

## ***THE MOTORCOACH INDUSTRY POSITION ON INFORMATION SHARING & ANALYSIS CENTERS (ISAC)***

### **ISSUE**

Information Sharing & Analysis Centers (ISACs) have been established among common industries to share intelligence information from government and industry sources regarding potential security threats.

### **BACKGROUND**

Several associations have joined an established ISAC or are considering future involvement in or establishing their own ISAC. The American Association of Railroads (AAR) currently hosts a Surface Transportation ISAC working with a contractor, EAW. Funded by the Federal Transit Administration, the American Public Transportation Association has created a public transportation “node” within the AAR ISAC.

The American Trucking Associations established an ISAC connected to its Highway Watch safety call center. Government funding was appropriated in the amount of \$20 million for this effort for training, an operations center, a call center and the ISAC itself.

There is currently no mandate for industries to enter into an ISAC. It’s possible that ISAC participation could be mandated in the future and there is an expectation that the Transportation Security Administration will ultimately serve as the host or sponsor for a surface transportation industry ISAC with individual nodes representing each service sector. The motorcoach industry is fully committed to providing a secure environment for its passengers and personnel and is involved in a variety of efforts (training, equipment and facility modifications, communications systems, etc.) to promote security. For an industry not previously faced with these challenges, this is a significant effort, both in depth and scope, and one that is of immediate importance.

### **ABA POSITION**

ABA supports participation in ISACs on a company voluntary basis and will invite member operators to consider participation in ISACs. ABA will provide security alerts and information on a password protected portion of our web site as appropriate. However ISAC involvement is just one item on a long list of security priorities we face, and one that presents multiple concerns for consideration: 1) limited communication infrastructure exists within or between bus companies to form an effective interface with an ISAC; 2) regulatory limits placed on what “security sensitive information” (SSI) may be passed along to company personnel; 3) the federal government should host and fund the ISACs -- not industry; 4) ISACs must not create confusing and perhaps detrimental layers of communication between companies, federal, state and local law enforcement entities; and, 5) ISACs in and by themselves should not have the ability to call for a partial or complete shutdown of the system based on perceived security threats. Such non-governmental powers have the potential to cause major disruptions and could generate financial havoc within an affected industry.

*(November 2006)*