

## **FREQUENTLY ASKED QUESTIONS (FAQ) ABOUT THE NATIONAL STRATEGY FOR TRANSPORTATION SECURITY (NSTS)**

*Q: What is the National Strategy for Transportation Security (NSTS)?*

*A:* The NSTS addresses the security of “transportation assets in the United States...that must be protected from attacks by terrorists or other hostile forces.” The NSTS presents a forward-looking, risk-based plan to protect the freedom of movement of people and goods while preserving civil rights, civil liberties, and privacy; it identifies priority objectives to enhance the security of infrastructure, conveyances, workers, travelers, and operations. It includes a base plan that establishes the risk-based foundation for developing the strategy and the modal security plans, including the transportation sector’s risk profile, guiding principles, strategic goals and objectives, cross modal priorities, and the challenges. The appended modal security plans for Aviation, Maritime, Highway and Motor Carrier, Mass Transit and Passenger Rail, Freight Rail, and Pipelines, together with an intermodal security plan, provide strategies to reduce terrorism risks and to protect travelers, workers, and goods.

*Q: What is the intended use of the NSTS and modal plans?*

*A:* The NSTS is a national strategy that informs transportation modal activities, as appropriate, and that transportation partners use to ensure consistency of effort across those activities.

*Q: Why is the NSTS produced and how often?*

*A:* The NSTS is required by the Intelligence Reform and Terrorism Prevention Act of 2004, as amended by the 9/11 Act and 49US Code 114 (s), which stipulates that the Secretary of Homeland Security work jointly with the Secretary of Transportation. The NSTS is required to be revised on a biennial basis on even numbered years.

*Q How does the NSTS identify the departments and agencies responsible for implementing specific activities?*

*A.* The NSTS is a mission-driven strategy with a counter-terrorism focus. Therefore, federal departments and agencies with counter-terrorism and transportation security related missions are responsible for implementation.

*Q: Who contributed to the development of the 2020 NSTS?*

*A:* The development of the NSTS was led by TSA’s Strategy, Policy Coordination & Innovation Office in collaboration with the Department of Transportation. Other offices within TSA that contributed include Security Operations, International Operations, Law Enforcement/Federal Air Marshal Service, Requirements Capabilities & Analysis, Information Technology, Legislative Affairs, Policy, Plans, and Engagement (Surface and Domestic and International Aviation), and

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Intelligence & Analysis. Interagency contributors include but are not limited to the Federal Aviation Administration, Customs and Border Protection, United States Coast Guard, DHS Office of Bombing Prevention, Cybersecurity and Infrastructure Security Agency, Countering Weapons of Mass Destruction Office, Department of Energy, National Security Council, United States Department of Agriculture, and Federal Bureau of Investigation. OMB contributors include the Office of Director of National Intelligence and Department of State.

*Q: When was the last NSTS prepared and approved?*

*A: The last NSTS was signed and delivered to Congress on April 3, 2018. The current NSTS was signed and delivered to Congress on May 29, 2020.*

*Q: Who is the target audience for this strategy?*

*A: The audiences for the NSTS are the public, Congress, the Federal interagency community, and members of the transportation systems sector.*

*Q: How does the NSTS align with related strategies to guide federal efforts as it develops future iterations of the NSTS?*

*A: There are a number of other strategic national and departmental strategies and plans addressing counterterrorism. The NSTS incorporates, to the greatest extent possible, the missions and objectives of those strategies and plans as they pertain to the protection of transportation systems, infrastructure, cargo, mail, baggage, travelers, workers, and conveyances.*

*Q: How are risk-based priorities determined?*

*A: They are determined based on the security outcomes the transportation modes want to achieve in order to manage risks or reduce vulnerabilities. Once determined, the transportation risk-based priorities inform security decisions about the types of activities government and industry modal security officials should pursue, independently and jointly, to address terrorism risks.*