

WIPP

Transportation Security

Gregory M. Sahd
Security Manager
Carlsbad Field Office
U.S. Department of Energy



Contact Information



Gregory M. Sahd

Security Operations

Carlsbad Field Office • U.S. Department of Energy

575.234.8117 • Greg.Sahd@wipp.ws

WIPP Transportation

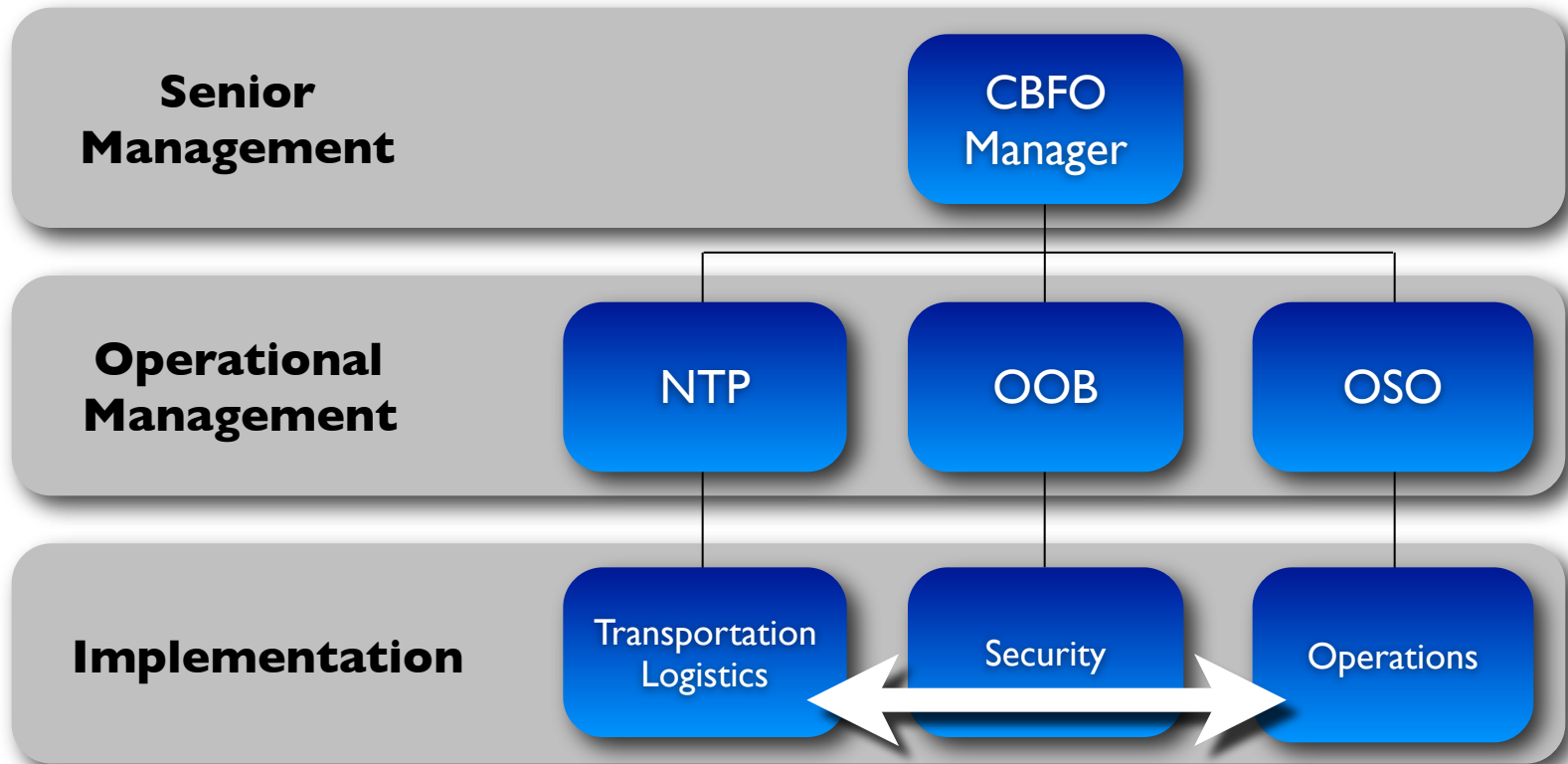


“...The (WIPP transportation) system is safer than that employed for any other hazardous material in the U.S....”

- *National Academy of Sciences, WIPP Panel*



Management Organization



WIPP Security Conditions

- TRU Waste is considered “Low Threat”
- Counter Intelligence support to WIPP transportation with information
- Immediate security response comes from Law Enforcement
- WIPP Drivers’ Awareness & Actions

WIPP Driver Responsibilities

- Maintain continuous surveillance during transportation
- Limit material access to authorized personnel
- Make positive identification of all persons working with or in the area of the Trupact Truck
- Maintain a continuous, alert, physical presence until properly relieved
- Immediately report any Suspicious Activity

Suspicious Activity

- Persons in the area of the Trupact Truck who have no assigned responsibility
- Lingering presence of any vehicles that may be following the shipment
- Individual who attempts to hide or conceal their presences or identity
- Photographing
- Any unusual handling or touching of the Truck or containers

Reporting Responsibilities

- Stay calm
 - Do not engage in unsafe actions or put yourself in harm's way
 - Take time to observe key details
- Immediately call CMR
- Use Security Reporting Format
 - Who, What, Why, Where & When

Security Condition Response



Outdated Guidance

NTAS

(National Terrorism Advisory System)

- NTAS replaced the color-coded system
- Intended provide timely, detailed information
- Everyone shares responsibility for national security
- Everyone should always be aware of the heightened risk of terrorist attack in the United States and what they should do



NTAS
National Terrorism Advisory System

Communication & Coordination



Room for Improvement

- Past problems
- Security Section lacks substance
- Never been exercised

Real-World Example

- On August 8th, 2010 at 1825 hours the Wyoming State Police contacted the CMR / Transcom Operator (TCO)
- Notification was about an active bomb threat and traffic problems on I-80
- The officer wanted the TCO to stop two moving WIPP shipments in Little America, Wyoming.
- The message was misunderstood and the trucks were not immediately stopped
- After about an hour the officer called back to the CMR to request that the trucks be stopped
- The trucks were stopped at that time, but one of the trucks had reached the area of concern and was waved through

Real-World Example (continued)

- An investigation of this incident was conducted by CBFO
- Review of the transcripts and CMR/TCO logs showed miscommunication by both parties
 - TCO could have requested more detailed information from the notifying officer
 - The officer could have been more clear about what actions he expected
- This situation could have been handled better if a common practice were employed, such as a standard reporting form or common process for reporting incidents and requesting actions

Recommendation

Use the Guide's Security Section to serve as a written procedure for reporting incidents of concern to WVIPP and directing immediate actions to be taken by WVIPP drivers

questions

Contact Information



Gregory M. Sahd

Security Operations

Carlsbad Field Office • U.S. Department of Energy

575.234.8117 • Greg.Sahd@wipp.ws