

INTRODUCTION

The Office of Secure Transportation (OST) is managed by the U.S. Department of Energy's National Nuclear Security Administration (DOE NNSA). The OST mission is to provide safe and secure transportation of nuclear weapons, nuclear weapons components, and special nuclear material in support of the national security of the United States of America. OST and its federal agents have been transporting material over the open highways since 1975 in support of the DOE and U.S. Department of Defense (DOD) mission to maintain the effective stewardship of nuclear weapons. OST programs incorporate numerous enhanced safety and security measures to ensure shipments are made safely. If an accident or incident were to occur, there are resources and procedures in place to manage any needed response.

PURPOSE

This module is intended to familiarize emergency response personnel with the safety and security mechanisms utilized by the OST. Understanding why nuclear weapons are transported, how they are transported, and the OST resources available will increase the effectiveness and efficiency of response to a transportation accident involving an OST shipment.

MODULE OBJECTIVES

Upon completion of this module, you will be able to:

- 1. Identify why OST provides safe and secure transportation of safeguards material.
- 2. Identify the effective barriers used to prevent radioactive material dispersal.
- 3. Identify the OST resources available in response to an OST operational emergency.
- 4. Identify the special considerations specific to an OST operational emergency.

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OST MISSION

The Office of Secure Transportation (OST) is managed by DOE's National Nuclear Security Administration (NNSA). All of OST operations, activities, resources, training, and education are directed to either conduct or support OST's core mission: to provide safe and secure transportation of nuclear weapons, nuclear weapons components, and special nuclear material in support of the national security of the United States of America. Special nuclear material (SNM) is defined by the Nuclear Regulatory Commission (NRC) as plutonium, uranium-233, or uranium enriched in the isotopes uranium-233 or uranium-235.

OST implements an active security doctrine through an operational and intelligence focus to ensure mission success. Cargo is transported in highly modified secure tractor-trailers and escorted by armed federal agents who provide security and National Incident Management System command response in the event of emergencies.

NNSA TIME LINE

On July 16, 1945, the first atomic weapon was successfully tested in Alamogordo, New Mexico.

In 1947, all atomic energy activities are transferred to the newly created Atomic Energy Commission (AEC). The AEC was formed in accordance with the Atomic Energy Act of 1946 signed by President Truman. In 1974, the AEC is abolished and the Energy Research and Development Administration (ERDA), Nuclear Regulatory Commission, and Energy Resources Council are established.

In 1975, the ERDA is officially activated and given responsibility for the Atomic Energy Commission's nuclear weapons program. With terrorism and domestic acts of violence becoming more prevalent, and given the U.S. Government's need to move weapons, components, and special nuclear material by a variety of commercial and government transportation modes, the need for a specialized "unit" to securely move these items became critical. That unit was created in 1975 and is today called the Office of Secure Transportation.



In 1977, President Jimmy Carter signs the Department of Energy Organization Act. The Energy Research and Development Administration is abolished and James R. Schlesinger is sworn in as the first Secretary of Energy.

In 2000, the NNSA is established by Congress as a separately organized agency within the U.S. Department of Energy. Congress gives the agency responsibility for the management and security of the nation's nuclear weapons, nuclear nonproliferation, and naval reactor programs.

NUCLEAR WEAPONS RESPONSIBILITY

The U.S. nuclear weapons stockpile is co-managed by both the U.S. Department of Defense (DOD) and the U.S. Department of Energy (DOE).

DOD's responsibilities include:

- Identifying requirements for retention of existing weapons
- Identifying the need for modifications or additional weapons
- Deploying nuclear weapons as directed by the President of the United States

DOE's responsibilities include:

- Designing, developing, producing, maintaining, and dismantling nuclear weapons
- The safe and secure transport of nuclear weapons, weapons components, and special nuclear material

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OST'S TRANSPORTATION SAFEGUARDS

OST is committed to both transportation safety and security. OST travels upwards of 5 million over-the-road miles per year using specially designed tractor-trailer rigs. OST also has an aviation fleet for mission support. These aircraft are dedicated to movement of OST federal agents, transportation of special nuclear material/ components, and transportation of national response teams and assets. OST aircraft are piloted by federal pilots and fly over 700 accident free flight hours per year.

Since its establishment over 5 decades ago, OST has driven more than 5 million miles annually with experience in the safe, secure transport of nuclear weapons and special nuclear material to and from military locations and DOE facilities, with no accidents causing a fatality or release of radioactive material. This is due largely to the OST philosophy that safety and security are of equal and paramount importance in the accomplishment of NNSA's transportation safeguards mission.

OST COMMUNICATIONS

OST operates the Transportation and Emergency Control Center (TECC) in Albuquerque, New Mexico. The TECC could be described as the "OST dispatch center" that tracks and monitors every OST classified shipment. The TECC is a 24/7/365 operation that leverages the latest in secure communications technologies, providing real-time status and location information. This includes OST Aviation and Naval Reactors Laboratory Field Office (NRLFO) railcar shipments. As a supporting function of OST, the TECC provides OST classified shipments assistance during routine and non-routine incidents.

The TECC initiates and coordinates real-time operational emergency response. The following events or conditions represent an actual or potential release of hazardous materials from an OST shipment, or a major security incident without a hazardous materials release, and will be classified as an Operational Emergency per DOE Order 151.1 guidance. Any one event, or a combination thereof, will cause an activation of the OST Emergency Operations Center (EOC).



- A terrorist attack or other criminal act involving an OST transportation mission that requires the deployment of OST security assets at the emergency scene
- Any incident involving an OST transportation shipment containing hazardous materials that causes the initial responders to initiate protective actions at locations beyond the immediate area
- Failures in safety or security systems that threaten the integrity of a nuclear weapon, component, or test device
- A transportation accident resulting in damage, or potential damage to a nuclear explosive, nuclear explosive-like assembly, or high level quantities of SNM

In the event of an operational emergency involving an OST shipment, the TECC will send out the OST All Call notification to DOE Headquarters (HQ), National Military Command Center, Defense Threat Reduction Agency (DTRA), and the Federal Bureau of Investigation (FBI). DTRA is utilized for coordinating "safe haven" contingencies in case of an emergency.

The TECC also maintains an emergency contact directory of federal and state emergency response organizations located throughout the United States to ensure timely and effective notifications during unusual or non-routine incidents. Within the first 15 minutes following an emergency situation, OST will contact state Emergency Operations Center (EOC) representatives and inform them of the situation.

The TECC will make sure every effort is exhausted to contact the dispatch center(s) of the jurisdiction in which the OST event is involved. OST federal agents on the scene of an incident may call 911 and communicate directly with local dispatch centers, especially in an incident that requires notifying your first-responding agencies (non-normal operations/emergency).

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FEDERAL AGENTS

Selection Requirements

OST federal agents must meet stringent qualifications and training requirements. They are extensively vetted and screened prior to appointment. They must be able to acquire and maintain a Top Secret (DOE Q) security clearance and undergo a comprehensive



background investigations, psychological, medical, financial, and physical examinations. Agents are continually monitored throughout their careers to ensure Human Reliability Program (HRP) requirements are fulfilled.

The HRP is a security and safety reliability program designed to ensure individuals who require access to certain materials (nuclear weapons, facilities, and programs) meet the highest standards of reliability, physical, and mental suitability.

Federal agents must also maintain exceptional proficiency in the use of firearms, tactics, off road driving techniques, radiation safety, National Incident Management System (NIMS) processes, Incident Command System (ICS) protocols, and federal law enforcement practices.



OST FLEET

Tractors and Trailers

The OST uses a specially armored tractor coupled with a highly modified trailer, called a Safeguards Transporter (SGT), to transport their cargo. The tractors are highly modified Peterbilt trucks that contain sophisticated communication and tracking systems. The tractors provide ballistic protection and special ergonomic features for the operators. The SGT is a specially designed crash resistant vault with multiple deterrent systems that prevent unauthorized access to and removal of cargo. The SGT's deterrent systems, including ballistic protection, are designed to assist the agent force with its own security. In the unlikely event someone or something was trying to gain unauthorized access to the SGT, it would take action to defend itself.



The SGT trailers have also been designed to protect the cargo against damage in the event of an accident. This is accomplished through superior structural characteristics and use of an aircraft-type cargo tie-down system. The SGT provides radio frequency attenuation and is designed to provide thermal protection of the cargo from an engulfing 60 minute, 1850° F (1010° C) fuel fire outside of the trailer without reaching a temperature inside the trailer that would result in damage to the cargo. Neither the tractors nor trailers will contain any DOT identification numbers. Shipments will not be placard.

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Shipping Configurations

The OST transports radiological material in different configurations, depending on the requirements specified in transportation shipping requests from either the DOD or DOE.

The types of packaging used by OST for transporting radioactive material are Type A package, and Type B package. A strong tight container is a type of excepted package that must meet the general design requirements for hazardous materials packaging found in 49 CFR 173.410 and is designed to survive normal transportation handling conditions. Type A and B packages are discussed in Module 3.





Type B packages must pass strict testing governed by both the DOT and NRC. They are used to transport material with high levels of radioactivity, provide radiation shielding, and can range in size from small to several tons.





OST uses special shipping configurations when transporting nuclear weapons and weapons systems. OST utilizes an aircraft tie-down method when securing the cargo inside the SGT. This method is employed in a manner like that used by the Air Force when transporting cargo. Tie-down chains and associated gear is designed to reduce the possibility of shifting during transportation as well as decrease the likelihood of damage to cargo during an accident.

Handling gear (H-Gear) is used to aid in lifting, loading, and moving the weapon system when transferring it from storage site to storage site. Different types of H-Gear are used depending on the type of cargo that is being transported.

ESCORT VEHICLES

Escort vehicles, like the SGTs, are highly modified, unmarked emergency response vehicles with U.S. Government license plates. Every vehicle is outfitted with an advanced state-of-the art communication and tracking systems. Each escort vehicle is equipped with front and rear covert emergency response lights and ballistic protection.

The overall command and control of the shipment occurs from within the escort vehicle fleet. The federal agent Convoy Commander in Charge (CCIC) directs and oversees shipment operations. Each vehicle can be designated to provide command and control over an accident or incident scene.



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FEDERAL AGENT AUTHORITY

OST federal agents possess the authority to use deadly force to protect material in their custody pursuant to 161(K) of the Atomic Energy Act and 10 CFR 1047.7. Deadly force may be used to prevent the theft, sabotage, or unauthorized control of a nuclear weapon or nuclear explosive device; and to prevent the theft, sabotage, or unauthorized control of special nuclear material. Deadly force may also be used for self defense or for the defense of others. Additionally, OST federal agents have the authority to enforce 28 laws under the Atomic Energy Act and Title 18 of the United States Code: Crimes and Criminal Procedures. Generally these crimes, as they apply to an OST federal agent, are criminal acts that could constitute an attempt to gain possession of, gain access to, or disperse the property that is transported within the transportation safeguards system. Specifically, nuclear weapons, nuclear weapons components, and special nuclear material in the possession of an OST convoy.

RESPONDER COOPERATION

Although OST is a Law Enforcement Agency and trained through the Federal Law Enforcement Training Center (FLETC), there are some complications inherent to OST operations. OST has limited resources (equipment needed to transport suspects), a limited knowledge of local procedures such as perimeter security in conjunction with crime scene preservation, and again OST has a limited authority specifically tied to crimes associated with nuclear weapons, material, and government property. OST may call on the support of local responders for assistance. Your knowledge of local information such as traffic flow patterns, logistics, and terrain may be of benefit to OST. Additionally, your agency may be needed to support traffic management, assist with perimeter security (similar to crime scenes), provide onscene medical care, and provide fire control. Both OST and local responders are essential parts of national security, therefore working together ensures the decreased likelihood of impact to an area while ensuring proper prosecution of violations in respect to appropriate authorities.



OST uses the National Incident Management System (NIMS) in their domestic incident management, emergency prevention, preparedness, response, recovery, and mitigation activities. The purpose of the NIMS is to provide a common approach for managing incidents. The concepts provide for a flexible but standardized set of incident management practices with emphasis on common principles, a consistent approach to operational structures and supporting mechanisms, and an integrated approach to resource management. Incidents typically begin and end locally, and they are managed daily at the lowest possible geographical, organizational, and jurisdictional level.

There are instances where success depends on the involvement of multiple jurisdictions, levels of government, functional agencies, and/or emergency-responder disciplines. These instances necessitate effective and efficient coordination across this broad spectrum of organizations and activities. By using NIMS, communities are part of a comprehensive national approach that improves the effectiveness of emergency management and response personnel across the full spectrum of potential threats and hazards (including natural hazards, terrorist activities, and other human-caused disasters) regardless of size or complexity.

LAW ENFORCEMENT COOPERATION

There are three types of emergency response situations where OST and local law enforcement would need to interact with each other:

- Routine encounter
- Non-routine encounter
- Operational emergency

Routine Encounter

A routine encounter between OST federal agents and local law enforcement may include situations where an OST vehicle is involved in a routine traffic stop, such as speeding or minor vehicle accidents between OST and civilian vehicles, or as the result of a police road block. There have also been encounters between federal agents and local law enforcement due to response to civilian calls of armed personnel (OST federal agents) inside of an establishment.

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Non-Routine Encounter

Non-routine encounters are those encounters that will institute a response method which may be outside of what could be considered normal. When OST is involved and is requesting the support of local law enforcement, it is important to understand the measures associated with each response effort to ensure that processes, procedures, and authority are not infringed upon. Examples of non-routine encounters may include minor accidents involving injuries or protesters that hinder the mobility of an OST mission.

Consider this example of a real accident that involved an OST convoy, resulting in a damaged escort vehicle and injury to two federal agents and contact with local law enforcement. The convoy is confronted with a speeding driver who is swerving in and out of the convoy at excessive speeds. The civilian vehicle strikes an escort vehicle, which forces the vehicle into the ditch. Both the driver and the passenger of the escort vehicle are injured. Another escort vehicle conducts a traffic stop on the crashed civilian vehicle. The convoy proceeds to a truck stop where a security halt is conducted. When the federal agents speak with the driver, it is apparent that she is intoxicated. The contacting officer requests that she hand over the keys to the car, which she does, and her keys are placed on top of the car. The CCIC requests assistance through the TECC of local law enforcement, who shows up and conducts the arrest of the drunk driver. The two injured federal agents were relieved from their duties and taken to a local hospital for treatment. The damaged escort vehicle was removed from the road via tow truck. The convoy continued on the route.

Operational Emergency

In an operational or tactical emergency, OST federal agents may deploy from the vehicles with a minimal kit that includes firearms, ammunition, and a radio. Federal agents may (situationally dictated) progress to full tactical gear, to include multi-cam tops, ballistic helmet, federal agent badges, police and American flag patches attached to body armor, and various other tactical gear. As this progression evolves, they will become a much more obvious response force. Also included within the response force is a small



contingency of medical personnel. This capability is sustained as a collateral duty within the agent force. The designated medics are initially trained at the EMT-B level and then progress to annual certification in Tactical Combat Casualty Care (TCCC) and advanced trauma techniques.



The following events or conditions represent an actual or potential release of hazardous materials from an OST shipment, or a major security incident without a hazardous materials release, and will be classified as an Operational Emergency per DOE guidance. Any one event, or a combination thereof, will cause an activation of the OST EOC.

- A major unplanned abnormal event involving or affecting DOE/NNSA facilities and activities
- An event causing serious health and safety or environmental impact
- An event that requires outside resources to supplement the initial response
- An event that requires time-urgent notifications to initiate response activities

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OST INITIAL EMERGENCY RESPONSE

When an OST emergency occurs, the Convoy Commander in Charge (CCIC) initiates a voice report to the TECC, which in turn will activate the OST EOC. At that point, and depending on the situation, the voice report is then sent in the form of a Flash Report, along with other supporting information, to the DOE/ NNSA HQ Operations Center. The report will include information such as:

- Date, time, and location
- Cause, description of event, and on-scene command and control activities
- Quantity, type, and condition of weapon or weapon components involved, and existing nuclear hazard and radiation levels, if known
- Safety and security measures taken and recommended protective actions issued to local authorities

OST Incident Command System (ICS) procedures are designed to provide initial control over the emergency situation until additional and better equipped external responders arrive from local, state, DOE/NNSA, and other federal agencies. ICS is a systematic tool used for command, control, and coordination at an emergency response scene where local, federal, and/or state responders need to function jointly in their response activities. The objective is to allow agencies to work together at an emergency scene using common terminology and operating procedures.

The OST CCIC will assume initial Incident Command (IC) responsibilities until the point when first responders begin to arrive. OST's objectives during the initial response phase of the emergency event are:

- Security
- Lifesaving and first aid
- Mitigating the emergency situation





The CCIC will establish a safe and secure Incident Command Post and Entry Control Point location within a safe distance from the accident scene. A security perimeter may be established

in order to control the scene and road blocks may be set up by OST federal agents. OST does have the ability to provide initial medical aid to persons that may have been injured as a result of an accident. OST Federal agents are trained to provide care at the basic EMT level. As additional agencies arrive, a Unified Command will be established as soon as possible.

RESPONSE TO AN EMERGENCY

As first responders begin to arrive on scene, OST federal agents may request those agencies to assist with a wide range of tasks. One of the initial areas of responsibility that would be requested of a first responder is taking over roadblocks and traffic control.

As more responders arrive on scene and a Unified Command begins to come together, joint decisions need to be made. Areas of consideration range from, but are not limited to, communications, resource management, identifying locations for staging/rally areas, casualty collection points, triage, and patient tracking.

OST federal agents are not allowed to interact with any media, conduct interviews, or release information to outside sources not associated with the accident response. There will be a very important need for a Public Information Officer (PIO) as OST will not initially have that capability on scene. OST will request that a PIO be provided by one of the responding agencies that has a PIO asset. Later, once a DOE PIO arrives on scene, they will coordinate the external messaging with existing assets at the accident scene.

DISCLOSURE OF CLASSIFIED INFORMATION

Federal agents will determine, as soon as possible, the need for giving a protective action recommendation to local authorities. In an event where the trailer is damaged, the federal agent will provide information to the first responders on the hazards of

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the material. It is important to understand that dispersal of hazardous/radioactive material is possible only if the SGT has been breached and there has been a fire or explosion that could spread contamination.

OST's 20-11 technical manual gives general guidance and material hazard information for nuclear weapons, nuclear weapons components, and non-nuclear weapon designations. Information that can be found in the manual includes:

- Material involved
- Extinguishing agent/reaction to the extinguishing agent
- Hazard(s) of material
- Preferred extinguishing agent

The purpose of the manual is to provide technical and hazard information for personnel involved in logistical operations or who have responsibility for supervising firefighting operations. Specifically, the information contained in the manual can assist in the decision process to initiate, continue, or discontinue firefighting efforts. For all other OST cargo and escort vehicles, Emergency Response Guide (ERG) number 112 will always apply due to vehicles containing federal agent ammunition, pyrotechnics, and explosives.

Prior to the movement of a shipment, the OST Operations Planning and Support Branch assigns an OST Protective Action Recommendations (PAR) card or Emergency Response Guidebook (ERG) number(s) to the shipment based upon the type of material to be transported. The PAR card applies only to weapons shipments.

There will very rarely be a need to issue a PAR. In fact, neither an OST PAR nor ERG number has ever been issued for an actual emergency. If there is clearly no breach of the SGT, fire, and/ or explosion, then no PAR is issued. As a result, an important consideration for the CCIC at the scene of the emergency is to determine if it is necessary to issue an OST PAR.



It is possible, but highly unlikely, that OST may have to issue a PAR card to local responders as the result of an operational emergency. The decision would be based on the type of cargo, damage, fire, explosion, etc. of the operational emergency situation. If the decision is to issue a PAR, the TECC will also provide a copy via fax or e-mail to the state point of contact (typically state law enforcement).

FEDERAL ORGANIZATIONS MOBILIZED IN AN EMERGENCY

In an emergency involving an OST shipment, the NNSA may deploy other emergency response assets. The NNSA has a variety of emergency response assets which encompass four core competencies:

- 1. Knowledge of U.S. nuclear weapons, "dirty bombs," and crude nuclear devices
- 2. Knowledge of use and interpretation of specialized radiation detection equipment
- 3. Knowledge of technical operations
- 4. Knowledge of technical support requirements

The assets may include:

- Radiological Assistance Program (RAP) RAP provides advice and radiological assistance for incidents involving radioactive material that pose a threat to the public health and safety or the environment. RAP can provide field deployable teams of health physics professionals equipped to conduct radiological search, monitoring, and assessment activities. RAP resources would arrive on scene within 2 to 4 hours following activation.
- Aerial Measuring System (AMS) AMS characterizes ground-deposited radiation from aerial platforms. These platforms include fixed-wing and rotary-wing aircrafts with radiological measuring equipment, computer analysis of aerial measurements, and equipment to locate lost radioactive sources, conduct aerial surveys, or map large areas of contamination. AMS capabilities would arrive on scene within 4 to 8 hours following activation.

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- Accident Response Group (ARG) The ARG response element is comprised of scientists, technical specialists, crisis managers, and equipment ready for short-notice dispatch to the scene of a U.S. nuclear weapon accident. The ARG would arrive on scene within 6 to 14 hours following notification.
- Federal Radiological Monitoring and Assessment Center (FRMAC) - FRMAC is an interagency entity that coordinates federal offsite radiological monitoring and assessment activities for nuclear accidents or incidents. FRMAC is responsible for providing a single source of compiled, quality controlled monitoring and assessment data to the lead federal agency involved in the incident response. The FRMAC would be established and operational within 24 to 36 hours following activation.

In addition, other responding organizations (e.g., FBI, DOD security forces, local LEA, state Civil Support Teams, etc.) may assist with incident site security and other response activities in conjunction with DOE/NNSA.

NATIONAL SECURITY AREA

A National Security Area (NSA) is an area established on nonfederal lands located within the U.S., its possessions, or territories for safeguarding classified information or protecting DOE equipment and/or material. Establishment of a NSA is authorized by 161(i) of the Atomic Energy Act. The declaration of a NSA temporarily places such non-federal lands under the effective control of the DOE and results only from an emergency event. The Senior Energy Official or Convoy Commander in Charge/Incident Commander at the scene shall define the boundary, mark it with a physical barrier, and post warning signs. The landowner's consent and cooperation shall be obtained whenever possible; however, necessity will dictate the final decision regarding location, shape, and size of the NSA.



PUBLIC INFORMATION OFFICER

The NNSA's Albuquerque Complex provides Public Affairs (PA) support to the OST. PA support for an OST incident at a civilian



location will be coordinated NNSA's between the Albuquerque Complex, DOE Headquarters PA, and local Public Information Officers (PIOs) to issue statements news releases about the incident as deemed appropriate, in a timely

manner, appropriate to the severity of the event. DOE/NNSA organizations will attempt to review news releases or statements that reference state, tribal, or local actions with the appropriate authority before release. OST federal agents do not engage with the media.

TRANSFER OF COMMAND

It is assumed that any major incident will expand into a multiagency response operating under a Unified Command (UC) structure. UC is a team effort that allows all agencies with jurisdictional responsibilities for an incident, either geographical or functional, to participate in the management of the incident. The UC must develop and implement a common set of incident objectives and strategies that all can subscribe to, without losing or abdicating agency authority, responsibility, or accountability. Action requests and priorities are provided by the UC in an Incident Action Plan. A Senior Energy Official (SEO), appointed by DOE HQ, will arrive and assume duties as the senior DOE representative. When the time comes for the transfer of command to local authorities, the SEO will represent DOE assets in the UC coordination group and support them with statutory authorities and functional responsibilities. The Convoy Commander in Charge will retain physical security responsibilities of the cargo.

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LIAISON OPERATIONS

In accordance with DOE Order 151.1D; the Office of Secure Transportation Liaison Outreach Program conducts awareness and preparedness training and briefings with local, regional, and federal law enforcement agencies to coordinate law enforcement support, including domestic threat information for the transportation safeguards system.

OST Liaison Officer contact information:

Email: OSTLSB@nnsa.doe.gov TECC Phone: 1-800-428-0496 Liaison Phone: 505-553-0405

For more information go to: http://ost-liaison.doe.gov

Check Your Understanding



- 1. The Office of Secure Transportation has responsibility for the safe transport of:
 - a. Nuclear weapons, nuclear weapons components, and special nuclear material
 - b. Spent nuclear fuel traveling on interstate highways in the contiguous United States
 - c. Transuranic waste destined for disposal at the Waste Isolation Pilot Plant
 - d. Security for all placarded shipments of radioactive waste
- 2. What is the Safeguards Transporter (SGT)?
 - a. The lead federal agent accompanying each shipment
 - b. A specially designed part of an 18-wheel rig which incorporates various deterrents to prevent unauthorized removal of cargo
 - c. A specially designed escort vehicle used to safely transport the agents who accompany each shipment
 - d. A special type of handling gear (H-Gear) used for special nuclear material shipments by air
- 3. The Office of Secure Transportation deploys effective barriers used to prevent radioactive material dispersal. Those barriers are; highly trained federal agents, the robust design of the cargo restraint systems, and various types of packaging. True/False.
- 4. A declaration of a _____ temporarily places land under effective control of the DOE and results only from an emergency event that threatens the cargo of an OST safeguards shipment.
- 5. In the event of an operational emergency, the 20-11 manual will identify specific hazards associated with cargo and will aid in the decision making process for responders. True/False.

ANSWERS

5. True

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4. National

3. True

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