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APPROVED MINUTES COMMISSION SPECIAL MEETING OCTOBER 29, 2019

The Port of Seattle Commission held a special meeting, Tuesday, October 29, 2019, in the International Auditorium at the Conference Center at Seattle-Tacoma International Airport, Seattle, Washington. Commissioners Bowman, Felleman, and Gregoire were present. Commissioner Calkins participated by telephone. Commissioner Steinbrueck was excused.

1. CALL TO ORDER

The meeting was called to order at 9:21 a.m. by Commission Vice President Fred Felleman, who led the flag salute.

2. OPENING REMARKS

Commissioner Bowman welcomed the study session participants and members of the public.

Executive Director Metruck introduced the topic of focus for the study session: biometric technology, which has become a topic of conversation due to Congressional mandates to U.S. Customs and Border Protection. Legislative mandates dating from 1996 are now resulting in implementation of biometric identification technologies, including facial recognition, at U.S. airports. A goal of the study session was to explore how to responsibly and appropriately respond to the use of new technologies in a manner respectful of the interests of all port partners and stakeholders.

3. CUSTOMS and BORDER PROTECTION

Presentation document(s) included an agenda [memorandum](#). A packet of materials, including presentation slides, was provided at the time of the meeting and is attached as minutes [Exhibit A](#). A brief video presentation is available upon request.

Presenter(s): Eric Schinfeld, Senior Manager, Federal and International Government Relations, Port of Seattle; and Michael Hardin, Director of Policy and Planning, Entry/Exit Transformation Office, U.S. Customs and Border Protection.

Mr. Hardin explained that following the terrorist attacks of September 11, 2001, the role of forged identification documents came into focus, revealing the missed opportunity to have saved thousands of lives. He described a broad range of biometric identification tools, including fingerprints and passport photos, and the development of better and more secure technologies, such as facial recognition. A video demonstrating facial recognition procedures was presented. The technology was described as a more efficient automation of current manual processes that rely on exchange of

documents and their inspection by individuals at various stages of security. Commissioners asked about handling of erroneous match failures at checkpoints. It was reported that false negative matches are often the result of environmental factors, such as ambient lighting.

The system described was one in which biometric technology is used at specific points in the security screening process, rather than the capturing of passenger images throughout the airport. Examples of signage were shared and the experience of standing in front of a camera to be photographed was described. The retention of the data is limited according to federal regulations and images of U.S. citizens are not kept longer than 24 hours. The retention for non-citizens is 75 years pursuant to rules of the Department of Homeland Security. Data sharing agreements prevent airlines from keeping images longer for other business purposes. Compliance is ensured through audit processes, although no audits have been conducted yet.

Commissioners asked about the use of various proprietary systems to collect identification data and contrasted that with a uniform, national system. It was noted that while the data collection systems may vary, there is only one government database involved. Commissioners asked about the uniformity of the matching protocols and collection of images of non-passengers. They questioned the assertion that the only images collected are of single individuals giving informed consent in front of a camera. Mr. Hardin indicated that Customs and Border Protection would not retain or transmit images captured collaterally, such as of additional persons in a line.

Commissioners asked about the opt-out process for non-English speakers. They inquired about the standard needed for the federal government to obtain biometric identification data for investigative or enforcement purposes. The nature of the data network structure and source for training data were discussed.

4. PORT of SEATTLE

There were no presentation documents provided.

Presenter(s): Eric Schinfeld, Senior Manager, Federal and International Government Relations, Port of Seattle; Dave Wilson, Director, Aviation Innovation; Russ Read, Seaport Security Program Manager; Ron Jimerson, Director of Information Security; Matt Breed, Chief Information Officer; James Jennings, Senior Manager, Aviation Properties; and Marie Ellingson, Manager Cruise Services and Emergency Preparedness.

The biometric identification technology currently under development for use in the International Arrivals Facility was described. Cloud-based biometric boarding solution “veriScan” has been identified for use in the new facility. Operational and compliance requirements for airports, airlines, and solution providers were noted. Requirements include network security, review and audit, retention of images, and prohibited suppliers, among others. VeriScan is Customs and Border Protection compliant.

Implementation planning was summarized, including training airline personnel, mandatory signage, cyber-security provisions, and a mobile device security plan. The results of an implementation pilot

project were reported. The pilot project match rate was 96 percent, and staff discovered that a two-step process led to more efficient passenger throughput than a one-step process.

Commissioners asked for clarification about whether a biometric exit process is federally required and the level of the port's commitment to implement such a system. They asked how Customs and Border Protection can fulfill its 2004 federal mandate to implement biometric exit if airports are not compelled to participate.

The relationship between the port's preferred biometric system and the airlines' several proprietary systems and the cost of implementation were discussed.

There was a discussion of biometric identification use for port employees, including drawbacks to the current Transportation Worker Identification Credential, or TWIC card and potential use of biometric identification by cruise lines.

The technical aspects of collecting and storing biometric identification data for port employees was discussed. It was noted that there is no 100 percent reliable defense against data breaches. Commissioners stressed the seriousness of the port's ongoing efforts to resist cyber-attack and data breaches. The role of internal and third-party audits to ensure the best technology security controls was noted.

5. CLOSING COMMENTS

Commissioners commented on the difficulties and policy implications associated with developing appropriate policy on biometric identification technology. Adoption of policy guiding principles was discussed as an agenda item on November 12. They commented on the need to articulate the reasons for facilitating the technology and to identify principles such as voluntary passenger participation, equitable implementation, and securing the privacy of personal data.

6. ADJOURNMENT

There was no further business, and the meeting adjourned at 10:52 a.m.

Prepared:

Attest:

Paul J. White, Commission Clerk

Peter Steinbrueck, Commission Secretary

Minutes approved: November 19, 2019.