

Senator Deb Fischer
Questions for the Record
Transportation Security Administration Nominee David Pekoske

Question 1. I understand that some transportation facilities would like to use TWIC as part of their security plans. What do you think about the voluntary use of TWIC for other modes of transportation, such as pipelines, for facility security plans?

I am open to exploring the use of TWIC as part of facility security plans. If confirmed, I will look closely into TSA's work on this and would welcome the opportunity to discuss it further with you.

Question 2. Attacks on rail carriers in France in 2015 and Brussels in 2016 highlight the vulnerabilities to our passenger rail systems. These systems are naturally open, which can make them soft targets. TSA does not directly manage passenger rail security, but provides support for passenger rail systems through training and exercise programs. In your opinion, how can we better protect and prepare passenger rail systems to lessen their vulnerability?

In my opinion, we can better protect and prepare passenger rail systems through vulnerability assessments, security plans and exercises. Additionally, continued promotion of the "See Something/Say Something" campaign would enlist passengers' help to provide information to security personnel for evaluation and response, if needed.

Question 3. In your opinion, do the Visible Intermodal Prevention and Response, or VIPR (pronounced Viper) teams add to our transportation security?

VIPR teams augment the security of any mode of transportation and have been in use for over 10 years. In my opinion, they contribute to transportation security by augmenting response and deterrent capability, as part of an overall transportation security system. If confirmed, I look forward to briefings on the evolution of the use of VIPR teams.