



TSA Information Bulletin

What Is The Missouri Pilot?

WHAT: Through a partnership with the State of Missouri's Motor Carrier Services Safety & Compliance Division, TSNM has expanded the Corporate Security Review (CSR) Program [**NOTE: See TSA Information Bulletin on the CSR Program**] allowing us to reach the trucking and motorcoach industries more effectively. A pilot program has been implemented to train and work with Missouri's Motor Carrier Services Safety & Compliance officials to collect motor carrier security information using a standard set of TSA developed CSR protocol questions.

WHO: TSA's Transportation Sector Network Management (TSNM) Highway and Motor Carrier Office, State of Missouri Dept of Transportation (MoDOT) Motor Carrier Services Safety and Compliance Division, and the Commercial Vehicle Safety Alliance (CVSA).

WHY: CSRs are currently conducted only by TSNM Highway staff, but by 'force multiplying' the data collection efforts with the volunteers at MoDOT, we are able to provide security best practices/lessons learned, in addition to targeted security assistance, sooner rather than later and with a broader audience.

HOW: In addition to having trained MoDOT officials to collect certain motor carrier security information, we are building upon the solid relationship we have with the Commercial Vehicle Safety Alliance (CVSA) to reach out to the law enforcement community. CVSA is the association that is responsible for the administration and enforcement of motor carrier safety laws in the United States, Canada and Mexico. CVSA enforcement officers currently enforce Federal Motor Carrier Safety Administration (FMCSA) regulatory requirements, **which include security; most notably the hazmat security plan requirements found in 49 CFR 172.** The pilot is testing the feasibility of using CVSA enforcement officers (In Missouri, the MoDOT officials mentioned above are also CVSA enforcement officers – they are one and the same) to collect data that will meet both FMCSA requirements and our security concerns. The goal is to have the data collected and then disseminated to both agencies via a central, protected database. This should prevent the motor carriers from being visited by two federal agencies on separate occasions. Also, the carriers should benefit from the joint (FMCSA & TSA) in-depth findings on their security posture.

WHEN: The pilot kick-off took place in April 2006. The testing phase is to be completed within a year.

NEXT: The next steps include the development of a CONOPS and fine-tuning the central database glitches encountered as data is input. Funding for data collection is coordinated by MoDOT and FMCSA. Future steps include incorporating other state DOTs into the pilot.