



FactSheet



SETA

SETA assessments are voluntary and will be tailored to meet the security needs and procedures of the stakeholder. Stakeholder participation throughout the planning and execution is vital for a successful program.

There are three types of SETA activities:

- Pre-Trip Inspection
- In-Service Inspection
- Post-Trip Inspection

The SETA program has the ability to be conducted within all modes of surface transportation to include:

- Passenger and Commuter Rail
- Freight Rail
- Mass Transit
- Highway
- Maritime
- Pipeline
- Shipper/Receiver

SETA Qualification

The completion of at least one BASE assessment is recommended prior to participation within the SETA program. It is preferred but not required that agencies have participated in an EXIS exercise and RMAST activities.

Security Enhancement Through Assessment (SETA)

The Office of Security Operations (OSO), Surface Compliance Branch has developed the SETA program in support of TSA’s Risk Based Security (RBS) initiative. The SETA program supports a national strategy for performing risk mitigation by utilizing the APTA Revenue Vehicle Security Inspections recommended practice SS-SRM-RP-012-09 as a security standard. These assessments consist of covertly placing unattended bags/suspicious bags on multiple transit vehicles simultaneously to simulate a coordinated terrorist attack.

The SETA program will consist of five key elements that are completed in three phases: **Identify**, **Assess**, **Mitigate**, **Reassess**, and **Sustain**. Phase I includes identifying vulnerabilities and establishing the baseline security posture. Phase II is to mitigate the vulnerability through security training. Phase III includes a re-assessment and plan development to maintain an effective security posture.

Phase I:

Identify-TSA Inspectors and the participating stakeholder will jointly discuss and decide which vulnerability fits within the SETA assessment capabilities (pre-trip, mid-trip, post-trip). Additional assessment scenarios are under development and will be based on stakeholder input and needs.

Assessment-This is the initial assessment and will establish a baseline security posture for the stakeholder. It is very important that knowledge of the assessment is limited to need-to-know employees only. Prior to the assessment, inspectors will conduct covert surveillance operations to gain first-hand knowledge of the daily operations. Following the completion of Phase I, inspectors will provide a Phase I debriefing to provide the assessment results and options for consideration to address any security vulnerabilities discovered during Phase I.

Phase II:

Mitigate- Transportation Security Inspectors will provide the stakeholder with a security briefing or security training to front line employees. These options would focus directly on the area being assessed. This phase is recommended to be completed within 30-60 days from the completion of Phase I.

Phase III:

Reassessment-This will be an assessment replicating the Phase I assessment and provide the stakeholder the ability to see if the assessed security posture has changed.

Sustain-At the completion of Phase III, TSA and the stakeholder will jointly establish a sustainment plan to maintain an increased level of security. This plan can consist of the stakeholder establishing an internal assessment program, internal Standard Operation Procedure (SOP) changes, or utilization of the TSA SETA program to address additional security vulnerabilities.



Baseline Assessment for Security Enhancement

Exercise Information System

Risk Mitigation Activities for Surface Transportation

Security Enhancement Through Assessment