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## **National Maritime Security Advisory Committee (NMSAC) Task Statement**

### **TWIC Contactless Specification**

(Draft revision 2)

**I. TASK TITLE:** Transportation Worker Identification Credential (TWIC) contactless biometric specification development.

**II. BACKGROUND:** The Transportation Security Administration (TSA) and the Coast Guard published a Notice of Proposed Rulemaking on May 22, 2006, proposing TWIC requirements to meet the mandate of the Maritime Transportation Security Act (MTSA) of 2002. MTSA requires members who have unescorted access to secure areas of maritime facilities and vessels to possess a TWIC. The NPRM indicated that the TWIC will be aligned with the Federal Information Processing Standards 201-1 (FIPS-201), and proposed card reader requirements for the use of TWIC for access control to secure areas.

During the public comment period of the rulemaking, numerous concerns were raised regarding card readers, including uncertainty on costs, specifications, connectivity, and application. In addition, concerns were voiced that the FIPS-201-1 specification did not allow for contactless use of a TWIC. This would result in fielding of contact readers, which would not be sufficiently durable for use in the maritime environment. After careful deliberation on all of the comments, TSA and the Coast Guard announced on August 21, 2006 that the requirement for card readers would not be included in the TWIC Final Rule. Instead, a follow-on rulemaking would be initiated to separately address requirements for the use of card readers for access control to secure areas.

On October 13, 2006, the SAFE Port Act, which contained specific provisions for the TWIC program, became law. It requires, among other things, that the Department of Homeland Security conduct a TWIC pilot program in five distinct locations to test the business processes, technology, and operational impacts required to deploy TWIC readers. The pilot is required to begin no later than April, 2007. The results of this pilot will inform the second TWIC rulemaking, which is intended to incorporate contactless card reader capability to meet the demands of TWIC application in the maritime environment.

### **III. PROBLEM STATEMENT:**

In order to meet the SAFE Port Act TWIC pilot requirement beginning within six months, and in order to proceed with the rulemaking requiring TWIC card readers, a TWIC contactless biometric specification needs to be developed. This specification would allow for the secure transmission of data between a card and reader without having to insert the card into a reader. It needs to be aligned with the FIPS-201-1 standard, which currently does not include specification for contactless card and reader capability. It need not be a standard, which would require approval by the National Institute for

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Standards and Technology (NIST). Rather, it needs to be a specification which cannot conflict with the NIST standard, but which may be appropriate for NIST approval in the future. TSA and the Coast Guard seek the assistance from the principal stakeholders in the card reader requirement, namely the regulated maritime industry and the biometric credential industry to apply to best expertise in developing a standard which is sensible, achievable, and timely to meet the objectives of MTSA.

**IV. TASK:** Develop a contactless biometric specification for the TWIC. Working with the Transportation Security Administration and the Coast Guard, augment the Credentialing Work Group, or form a new work group with appropriate members of the biometric industry, the National Institute of Standards and Technology (NIST) and the General Services Administration (GSA) to perform this work, applying expertise both from the biometric credentialing industry and maritime industry TWIC stakeholders. Provide an opportunity for public comment on a draft specification and incorporate comments into a final specification. The specification developed shall be:

- a. Non-proprietary;
- b. Incorporating appropriate security and privacy controls;
- c. Interoperable with FIPS 201-1;
- d. Capable of being a platform for future capabilities;
- e. Capable of supporting maritime operations;
- f. Suitable for manufacturing.

Recommend that this task be addressed by dividing responsibilities to construct operational maritime requirements and technology specifications. Operational maritime requirements should be developed by members of maritime industry to specify credential requirements pertaining to credential authentication (e.g. authentication time and process, and alternate authentication procedures); durability requirements; and credential management procedures, including key management. Technology specifications should be developed to meet operational requirements with the technical expertise of biometric credentialing experts to include the smart card specification, reader specification, and keying specification.

**V. DEADLINE.** Please provide the final standard by 28 February 2007. A timeline is proposed below to guide deliberations:

14 November 2006 – Task statement is introduced during NMSAC meeting  
31 January 2007 – Draft specification is completed and released for public comment  
15 February 2007 – Public comment period closes  
28 February 2007 – Final specification is published, incorporating and addressing public comments

**VI. SUBJECT MATTER POINTS OF CONTACT FOR THE TASK:**

Mr. John Schwartz, Transportation Security Administration, TWIC Program, 571-227-2177, John.Schwartz@dhs.gov

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CDR Peter Gautier, Chief, Coast Guard Facilities and Cargo Division, G-PCP-2, 202-372-1171, Peter.W.Gautier@uscg.mil