



Motor Carrier DoD Installation Access Way-Forward June 2016

The Department of Defense greatly values the trucking industry in supporting its mission and is committed to standardizing procedures for enabling unescorted access to its military installations. The Department is modifying its electronic physical access control systems (ePACS) requirements to include a capability to authenticate authorized identification cards and to determine an individual's "fitness" to simplify access to military installations. For motor carriers, this means that DoD gate personnel will verify driver's identity by electronically scanning their identification card, and determine their "fitness" (not a threat to installation personnel or resources) by electronically checking them against Government files such as the National Crime Information Center Wants and Warrants file after they have been enrolled in the ePACS database. The Department is also working to authorize unescorted access for drivers with security clearances given that "fitness" has already been determined.

What is ePACS?

ePACS are physical access control systems that the Department is modernizing that will include the ability to verify driver's identity and to determine driver "fitness" to simplify motor carrier access to military installations. ePACS connects to various Government files to authenticate the certificate on the identification card and checks the driver against Government files such as the National Crime Information Center Wants and Warrants file.

When will ePACS be available at installations?

At least 70 percent of the Department's facilities and installations will have modernized ePACS by December 2016. Initially, this capability will include scanning of the Transportation Worker's Identification Credential, with expansion for scanning the REAL ID Act compliant driver's license in the near future.

How do drivers enroll in ePACS?

Drivers may enroll at any installation visitor control center that is ePACS capable. Drivers will be required to provide an identification card that proves their identity. If they do not have an authorized identification card, then a combination of other acceptable identification documents such as a Social Security card with full name, may be provided in order to enroll in the ePACS. As part of this process, drivers will not be required to provide proof of citizenship for access. Installation personnel will conduct a criminal history background check against Government files. If the driver meets the "fitness" criteria, DoD will enroll the driver into ePACS.

After initial enrollment in ePACS, DoD gate personnel will electronically scan the driver's identification card and the driver will automatically be screened via the Identity Matching Engine for Security Analysis, which is a component of ePACS and supports continuous screening

of persons with access. If the screening does not identify any threat issues, the driver will retain unescorted access privileges.

The Department's goal is to establish DoD-wide fitness criteria and standards to ensure consistency in access control decisions. Additionally, enrollment in ePACS at one installation will eventually serve as enrollment for all installations.

Does the driver still need a valid reason for requesting unescorted access to the base?

Unescorted access will not be granted unless the driver can establish that he/she has a valid reason to access the installation, such as a pick up or delivery as evidenced by a bill of lading (electronic or hard copy).

How much does enrollment in ePACS cost?

Enrollment in ePACS is at no cost to the driver; however, carriers/drivers are responsible for costs associated with obtaining an identification card such as a Transportation Worker's Identification Credential, REAL ID Act compliant driver's license, or Enhanced Driver's License.

What if a driver doesn't have a TWIC?

All ePACS will eventually be capable of reading other identification cards such as Driver's Licenses that are REAL ID Act compliant.

What if an installation denies a driver unescorted access or secure hold for Arms, Ammunition & Explosives (AA&E) shipments?

Per DoD 5100.76M, "Physical Security of Sensitive Conventional AA&E," installations must accept AA&E shipments and provide appropriate secure holding protection commensurate with the sensitivity of the shipment. The Department will reiterate this policy to emphasize that installations will provide escorts to drivers during normal pick-up and delivery hours if the driver is determined "not fit" for unescorted access.

How and when will installations validate driver security clearances?

The Office of the Undersecretary of Defense for Intelligence is the Department's proponent for installation access policy and will issue guidance that will allow installations to verify security clearances, instead of re-determining "fitness," when drivers are picking up or delivering AA&E or classified materiel/information. When entering DoD installations, drivers can assist in the process by conveying that they have a current DoD security clearance and are picking up or delivering AA&E.

The Department will update this paper and distribute it to industry as installation access policy is updated and modernized ePACS deployed.