

THESE PREMISES
ARE UNDER
24 HOUR
SURVEILLANCE

TWIC

Transportation Worker Identification Credentials



Response Management Associates

About RMA

- Established in 1990
- Consistent Growth
 - 40+ Full-time Staff
 - Extensive Associate Base
 - Extensive Multi-Industry Client Base
 - International Experience
 - Response Resources
 - Technology



RMA Services

- Contingency and Regulatory Planning
- Regulatory Compliance Assessments / Audits
- Security Services and Training
- GIS / Mapping / Spill Trajectories
- Incident & Disaster Management
- Air Quality Permitting & Compliance
- Regulatory Training, Exercises and Drills
- Software Development
- Grant Application and Administration



Industries Served

Petroleum and Chemical
Exploration and Production
Gas Plants
Refineries
Chemical Plants
Bulk Storage Facilities

Government
Federal
State
Local
International

Transportation
Pipeline
Air
Rail
Marine
Trucking

Other
Electric Generating Stations
Manufacturing and Construction
Academic Institutions
Port Facilities
Medical



TSA TWIC Website

- http://www.tsa.gov/what_we_do/layers/twic/index.shtml
- Frequently Asked Questions
- Pre-enrollment
- TWIC Quarterly Deployment Plan (last updated Nov 29, 2008)



USCG TWIC Website (Homeport)

- <http://homeport.uscg.mil/mycg/portal/ep/home.do>
- TWIC link on top right
- Frequently Asked Questions
- General Information
- Outreach
- Policy (NVIC 03-07)



TWIC Regulations

- 72 FR 3492, Jan 25, 2007
- Effective date: March 26, 2007
- 33 CFR, 46 CFR, 49 CFR
- Compliance: Vessels – by Sept 25, 2007
- Compliance: Facilities – 90 days after USCG publishes in FR



TWIC Regulations

- Does not apply to
 - Foreign vessels,
 - Vessel crew at US Facilities working immediately adjacent to vessel,
 - Federal Officials,
 - Law Enforcement,
 - State & Local First Responders



TWIC Security Plan Updates

- Upon next scheduled resubmission if FSP/VSP approved prior to March 26, 2007
- Requirements to present TWIC to officials & interface with TWIC Reader
- Definitions (Escorting, Secure Area, TWIC, Unescorted Access)
- Vessels: No TWIC for Passenger or Employee Access Areas
- Inform Personnel of TWIC requirements & ineligible events



TWIC Security Plan Updates

- Develop TWIC procedures
 - Secure Area escorts require a TWIC
 - Actions to be taken if escorted individual engages in unauthorized activities
 - Notify employees of Secure Areas or Public Access Areas & properly mark
 - TWIC Restricted / Secure Area provisions
 - Procedures for lost/damaged/stolen TWIC holders
 - Newly hired employee TWIC provisions – 30 days while pending



TWIC Security Plan Updates

- Develop TWIC procedures (Cont'd)
 - Newly hired provisions do not apply to FSO, CSO, VSO & Security personnel
 - FSO, CSO, VSO must implement TWIC program
 - FSO, VSO, & personnel with security duties must maintain a TWIC
 - Identify where TWIC access control provisions apply



TWIC Security Plan Updates

- Develop TWIC procedures (Cont'd)
 - Procedures to identify non-TWIC holders
 - Describe Escorting procedures
 - Describe TWIC inspection procedures (photo, valid, forgery)
 - Lost/stolen/damaged TWIC – access up to 7 consecutive days
 - Personnel must be able to produce TWIC upon request



TWIC Training Requirements

- CSO, VSO & FSO knowledgeable of TWIC requirements
- Vessel/Facility Personnel with Security Duties and “all others” know how to carry-out TWIC program



TWIC Secure Area Redefinition

- July 2, 2007 NVIC 03-07
- USCG Checklist



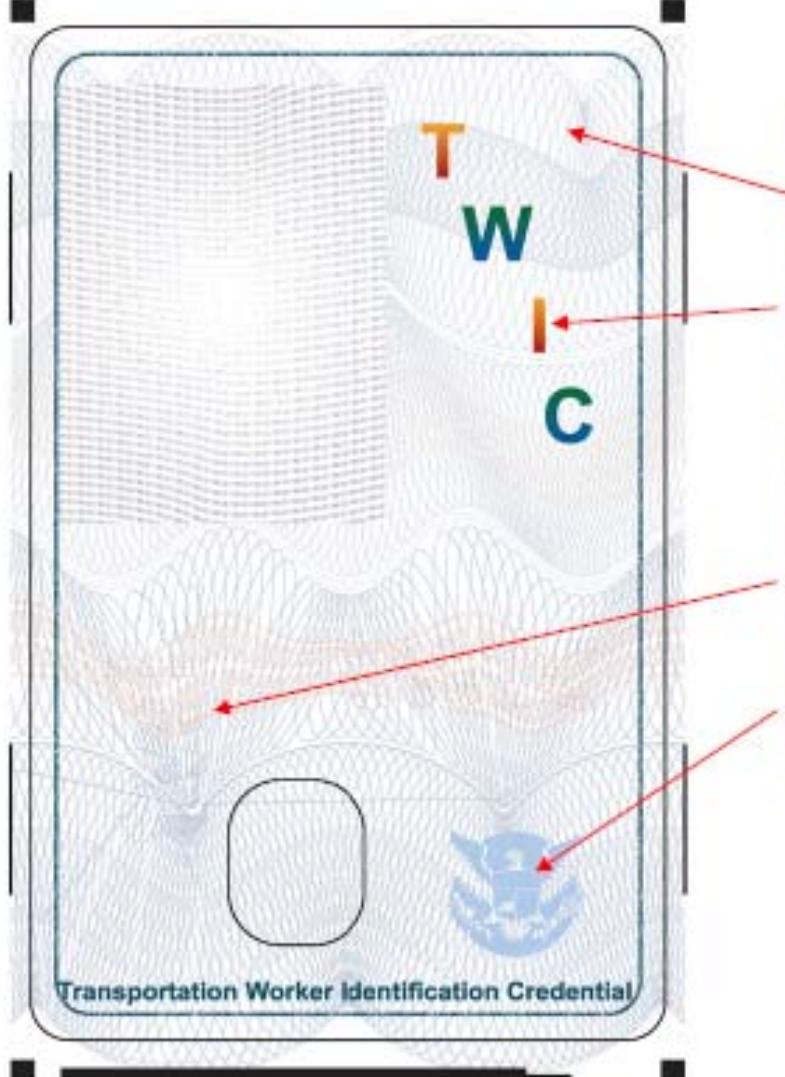
TWIC™ Card

Physical Security Features



Transportation
Security
Administration

Card Stock Security Devices



General Definitions of Security Features:

Fine line background (Guilloche pattern) – A pattern of continuously fine lines constructed by using two or more lines in overlapping bands that repeat a lacy, web-like curve.

Ink – Color Shifting OVD – Printed opaque, multilayer light interference ink pigment creates noticeable, reflecting color shifts, i.e., gold to green, green to blue, etc. similar to what is seen on many global identification documents including driver licenses, banknotes, passports, and visas. The color shifting and authentication effect cannot be replicated or digitally recreated. Tightly controlled and only available for the most secure document applications.

Duplex Patterns – A design made up of an interlocking pattern of small irregular shapes, printed in two colors and requiring very close register printing in order to preserve the integrity of the image.

Ultraviolet fluorescence – Invisible inks that emit visible color under exposure to ultraviolet light. Colors can be formulated that are not commercial available, making resistance to counterfeiting higher.

TWIC™ Card Stock Security Devices

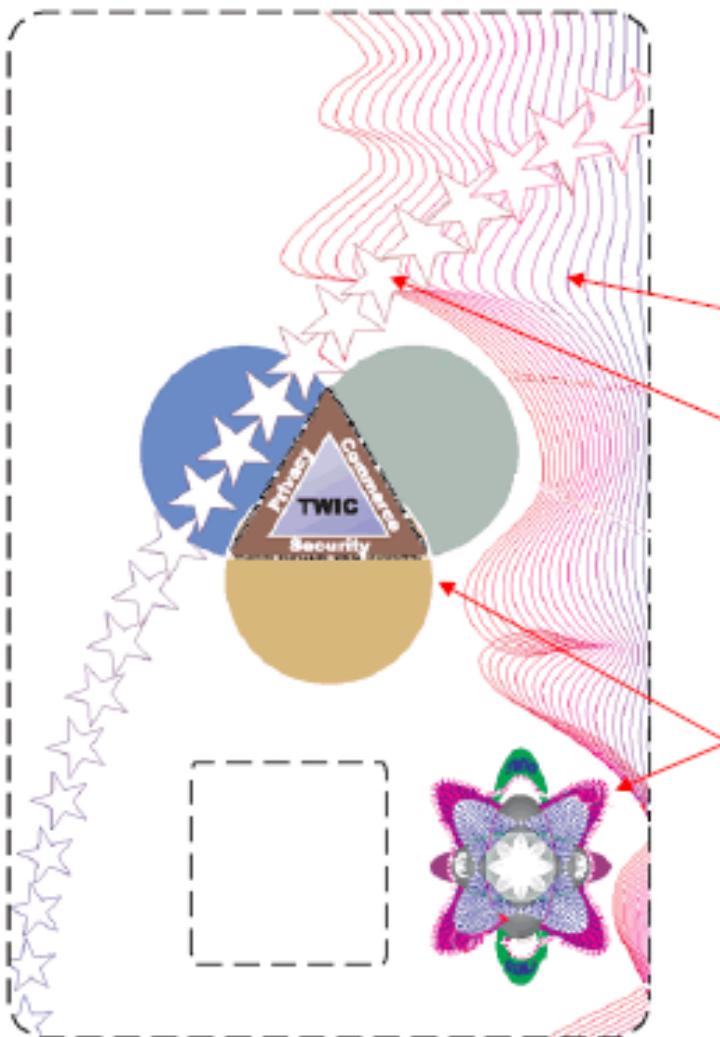
Ink – Color Shifting OVD (“T” and “I” shift from Red to Gold; “W” and “C” shift from Green to Purple)



Duplex Patterns
(the lower case
letters “twic”)

Ultraviolet
fluorescence

Laminate Security Devices

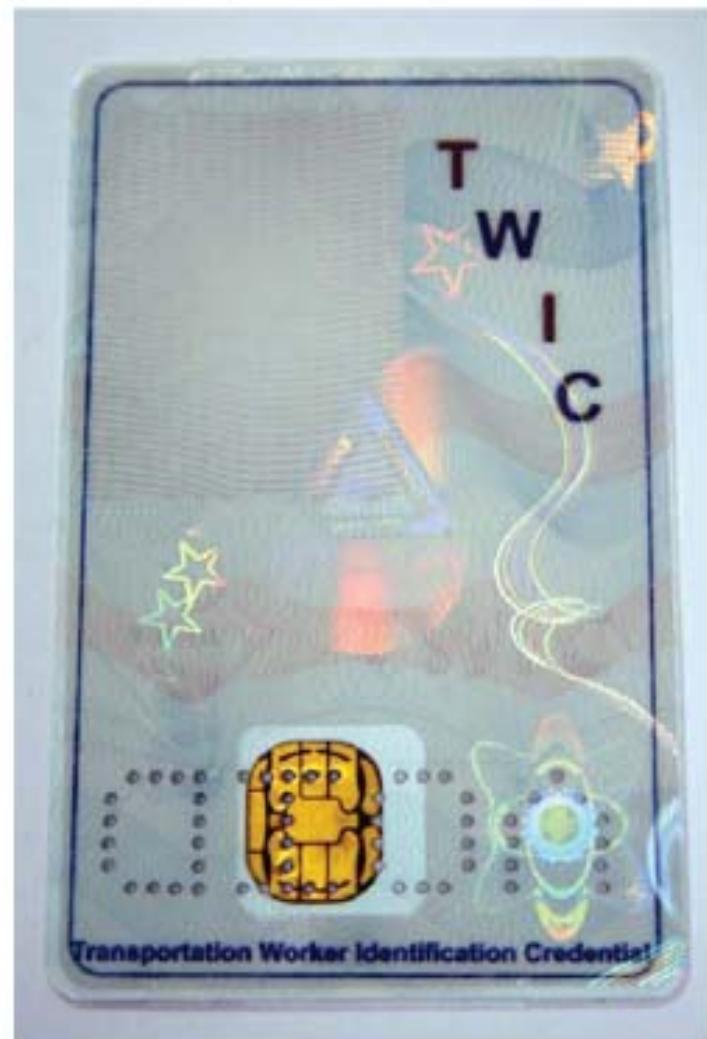
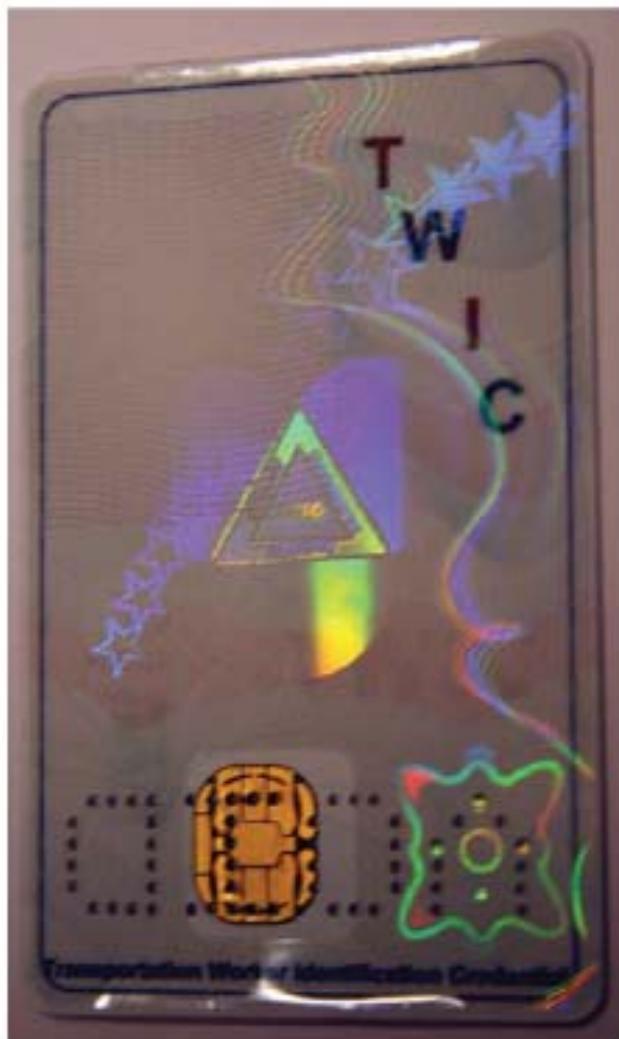


Fine line foreground – A pattern of continuously fine lines constructed by using two or more lines overlapping bands that repeat a lacy, web-like curve.

Kinetic Patterns – Kinetic patterns are similar to guilloche patterns, but instead of being animated waves, the patterns are a series of complex, straight lines or shapes. As the viewing angle of the card is changed, the kinetic image moves across the card, giving it the effect of motion across the card. Like a guilloche OVD, patterns are customized for each program and are typically combined with a holographic OVD, a guilloche OVD, or both. The TWIC™ laminate is a series of stars moving from the lower left corner to the upper right corner.

Transparent DOVID – Transparent DOVID (diffractive optically variable image device). When incorporated into the TWIC™ design, feature will not interfere with photo or data information. Transparent OVD authentication effects cannot be photo copied or digitally recreated. OVDs are holographically mastered or digitally mastered using computer-guided lasers or electron beams.

Photograph of TWIC™



RMA Contact Information

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Security – John Manganaro, CPP
jgmanganaro@rmaworld.com



TWIC!

**LTJG Sarah E. Hayes
BMC Mark A. Wilkins**

**Waterfront Facilities & Security
USCG Sector Houston-Galveston**

05 DEC 2007



**Homeland
Security**



Transportation Worker Identification Card

- NVIC 03-07 provides guidance on implementation of final rule for TWIC.
- Details enrollment process, compliance requirements, and increases understanding.
- Vessels and facilities MUST be in compliance by 25 September 2008.



TWIC Applicability

- Mariners and other individuals with a need for unescorted access to secure areas of U.S. vessels, waterfront facilities, and Outer Continental Shelf Facilities.
 - Coast Guard-issued Merchant Mariner License, Merchant Mariner Document, or Certificate of Registry..*
 - Vessel pilots*
 - All members working aboard towing vessels that push, pull, or haul alongside tank vessels.*



TWIC Exemptions

- Federal officials during the course of official duties.
- State and local law enforcement officials while on duty.
--*Does NOT include these officials when acting in a off-duty contracting role to the facility.*
- Emergency responders when responding to an emergency situation.
--*Does NOT include OSROs, even when responding to an emergency.*



TWIC Application Process

- Pre-Enrollment (optional but recommended)
- Enrollment
- Fee Collection
- Security Threat Assessment & Notification
- TWIC Issuance



**Homeland
Security**

26 July 2007

Secure Areas

- Facilities with a significant non-maritime transportation portion may submit an amendment to their FSP to request to re-define their secure area to include only the maritime transportation portion of the facility.
- **The intent of this provision is to limit TWIC applicability to the maritime transportation portion, not to reduce the area over which the FSP applies.**
- Some restricted areas may be eligible for placement outside the new secure area depending on their type.



TWIC & Escorting Personnel

- Escorting within secure areas that are not also restricted areas.
 - Must be accomplished in 1 of 2 ways: monitoring described in 33 CFR 104.285, 105.275, 106.275 or physical, side by side accompaniment.
- Escorting within secure areas that are restricted areas.
 - side by side – 1 TWIC holder to 5 non-TWIC holders.



TWIC & Security Plans

- TWIC procedures do not need to be incorporated into existing facility and vessel security plans until the next regularly scheduled submission, five years from the last plan approval date.
- While facility and vessel owner/operators do not have to amend their plans with the TWIC requirements, they still must comply with these requirements, as stated in 33 CFR 104.405(b), 105.405(b), and 106.405(b).



FSO responsibilities

- FSO must maintain a TWIC and have knowledge of TWIC requirements
- Secure/restricted area locations and requirements
- Locations of and requirements for passenger and employee access areas
- Escorting requirements
- Integration of the TWIC program into existing access control systems.
- Resolution of Violations
- New hire procedures
- Access for individuals with lost, stolen or damaged cards
- Requirement to notify employees of TWIC and secure/public access/passenger access/employee access areas.



TWIC Definitions

- Secure Area - The area over which the owner/operator has implemented security measures for access control in accordance with their security plan.
- Restricted Area – A location requiring a higher degree of security protection, typically located within a Secure Area. This is an existing term under MTSA.
- New Hire – A newly hired vessel or facility employee who has applied for, but not yet received TWIC



TWIC & Enforcement

- The Coast Guard intends on integrating TWIC Program compliance activities into our current vessel and facility inspection examination policies and does not anticipate adding inspections solely to verify compliance with TWIC requirements.
- Coast Guard personnel will use handheld card readers to validate that the TWIC is valid.



TWIC Additional Information

<http://homeport.uscg.mil>

www.tsa.gov



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26 July 2007



Homeland Security



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Houston-Galveston Area TWIC Working Group

James Prazak

5 Dec 2007

Purpose

- TWIC working group focused on:
 - Sharing information/knowledge and...
 - Aiding implementation
 - Identifying and **solving** issues/problems – solutions-based
 - Leveraging activities (i.e. training, outreach, etc.)
 - Providing advice to Sector Commander
- Smaller group focused on Shore Access issues

Aiding Implementation

- Share information/knowledge
- ID location for permanent and mobile enrollment centers
 - Meet needs of entire port community (not just marine facilities)
 - Adequate facilities (i.e. parking, especially for trucks)

Key Issues Today

- Size of affected population
 - Ranges from 30,000 to 350,000
 - We don't know the answer today
 - Other issues (mainly outside our area) leading to more confusion
 - Pre-enrolling now will help us get a better idea
 - Don't have to schedule visit yet

Key Issues (cont.)

- Rule clarifications
 - Re-definition of Secure Areas
 - Variations in Re-definition of TWIC “Secure Areas”
 - Some sites already installing fencing to isolate and improve security
 - Some companies facing major issues where re-definition not being allowed (400 vs. 4000 TWICs + ongoing new personnel)
- These issues are likely affecting TWIC enrollment

TWIC Secure Areas

TWIC Access to a Marine Terminal

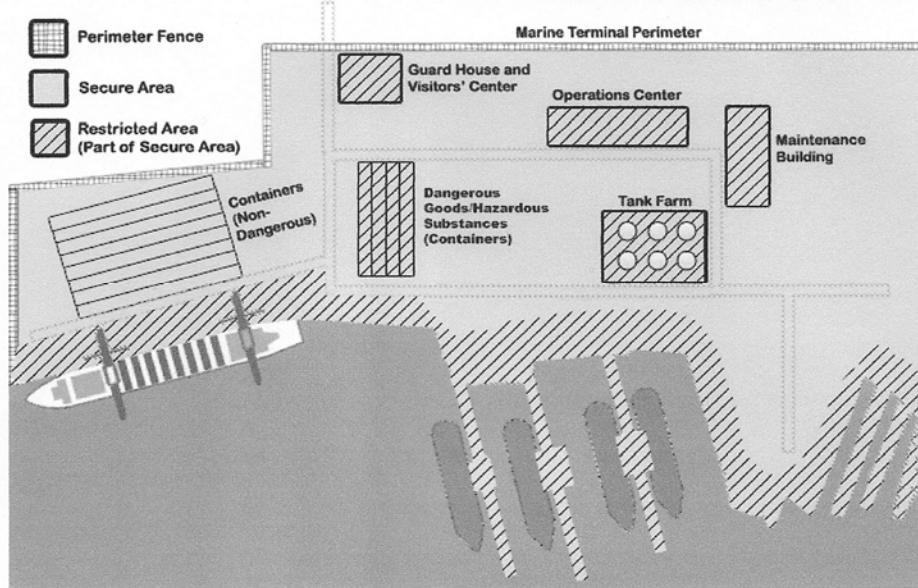


Figure 3 - Marine terminal, wholly transportation related

TWIC Access to Marine Terminal in a Refinery/Industrial Complex

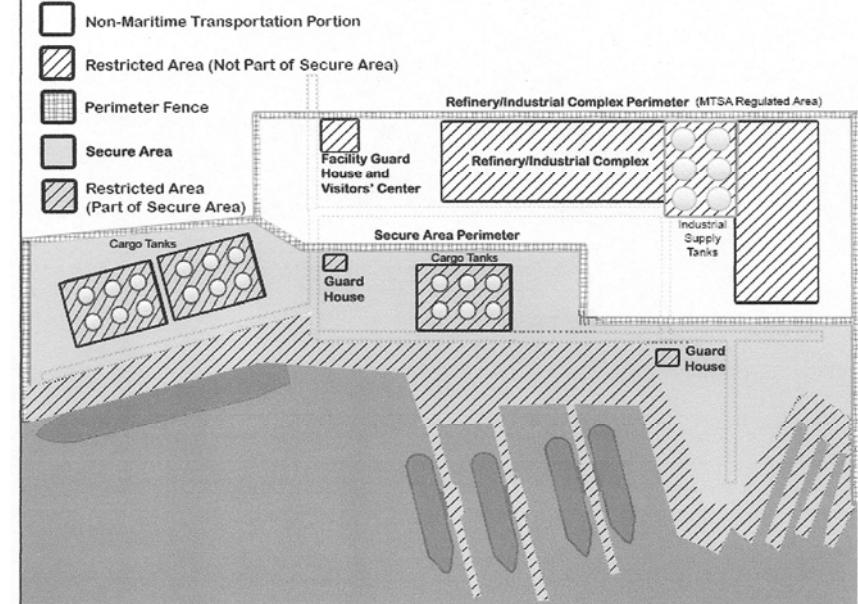


Figure 4 - Marine terminal, some non-maritime transportation portions after COTP approval of FSP amendment redefining secure area

Other Issues

- Differences between C-FATS and MTSA
 - Will TWIC expand in the future to C-FATS facilities
 - Signage (MTSA requires ID restricted areas, C-FATS says you can't)
 - Industry wants 1 standard/regulator, not multiple

Leveraging Activities

- Outreach – Rail, Long-haul truckers, turn-arounds, “transient jobs”
 - Employers and employees
 - Major truck stops and rest areas
 - DPS offices and other traffic license bureaus
- Training
 - FSOs, security guards, future TWIC holders
 - How to ID a fraudulent TWIC
 - Defining Secure Areas
 - Signage Requirements
 - Monitoring vs. Escorting Requirements in each area
- Managing incidents within TWIC/NIMS – defined plan

Providing Advice to Sector Commander

- Sector Commander tasked with deciding when to give 90-day notice for enforcement
 - Expects AMSC to provide their recommendation
 - As the TWIC W/G of the AMSC, best suited to advise AMSC
- Procrastinators will wait
 - Hoping for extensions
 - Waiting for all the answers
 - Don't wait!!!

If you have questions...

- Attend the W/G meetings
- Attend AMSC
- Watch HOMEPORT (TWIC)
- E-mail me...

Shore Access Issues

- Mistreating seafarers when shore leave is refused
 - They are our 1st line of defense
 - Losing good seafarers because of it
- Owners and Seaman's Church personnel also restricted
- Most restrictions are for facility's convenience

Shore Access Effort

- Identify
 - Stakeholders
 - Types of restrictions placed on seafarers
 - Possible reasons for restrictions
 - Best practices
 - Barriers
- Develop
 - Solutions
 - Outreach plan



Questions/Comments/Discus sion

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- jprazak@dow.com



Transportation
Security
Administration

*U.S. Department of
Homeland Security
United States
Coast Guard*



TWIC Enrollment Port Brief

Prepared for
U.S. Coast Guard, Captains of the Ports, Port Authorities, Union Leaders & Employers

December 5, 2007
Presented by: Lockheed Martin and Deloitte Consulting LLP

AGENDA

Introductions

- Lockheed Martin, Deloitte Consulting LLP
-

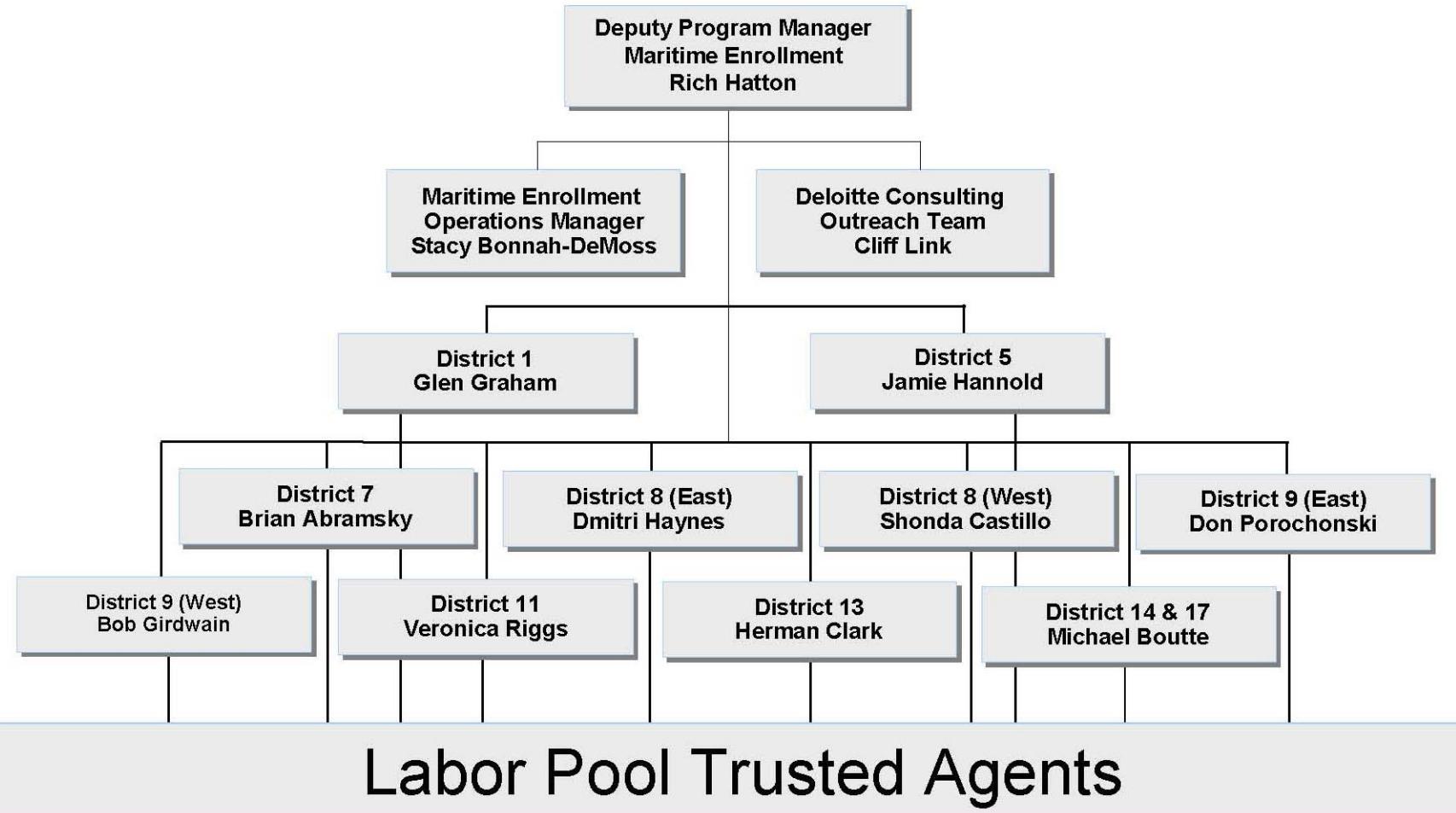
Program Field Organization

Our Mission

- Outreach and Communications
 - Identify and Secure Enrollment Facilities
 - Enroll TWIC Applicants and Deliver TWICs
-

Deployment Approach

LOCKHEED MARTIN TWIC FIELD ORGANIZATION



OUTREACH & COMMUNICATION

Goal 1:
Contact
COTP, PA, Other
Major Port Officials

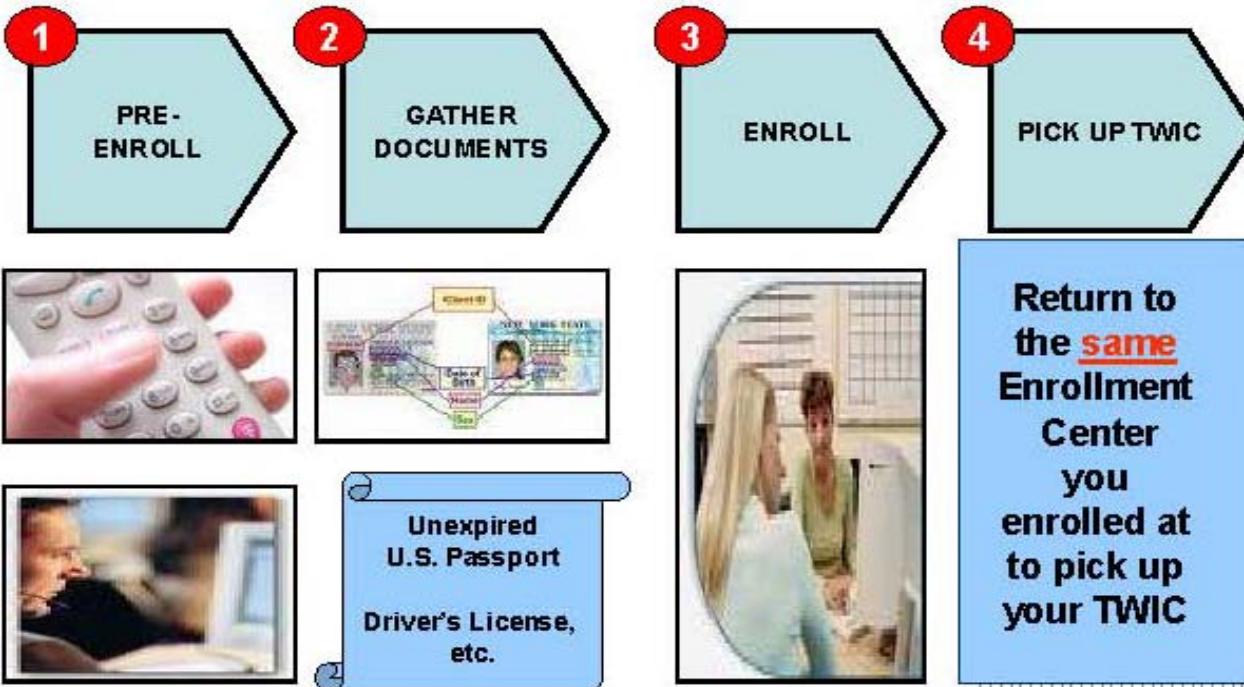


Goal 2:
Identify
Possible Facilities
to Support TWIC
Enrollment
Centers

Goal 3:
Communicate
TWIC Process
with Key
Stakeholders

Goal 4:
Distribute
Communication
Materials for
TWIC
Awareness

HIGH LEVEL ENROLLMENT PROCESS



PRE-ENROLLMENT

Pre-Enrollment Options

- Web Site
 - www.tsa.gov/twic
- Call Center (Hours 8AM –12AM EST)
 - **1- 866 - DHS - TWIC**
 - 1- 866 - 347- 8942**
- Pre-enrollment capability at larger sites via laptop kiosks



PRE-ENROLLMENT (continued)

By Pre-enrolling you will:

- Receive an appointment time and avoid lines at the Enrollment Center**
- Provide your personal information ahead of time and in a secure manner**
- Save about five minutes at Enrollment Center**
- No payment until you enroll at the Enrollment Center**
- The following information will be needed:**
 - Name, DOB, Address, Contact information**
 - Employment information (optional)**
 - Current Mailing Address**
 - Height, Weight, Hair and Eye Color (optional)**
 - City, State, Country of Birth**
 - Alien Registration Number (If Applicable)**
 - CDL and State of Application of any HME held**
 - Passport Number (Optional)**
 - Social Security Number (Optional)**

REQUIRED DOCUMENTATION

At the Enrollment Center applicants **must** provide the appropriate documents in order to verify their identity.

List A (Any 1 of list below)

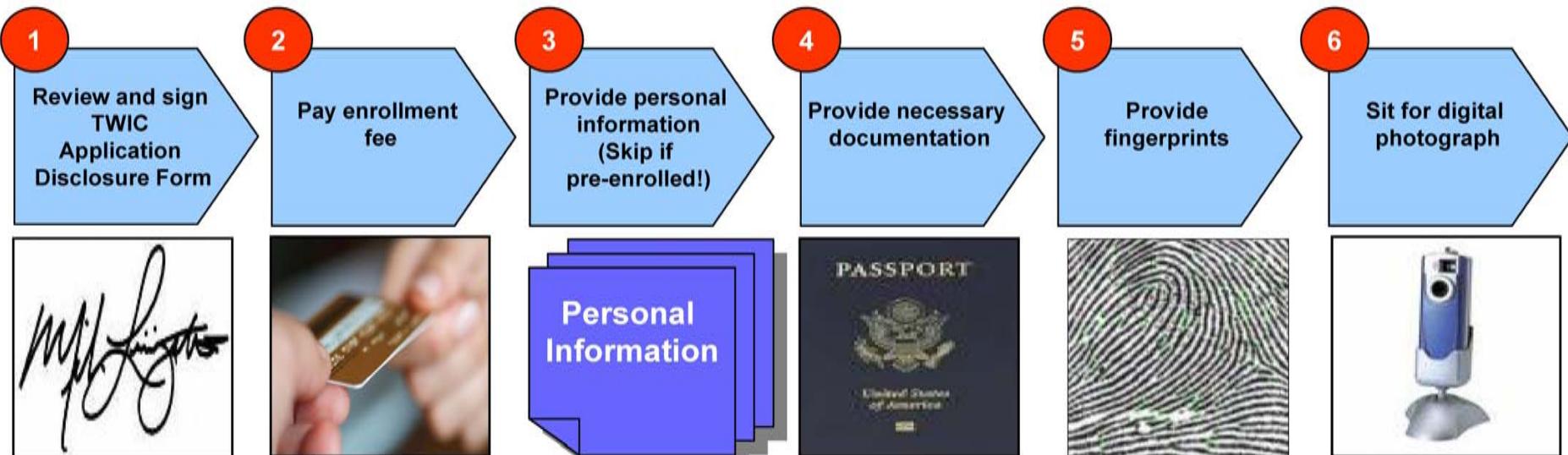
- Unexpired U.S. Passport
- Unexpired Permanent Resident Card or Unexpired Alien Registration Receipt Card with photograph
- Unexpired Foreign Passport with one of the following:
 - ❖ I-551 Stamp;
 - ❖ Attached INS Form I-94 indicating unexpired employment authorization;
 - ❖ Unexpired Employment Authorization Document (I-766);
- OR with one of the following
Unexpired Visas: E-1, E-2, E-3, H-1B, H-1B1, L-1, O-1, TN, M-1, C-1/D
- FAST (Free and Secure Trade) Card
- Merchant Mariner Document (MMD)

Or

List B (Need 2 and one must be a government-issued photo ID)

- U.S. Certificate of Citizenship (N-560, 561)
- U.S. Certificate of Naturalization (N-550 or 570)
- Driver's license or ID card issued by a State or outlying possession of the United States
- Original or certified copy of birth certificate issued by a State, county, municipal authority, or outlying possession of the United States bearing an official seal
- Voter's Registration Card
- U.S. Consular Report of Birth Abroad
- U.S. Military ID or U.S. Retired Military ID
- Military Dependent's Card
- Expired U.S. Passport
- Native American Tribal Document
- U.S. Social Security Card
- U.S. Citizen Card I-197
- U.S. Military Discharge Papers DD-214
- Department of Transportation (DOT) Medical Card
- Civil Marriage Certificate
- MML (Merchant Mariner License) bearing an official raised seal, or a certified copy

AT THE ENROLLMENT CENTER



- **Cost:**
 - A TWIC costs \$132.50 or
 - Current MMD, MML, HME or FAST card holders \$105.25
 - Replacement cost \$60
- **Payment:**
 - Credit Card (Visa, MasterCard)
 - Money Order
 - Certified Check (make checks payable to Lockheed Martin)
 - Employers/Organizations paying for employees may choose to pay by Corporate Check, or may issue “pre-paid” debit cards to employees (to order visit www.twiccard.com)
- **No Cash or Personal checks will be accepted**
- **Estimated time: 10 minutes (if pre-enrolled)**

DISCLOSURE AGREEMENT

- All TWIC applicants will be required to sign a Disclosure Agreement Form
- Applicant must disclose prior military service
- Applicant must disclose known applicable disqualifying offenses
- Applicant consents to background check and security threat assessment
- Applicant certifies immigration status
- Applicant acknowledges obligation to notify TSA if convicted of a disqualifying offense
- Applicant certifies that all information is accurate and provides signature

PERMANENT DISQUALIFYING OFFENSES

As identified in section 1572.103 of the final rule (“unlimited look back”):

1. Espionage or conspiracy to commit espionage
2. Sedition or conspiracy to commit sedition
3. Treason or conspiracy to commit treason
4. A federal crime of terrorism (18 U.S.C. 2332(g)) or comparable State law
5. A crime involving a TSI (transportation security incident). Note: A transportation security incident is a security incident resulting in a significant loss of life, environmental damage, transportation system disruption, or economic disruption in a particular area. The term "economic disruption" does not include a work stoppage or other employee-related action not related to terrorism and resulting from an employer-employee dispute.
6. Improper transportation of a hazardous material under 49 U.S.C. 5124 or a comparable state law
7. Unlawful possession, use, sale, distribution, manufacture, purchase...or dealing in an explosive or explosive device
8. Murder
9. Threat or maliciously conveying false information knowing the same to be false, concerning the deliverance, placement, or detonation of an explosive or other lethal device in or against a place of public use, a state or government facility, a public transportation system, or an infrastructure facility
10. Certain RICO (Racketeer influenced and Corrupt Organizations) Act violations where one of the predicate acts consists of one of the permanently disqualifying crimes
11. Attempt to commit the crimes in items (1)-(4)
12. Conspiracy or attempt to commit the crimes in items (5)-(10)
13. Convictions for (1)-(4) are not eligible for a waiver.

INTERIM DISQUALIFYING OFFENSES

Conviction within 7 years, or release from incarceration within 5 years of application, and indictments or wants/warrants associated with the crimes listed below until released:

- Unlawful possession, use, sale, manufacture, purchase, distribution...or dealing in a firearm or other weapon
- Extortion
- Dishonesty, fraud, or misrepresentation, including identity fraud and money laundering (except welfare fraud and passing bad checks)
- Bribery
- Smuggling
- Immigration violations
- Distribution, possession w/ intent to distribute, or importation of a controlled substance
- Arson
- Kidnapping or hostage taking
- Rape or aggravated sexual abuse
- Assault with intent to kill
- Robbery
- Fraudulent entry into a seaport
- Lesser violations of the RICO (Racketeer Influenced and Corrupt Organizations) Act
- Conspiracy or attempt to commit crimes listed on this page

AFTER INITIAL APPLICATION

- Applicants will be notified by phone or email when their TWIC is ready.
- Applicants must return to TWIC Enrollment Center to pick up their TWIC.
- If an applicant receives a notice that they have been disqualified, they will also receive information that clarifies the appeal and waiver process.
- In the event of disqualification, the applicant will be notified. If TSA has reliable information concerning an imminent threat posed by an applicant, the employer, facility, vessel owner, or COTP may be notified. On the TWIC Application Disclosure Form, the applicant certifies the following statement in writing:

"I acknowledge that if the Transportation Security Administration determines that I pose a security threat, my employer, as listed on this application, may be notified...."

- Applicants are encouraged to reapply if their initial disqualifying offense is no longer applicable. Applicants will need to understand the nature of the initial disqualification and the corresponding look-back periods of 5 or 7 years if applicable. Reapplying can occur as long as there are no secondary disqualifying events.
- Individuals are required to notify TSA if they are convicted of a disqualifying offense (once they are a TWIC holder) or no longer meet the immigration standards.

PICK UP YOUR TWIC

- Return to the **same** Enrollment Center you enrolled at
- Pick up and activate your TWIC
- Don't forget your PIN
- That's it! Estimated time: 5 minutes
- Note: Mobile Enrollment Center applicants will be required to pick up TWIC at nearest Fixed Enrollment Center unless previously negotiated with local Lockheed Martin Field Coordinator

Enrollment Centers

Approximately 147 Enrollment Centers will be located throughout the U.S. and its territories

Port Location

Albany, NY
Alpena, MI
Anacortes, WA
Anchorage, AK
Ashtabula, OH
Bangor, ME
Baton Rouge, LA
Bay City, MI
Beaumont, TX
Benicia, CA
Boston, MA
Bourne, MA
Bridgeport, CT
Brownsville, TX
Brunswick, GA
Buffalo, NY
Burlington, VT
Calcite, MI
Camden, NJ
Charleston, SC
Chattanooga, TN
Chester, PA
Chicago/Calumet, IL
Cincinnati, OH
Cleveland, OH
Coos Bay, OR
Coram, NY
Corpus Christi, TX
Detroit, MI
Duluth-Superior, MN

Port Location

Dundalk, MD
Escanaba, MI
Eureka, CA
Evansville, IN
Everett, WA
Freeport, TX
Galveston, TX
Green Bay, WI
Greenville, MS
Guam
Gulfport, MS
Guntersville, AL
Hilo, HI
Honolulu, HI
Houma, LA
Houston, TX
Huntington, WV
Indiana Harbor, IN
International Falls, MN
Jacksonville, FL
Joliet, IL
Juneau, AK
Kahului, Maui, HI
Kansas City, MO
Kauai, HI
Key West, FL
Lafayette, LA
Lake Charles, LA
LaPlata, MD
LaPorte, TX

Port Location

Lindenhurst, NY
Little Rock, AR
Long Beach, CA
Longview, WA
Lorain, OH
Los Angles, CA
Louisville, KY
Marcus Hook, PA
Marine City, MI
Marquette, MI
Memphis, TN
Miami, FL
Milwaukee, WI
Minneapolis, MN
Mobile, AL
Morehead City, NC
Morgan City, LA
Muskegon, MI
Nashville, TN
New Castle, DE
New Haven, CT
New London, CT
New Orleans, LA
New York/New Jersey #1
New York/New Jersey #2
New York/New Jersey #3
Newport News, VA
Nikishka, AK
Norfolk, VA
Oakland, CA

Port Location

Ontonagon, MI
Oswego, NY
Paducah, KY
Palm Beach, FL
Panama City, FL
Pasco, WA
Paulsboro, NJ
Penns Manor, PA
Peoria, IL
Perth Amboy, NJ
Philadelphia, PA
Pittsburgh, PA
Point Comfort, TX
Ponce, PR
Port Arthur, TX
Port Canaveral, FL
Port Everglades, FL
Port Fourchon, LA
Port Hueneme, CA
Port Manatee, FL
Portland, ME
Portland, OR
Portsmouth, NH
Providence, RI
Richmond, CA
Riverhead, NY
Rochester, NY
S. Louisiana (LaPlace, LA)
Sacramento, CA
Saipan

Port Location

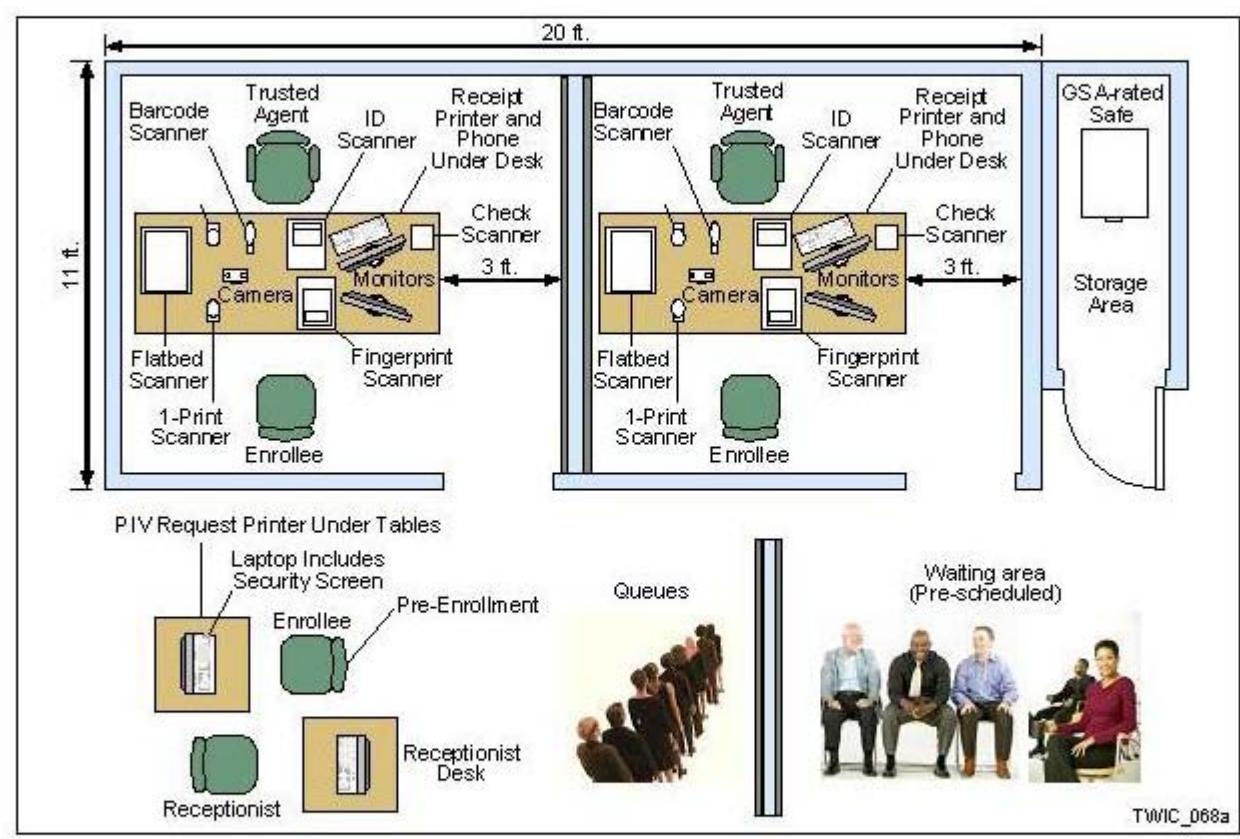
Salisbury, MD
Samoa
San Diego, CA
San Francisco, CA
San Juan, PR
Sandusky, OH
Sault Ste. Marie, MI
Savannah, GA
Seattle, WA
St Paul, MN
St. Croix, USVI
St. Ignace, MI
St. Louis, MO
St. Thomas, USVI
Stockton, CA
Tacoma, WA
Tampa, FL
Texas City, TX
Toledo, OH
Traverse City, MI
Tulsa, OK
Valdez, AK
Vancouver, WA
Vicksburg, MS
Victoria, TX
Wilmington, NC
Wilminton, DE



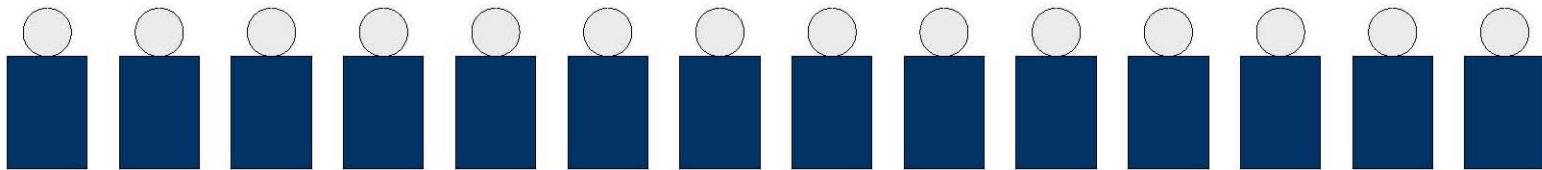
ENROLLMENT CENTER TYPES

- **Port Stakeholders are encouraged to immediately nominate potential “Fixed” Enrollment Center locations.**
- **Fixed Enrollment Center Characteristics**
 - Longer term duration (months to years), will possibly remain as an enrollment center through sustainment period (after initial “ramp up” enrollment period).
 - Acts as hub for enrollment in port/ sector.
 - Accessible to all port workers, regardless of employer or job function.
- **Employers and unions are encouraged to request services of “Mobile” Enrollment Centers to facilitate quick enrollment with minimal time away from workplace.**
- **Mobile Enrollment Center Characteristics**
 - Temporary basis, designed to allow for efficient enrollment of employees/members.
 - Deployed from fixed center to large employers or unions upon request and approval.
 - May be open to an employer to accommodate solely their employees and/or members or all port workers.
 - No additional cost to requesting organization.
 - Prefer internet access, phone line, in private conference room/office.
 - Availability of mobile centers dependent on demand. Requesting organizations will be contacted by Lockheed Martin team prior to port enrollment start date.

TYPICAL ENROLLMENT CENTER LAYOUT



ENROLLMENT CENTER STAFFING



Trusted Agents (TAs) & TA Supervisors

- Identification of Candidates recruited locally 2 months prior (when possible) to port “Go Live” date
- 5 Weeks for Vetting (when possible)
- One Week On-Site Training
- Enrollment centers will be set up 1 week before enrollment start date
- Threat Assessment/Background Check is more rigorous as TAs are subjected to be vetted as contract employees in addition to being TWIC’d.

CONCLUSION

The TWIC Team is committed to the successful deployment of the program throughout the maritime transportation sector.

We need your commitment to make the TWIC program a success!

Please forward the following to wcloud@deloitte.com:

- Nominations for TWIC Enrollment Centers (Fixed or Mobile)**
- Key Points of Contact (POCs) for Coast Guard, Port Authorities, Employers and Unions operating at port (to facilitate mass communications)**
- Feedback on issues, obstacles, and overall activity**

CONTACT INFORMATION

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- credentialing@dhs.gov