

We encourage stakeholders to make the TSA process less stressful by collaborating on ways to occupy travelers' time and minds with interesting content such as informational videos, updates

on flights and security processing times, and information about eating and shopping options after the checkpoint. This recommendation requires a partnership at the local level, between TSA and airports and airlines servicing the airport. Private-sector players such as theme parks and hotels have long recognized that the time waiting in line can be less frustrating and more helpful when guests are occupied with interesting content while in a queue. We recommend that checkpoints not only feature informational videos prepared by DHS about threat levels and programs like “see something, say something,” but also display updates about flight departures, gate changes, and eating and retail opportunities after security. Airports may also find value in providing information about new flight routes, amenities, transit options and the like.

The time travelers spend waiting at the checkpoint may also present a marketing opportunity for TSA PreCheck. And if TSA PreCheck opportunities are available post-checkpoint, they should be advertised as well. In short, there is no reason to make the time waiting in a TSA line a boring, frustrating process. Providing a traveler with information relevant to his or her flight or future travel options will make the wait more manageable and take advantage of a captive audience.

### **Develop a Strategic Technology Planning Capability**

While TSA produces a five-year technology plan every two years, it does not use that plan when building budgets or funding deployment of the most advanced technology possible. Akin to the Department of Defense, TSA’s budget submissions should aim to implement multi-year strategic planning priorities, particularly related to checkpoint technologies. These plans should take advantage of technology advances developed elsewhere inside DHS via robust information-sharing across agencies and offices.

TSA is implementing a new procurement strategy consistent with legislation successfully backed by U.S. Travel. To date, two five-year procurement plans have been developed by the agency, approved by the OMB and released to stakeholders. They have included an appropriate level of detail on what TSA envisions deploying and when the agency plans to do so.

In 2014, Congress passed, and the President signed H.R. 2719, the Transportation Security Acquisition Reform Act. A core part of this measure requires the TSA to annually produce a projection of its technology needs over the next five years. This requirement emerged due to years of strained relationships between technology vendors and TSA. Vendors complained that TSA’s failure to produce a technology roadmap made it difficult for companies to create investment plans, while TSA argued that its technology needs have changed quickly, and a detailed forecast would become outdated too quickly to be useful.

While the requirement to create a five-year plan has been helpful in enabling all stakeholders to better understand how TSA views technology’s ability to manage risk, the agency has not built and followed acquisition strategies designed to field the technology in the plans. As a result, the

five-year planning process is just an exercise on paper that has meant little in terms of deploying technology in the commercial aviation sphere.

In order to make this a truly effective process that improves security and the experience of commercial aviation passengers, TSA should, like the Department of Defense, include implementing plans, acquisition strategies and sufficient budgets in its five-year plans. Until the link between plans, acquisition and budget is effectively made, this five-year planning effort will be of little value to TSA or its stakeholders.

Additionally, to be as effective as possible, this plan should draw from resources across DHS that are trying to solve security problems similar to TSA. The DHS Science and Technology Directorate and Customs and Border Protection (CBP) for example, have reviewed inspection and detection technologies that should be assessed to determine if they might assist TSA as it implements its transportation security mission.

### **Deploy Modern Staffing Solutions**

Domestic and international travel are key drivers of the U.S. economy, supporting over 15 million jobs, \$2.1 trillion in economic output and \$231 billion in wages. It is expected that domestic and international travel will continue to increase in 2017. This growth is positive for the U.S. economy and job creation as a whole, but these increases and persistent funding fluctuations are straining TSA's current staffing resources. It is imperative for TSA to continually strive to develop and deploy strategies that will optimize its current workforce.

For TSA to most effectively manage its workforce, the agency should provide its airport Federal Security Directors (FSD) the ability to utilize world-class staffing management tool and technologies, including staffing software. It is imperative that staffing and technology solutions be managed under the FSD's authority and coordinated with the local airport.

Given these factors, the efficiency of the TSA workforce must be constantly evaluated. Staffing airports with the right number of full- and part-time workers is a complicated responsibility, taking into account leave, vacation, union rules, management of the overtime budget, and training. Regardless of whether the TSA has the appropriate number of Transportation Security Officers (TSOs) or is understaffed, it is imperative that the TSA be able to fully optimize the efficiency and effectiveness of its current workforce. This approach will have the added benefit of reducing staff turnover, overtime, training costs and traveler complaints.

To accomplish this goal, the agency should utilize world-class staffing management tools and technologies, including staffing software that exists in the market today. Deploying available technologies that continuously collect and aggregate real-time data from numerous sources including airlines, airports and third-party providers will lead to more accurate predictions of staffing needs at airports. This will allow for the creation of a strategic short- and long-term

staffing matrix that will enhance TSA's ability to predict and incorporate the complexities of scheduling a large and dynamic workforce.

Undertaking a technology assessment to identify enhancements and close any technology gaps will further the goal of TSA's management at the national and local level to remove pressure from the frontline workforce, so it can focus on security while creating a scheduling system that provides flexibility to local airports. This would help keep travelers secure, but also create a memorable customer experience, which would be a win for the traveling public and the TSA.

### **Further Utilize Canine Screening Units**

The National Explosives Detection Canine Team Program (NEDCTP) was transferred to TSA in 2002, after its establishment as the Federal Aviation Administration's Explosives Detection Canine Program in 1972. TSA's NEDCTP utilizes Passenger Screening Canine (PSC) teams to deter and detect explosives within airports and other transportation systems across the nation. The agency currently deploys 997 canines, 322 of which are led by TSA handlers, with the remaining 675 utilized by local law enforcement in transportation environments, including airports. Approximately one-half of TSA's 322 teams are already certified, and 10 teams are operational in passenger screening.

TSA currently uses two types of canines to support airport security operations—the traditional “approach and sniff” type (called Explosive Detection Canines) and “vapor wake method” PSC dogs trained specifically for use in the checkpoint area, while also being able to perform the more traditional explosive detection missions.

In a June 2016 hearing before the Senate Homeland Security and Governmental Affairs Committee, then-TSA Administrator Peter Neffenger emphasized the importance of PSC, noting that the program increases efficiency in the passenger screening process, often with greater accuracy than conventional methods. As a result, TSA shifted PSC teams to the 20 largest airports in the United States, to maximize detection capability in an effort to mitigate long wait times outside of secure areas.

TSA has been retraining cargo canines for passenger screening, and the remaining multi-modal teams will be trained for passenger screening operations in 2017.

TSA should continue to increase funding for the PSC program to bring this capability to a larger number of Category X and Category 1 airports. At the same time, we encourage TSA to better engage local law enforcement so that resolution protocols (i.e., operating procedures employed when a PSC detect explosives) can be adopted, which is critical to program expansion.

### **Focus TSA Screening on Bags from International Arrivals Not Screened to TSA Standards**

The requirement that TSA rescreen luggage that has safely arrived in the U.S. on an inbound international flight has long been the bane of travelers forced to reclaim, manage and recheck their bags during a flight connection. TSA has agreed to end the rescreening requirement for bags arriving from Canada. We recommend that TSA negotiate agreements with the United Kingdom and European Union based on the Canadian initiative.

The rescreening issue remains a major problem for inbound flights from all other countries in the world. The policy requires TSA and airlines to expend immense resources in order to rescreen such checked luggage. The policy was predicated on the concept that TSA should only recognize screening at a foreign airport if it used the same high standards imposed on the U.S. aviation process.

In 2011, as part of the U.S.-Canadian “Beyond the Border” initiative, the countries agreed that inbound bags from Canadian flights would not need to be rescreened once Canadian airports utilized TSA-approved explosive detection equipment. We understand that by the end of 2016, all Canadian airports with flights to the U.S. will meet this standard, and TSA will end the rescreening requirement for bags associated with connecting flights in the U.S.

In late 2016, the Canadian Air Transport Security Authority installed explosive detection systems that fully meet TSA baggage screening requirements. The technology will be fully operational by mid-2017 at all eight Canadian preclearance facilities and thus eliminates the need for baggage rescreening on connecting U.S. flights.

While TSA has improved its scrutiny of foreign airport screening, a wholesale end to rescreening is not likely. We recommend that TSA negotiate agreements with the United Kingdom and European Union based on the Canadian initiative. We understand that productive discussions on issues such as screening of liquids have been held, but also recognize that recent events in Europe require that our mutual confidence levels in detection programs be high. This initiative should be a top priority as part of broader border and aviation security discussions.

For U.S. Travel, nothing matters more than the safety of our nation and travelers. We appreciate your holding this hearing to explore ways to make TSA more efficient and effective both from a security and facilitation perspective.

Again, thank you Chairman Katko, Ranking Member Rice and all Members of the Subcommittee for inviting me to testify today. I look forward to answering your questions.