



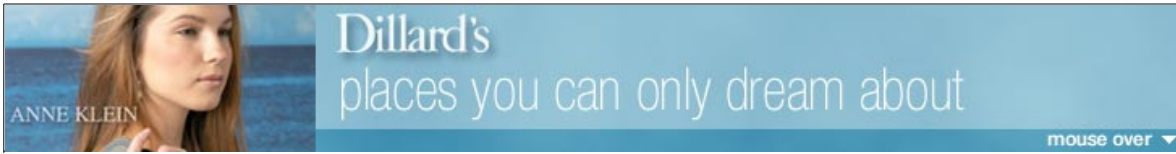
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WASHINGTON

\$200M later, anti-terror ID plans starting over from square one

THE ASSOCIATED PRESS

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WASHINGTON — Two anti-terrorism identification programs have been sent back to the drawing board and a third is being farmed out to private companies after costing hundreds of millions of dollars.

Begun after the Sept. 11, 2001, hijackings, the programs were supposed to help prevent catastrophic terrorist attacks on the U.S. transportation system by checking airline passenger names against watch lists and providing special ID cards to every worker with access to airports, railroads, seaports or trucks.

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So far, the Transportation Security Administration — which has been overseeing development of the three programs — has not gone beyond testing, has issued no IDs and has screened no passengers against terrorist lists.

TSA chief Kip Hawley defended the agency's efforts this week, saying the projects by their very nature use expensive and unreliable advanced technology.

All three are back on track, Hawley said. "Massive changes have happened here," he said. "We have a good acquisitions

team and a good process."

According to documents obtained by The Associated Press, the agency has spent more than \$200 million on the Transportation Worker Identity Credential, Secure Flight and Registered Traveler programs.

History of mismanagement

On all three, the TSA and contractors hired by the agency have spent more than anticipated, missed deadlines and raised questions about their ability to protect the public's privacy and the private sector's commercial interests.

Congressional investigators have warned repeatedly that the agency is mismanaging the programs.

"Five years after 9/11, the Bush administration and TSA are stuck in neutral on critical security measures," said Massachusetts Rep. Ed Markey, a senior Democrat on the Homeland Security Committee.

"The lack of oversight by this Republican Congress on this program and countless others is just another reason Americans are ready to head in a new direction in November," Markey said.

Hawley called Secure Flight the most important of the three projects. It is envisioned as a computer-based program to check all airline passengers' names against terrorist watch lists before they board an airplane.

Airlines already check names against the lists and alert TSA officials when a passenger's name appears similar to one on a watch list. The system has led to thousands of false identifications. More than 30,000 people who are not terrorists have asked TSA to remove their names from the lists since Sept. 11, 2001.

The TSA for four years tried to develop a technology system to take over the task of checking names against watch lists. The major contractors on the project were

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IBM, Lockheed Martin and Eagle Force Associates.

In February, the Government Accountability Office found security vulnerabilities with Secure Flight and it was suspended for retooling " after \$110 million had been spent.

Hawley said the project stalled because of debate about whether it should try to identify unknown terrorists " which raises civil-liberties concerns " or simply match names against watch lists.



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