Transportation Terrorism

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Keeping Terrorism in Perspective

- Terrorism and Organized Violence are more frequent and more violent
- Terrorists can be anywhere, defense has to be everywhere
- Terrorists target the weakest points of society
- Terrorists exploit technological vulnerabilities
Transportation as a Terror Weapon
Technological Vulnerabilities
Cyber Hacking & GPS Jamming
The Potential of Transportation Terrorism

- Direct, reliable means of moving threats to the targets or targets to the threats
- Targeting specific routes, specific addresses including populated areas
- Could carry specific lethal agents -- deadly high explosives and gases; highly toxic chemicals including gaseous materials; highly flammable gases and fluids; disperse biological agents and radioactive materials
- **Cyber hacking** from anywhere in the world could commandeer engines, brakes, steering components, etc.
- Jamming communication and navigation causing accidents
Maximum size is about 60,000 to 100,000 pounds (trucks and airplanes) and tens of kilotons (ships)

Direct and precise delivery

Maximizing destruction of people, infrastructure, and important economic sectors

Mass casualties and concurrent media coverage advances the agendas of the terrorists

Ammonium nitrate, other explosives, and highly toxic chemicals and gases are transported in bulk form, aerosolized fuel itself is a highly effective explosive

Detection and limited response time are problematic
A few sad reminders...
October 12, 2000 - Al Qaeda Attack on USS COLE
September 11, 2001 - *UNITED AIRLINES FLIGHT # 175* crashes into the World Trade Center South Tower
March 11, 2004 - Madrid Commuter Train Bombings
London subway/bus bombing, July 2005
July 11, 2006 - Mumbai India Commuter Train Attacks
Faisal Shahzad

Fortunate failure due to technical problems with the explosive device(s).
July 16, 2010, Ciudad Juarez, Mexico – drug cartel car bomb attack on police patrol trucks, killing two officers and wounded nine people
September 5, 2013 - a car bomb rocked Cairo’s eastern Nasr City district. Officials said that the blast was targeting Egypt’s Interior Minister Mohammed Ibrahim.
The vehicle used to hit two Canadian soldier
Jerusalem, November 5, 2014 – Hamas terrorist rammed a van into a crowd of people; kills 1 person and injures many others
Ongoing explosive vehicles in Iraq and Afghanistan
“Underwear Bomber”

- Umar Farouk Abdulmutallab removed his shoes, but... the PETN bomb in his underwear was not detected

Christmas Day 2009
Composite Systems Failures

Systems failed to identify terrorists

- One way tickets were purchased with cash
- Purchased shortly before the flights
- No checked bags

Shoe Bomber
- Reid, a US citizen, was not on the US terrorist watch list
- Explosives in shoes were undetected

Underwear Bomber
- Abdulmutallab, a Nigerian citizen, on the UK “security watch list” but NOT on other watch lists
- The PETN bomb in his underwear was not detected
Still potential targets...
<table>
<thead>
<tr>
<th>VEHICLE DESCRIPTION</th>
<th>MAXIMUM EXPLOSIVES CAPACITY</th>
<th>LETHAL AIR BLAST RANGE</th>
<th>MINIMUM EVACUATION DISTANCE</th>
<th>FALLING GLASS HAZARD</th>
</tr>
</thead>
<tbody>
<tr>
<td>COMPACT SEDAN</td>
<td>500 Pounds 227 Kilos (In Trunk)</td>
<td>100 Feet 30 Meters</td>
<td>1,500 Feet 457 Meters</td>
<td>1,250 Feet 381 Meters</td>
</tr>
<tr>
<td>FULL SIZE SEDAN</td>
<td>1,000 Pounds 455 Kilos (In Trunk)</td>
<td>125 Feet 38 Meters</td>
<td>1,750 Feet 534 Meters</td>
<td>1,750 Feet 534 Meters</td>
</tr>
<tr>
<td>PASSENGER VAN OR CARGO VAN</td>
<td>4,000 Pounds 1,818 Kilos</td>
<td>200 Feet 61 Meters</td>
<td>2,750 Feet 838 Meters</td>
<td>2,750 Feet 838 Meters</td>
</tr>
<tr>
<td>SMALL BOX VAN (14 FT BOX)</td>
<td>10,000 Pounds 4,545 Kilos</td>
<td>300 Feet 91 Meters</td>
<td>3,750 Feet 1,143 Meters</td>
<td>3,750 Feet 1,143 Meters</td>
</tr>
<tr>
<td>BOX VAN OR WATER/FUEL TRUCK</td>
<td>30,000 Pounds 13,636 Kilos</td>
<td>450 Feet 137 Meters</td>
<td>6,500 Feet 1,982 Meters</td>
<td>6,500 Feet 1,982 Meters</td>
</tr>
<tr>
<td>SEMI-TRAILER</td>
<td>60,000 Pounds 27,273 Kilos</td>
<td>600 Feet 183 Meters</td>
<td>7,000 Feet 2,134 Meters</td>
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</tr>
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</table>
The “Run over Organization” - “Hit the gas at 199 [km/h] for Al-Aqsa” Urging Palestinians to use their cars to kill Jews.

The “Run over Organization”, or Da’es in Arabic, is play on words for the Arabic acronym of ISIS - Da’esh [Facebook, "Fatah - The Main Page" Nov. 6, 2014]"
Kiloton quantities of LPG/LNG are transported via special refrigerated ships. Megatons of LPG/LNG are stored at port facilities. Terrorist attacks on LPG/LNG tankers or port facilities could cause major injuries and significant structural damage. Risks from such attacks can be significantly reduced with appropriate security, planning, prevention, and mitigation.
Tanker Trucks
Our Response
There has to be a better way...
There has to be a better way...
Prevention

The art of war teaches us to rely not on the likelihood of the enemy's not coming, but on our own readiness to receive him; not on the chance of his not attacking, but rather on the fact that we have made our position unassailable.
Countering Car/Aircraft/Boat Bombs

**Prevention**
--Airport/On-board security
--Active defeat measures
--Traffic management
--Denaturing high explosives & fuels
--Safe havens (hardened cockpits)
--Firing component defeat
--Rapid identification of individuals
--Betterment principle

**Protection**
--Blast mitigators & deflectors
--Containment systems
--Shrapnel reduction/shielding
--Structural mechanics
--Controlled preinitiation

**Detection**
--Unintended emissions
--Nitrogen detection
--Solvent/volatile species detection
--Flash x-ray, genetic algorithms

**Response**
--Robotic disablement
--Remote control and operation
--Victim location and removal
--Remote victim life support
--Active measures
--Resource management
--Forensics and attribution
Biometric Identification

Biometrics involve the precise measurement of unique human features such as iris and retina patterns, fingerprints, voice prints, hand geometries and DNA.
Current advanced passenger screening - no privacy

MRI Imaging of Body Cavities

Millimeter Wave Image

X-Ray Backscatter Image
Advanced screening to protect privacy

The GENIE* image processing algorithm learner can be used quickly and on large volumes of imagery, without presuming a particular type of imagery or involving human determination.

*The GENIE was developed in LANL

Back-scatter X-ray image produced by AS&E’s “Body Search”
Networked identification & verification of travelers....

Biometrics involve the precise measurement of unique human features such as epidermal features, retina and iris patterns, fingerprint chemistry,* voice prints, hand geometry, and/or DNA.

*Over thirty detectable natural chemical components, variable from person to person.
Biometrics continued...

- **Fingerprints minutiae** - 30 to 40 landmarks where ridges come together or end

- **Odors** - 30 distinct detectable natural chemical components, unique to each person, that does not include the fragrances and food essences we add to that list daily

- **Hand-touch** - scan of blood vessels in the hand, vein patterns change after death
Advanced material identification

Complementing x-ray’s ability to detect guns and knives, MagViz detects harmful materials inside sealed containers. Questionable liquids are found without opening the container.

MagViz uses recent advances in ultra-low field magnetic resonance imaging (MRI) to classify materials into safe, unknown and dangerous categories.

MagViz works by manipulating and detecting hydrogen atoms with small magnetic fields. Pattern-matching software compares the detected signature with a database of dangerous materials.

Comparable in size to an ordinary baggage x-ray machine, MagViz may render unnecessary the rules limiting the amount of liquid transported in carry-on luggage. MagViz promises to speed airport security lines while increasing passenger safety.

http://www.youtube.com/watch?v=xT2znCRTU-s

MagViz® MRI image of liquid-filled containers, identifies explosive peroxide gels are circled in red
Monitors for nuclear materials developed could be modified and applied to all forms of transportation.

The monitor was developed by LANL.
X-ray imaging of cargo...

Heimann Container Inspection System HCV
Identifying Radioactive Substances

A combined x-ray scan and a gamma and neutron scan allows accurate characterization and localization of radioactive substances.
Each minute, about 10,000 muons rain down on every square meter of Earth. These charged subatomic particles, produced when cosmic rays strike air molecules in the upper atmosphere, are being used by LANL’s researchers to image dense metals.
Lightweight Protective Armor

Appliqués of lightweight armor consisting of composites of ceramics such as alumina or silicon or boron carbide and shock-mitigating elastomers can be applied to crew compartments and cargo bins.
A combination of calcium and ammonium nitrate produces a fertilizer of equal quality to and cost of ammonium nitrate while being less effective as an explosive.

Insensitive high explosives significantly reduce the possibility of accidental detonations.
Plastic film applied to the inner surface of window glass significantly reduces injuries caused by glass shards propelled by shock waves from explosives.
Future Transportation Threats

- Increase of vehicle bombs containing biological and chemical agents, or nuclear materials (WMD & WME)

- Weaponized Transportation combined with cyber-terrorism severely damaging or destroying critical national infrastructures, impacting large number of people and industries
Limits on Science and Technology in Countering Transportation Terrorism:

- Scientists cannot deliver solutions proscribed by the laws of the physical world. Neither can engineers.
- Solutions should not bankrupt vital economic sectors and businesses.
- Science and technology should not destroy the tenets of our free society in the pursuit of security.
- Science and technology cannot rewrite history and should not be focused on preventing terrorist acts that have already happened (Orwellian solutions).
- “What if” scenarios cannot be allowed to escalate costs beyond reason or to move us in wrong directions.
- Technologies can present senior decision makers with difficult dilemmas.
- No technology or combination of technologies can be absolutely infallible.