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<b>TITLE:</b>  <b>Fluor-BWXT Portsmouth LLC (FBP) Transportation Security Plan for the Off Site Shipment of Hazardous Material</b>	<b><u>1 YR PERIODIC REVIEW DATE:</u></b> <u>10/10/25</u>	
	<b>APPROVED BY:</b> <b>DATE:</b>	<b>Lindsay Adkins</b> <b>10/10/24</b> <b>(Signature on File)</b>

<b>USE CATEGORY:</b>	<b>INFORMATION USE</b>	<b>Page 1 of 17</b>
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### Level 2 Plan

Revision	Record of Issue/Revision	Affected Pages
7	Revision/Periodic Review. Added an applicability section for the hazardous class/division in order to have a security plan, removed 2.3 PIH material. Perform the required annual review per 49 CFR 172.800.	All

Previous Record of Issue/Revision information is available from the history files.

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## 1.0 INTRODUCTION

- 1.1 This Transportation Security Plan for the off-site shipment of hazardous material (HAZMAT) for the Portsmouth Gaseous Diffusion Plant (PORTS) located in Piketon, Ohio. Fluor-BWXT Portsmouth LLC (FBP) is the prime contractor to the U.S. Department of Energy (DOE) for the PORTS Decontamination and Decommissioning (D&D) Project.
- 1.2 Transportation security is a vital element of the overall FBP Transportation Program and is an important element that helps to ensure that the workers, the public and the environment are protected from HAZMAT releases due to malevolent acts. This plan describes the security requirements for the transportation of HAZMAT by FBP, FBP subcontractors, or other site entities that might need to ship HAZMAT off site.
- 1.3 This document implements applicable regulatory requirements. They are listed in Appendix A, *Regulatory Requirements Flow Down*.

## 2.0 PURPOSE AND SCOPE

- 2.1 The U.S. Department of Transportation (DOT) Pipeline and Hazardous Materials Safety Administration (PHMSA), in consultation with the Transportation Security Administration (TSA) of the Department of Homeland Security (DHS), has modified security plan requirements applicable to the commercial transportation of HAZMAT by air, rail, vessel, and highway. This modification as reflected in this plan is based on an evaluation of the security threats associated with specific types and quantities of HAZMAT and narrows the list of materials subject to security plan requirements and reduces associated regulatory costs and paperwork burden. These requirements are identified in Hazardous Materials Regulations [(HMR); 49 Code of Federal Regulations (CFR) Parts 171-180].
- 2.2 The objective and scope of this Transportation Security Plan is to outline the transportation-related security measures implemented at PORTS, and how these measures protect site operations, as well as, the storage and shipment of HAZMAT as defined by the DOT. FBP and North Wind Dynamics (NWD) are committed to the safety and security of employees, customers, the general public, and the environment. This Transportation Security Plan implements a comprehensive safety and security program to protect our workers, the public and environment from the risk inherent in the day-to-day transportation of HAZMAT transported by FBP, its subcontractors, or other site entities. This is accomplished by increasing the level of awareness to terrorist threats, identifying potential weaknesses in transporter security programs, and reporting to the appropriate authorities in accordance with 49 CFR requirements to mitigate potentially serious security issues. This plan has been developed to meet the requirements under 49 CFR 172 Subpart I, *Safety and Security Plans*.
- 2.3 This Transportation Security Plan implements the following applicable requirements of 49 CFR:
  - 2.3.1 172.702 - *Applicability and Responsibility for Training and Testing*
  - 2.3.2 172.704 - *Training Requirements*
  - 2.3.3 172.800 - *Purpose and Applicability*

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**2.3.4** 172.802 - *Components of a Security Plan*

**2.3.5** 172.804 - *Relationship to Other Federal Requirements*

**2.3.6** 172.820 - *Additional planning requirements for Transportation by Rail (Applies to the rail carrier)*

**2.4** Plan applies to:

FBP, FBP subcontractors, and lower tier subcontractors involved in the transport of HAZMAT to be used by or resulting from PORTS projects.

**2.5** This Transportation Security Plan does not apply to:

**2.5.1** High-level waste and/or transuranic waste shipments

**2.5.2** Materials of National Security Interest (refer to DOE O 461.1C)

**2.5.3** Shipments by means other than truck or train, e.g., air or watercraft

**2.5.4** NWD-PORTS-22-8010, *Safeguards and Security Transportation Security Plan*

**2.5.5** Classified material (separate plan)

**2.5.6** Other site organizations not under FBP control, e.g., the Facility Support Services (FSS) Contractor, the DUF<sub>6</sub> Contractor, or the American Centrifuge Project (ACP)

**2.6** This Transportation Security Plan implements requirements from the following DOE Directives:

**2.6.1** DOE O 460.2B, *Departmental Materials Transportation Management, Attachment 1, Contractor Requirements Document*, June 10<sup>th</sup> 2022

**2.6.2** DOE O 473.2A, *Protective Force Operations*, 8/30/2021

**2.6.3** DOE O 414.1D, *Quality Assurance, Change 2*, 9/15/2020

### **3.0 RESPONSIBILITIES**

#### **3.1 Transportation Security**

The security measures are implemented to address activities specific to FBP current shipments offered for transportation in commerce based on an assessment of the following criteria:

- Type and characteristics of commodity
- Quantity of hazmat in individual shipments
- Frequency of hazmat shipments

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- Routing, length of haul, and stopping points
- Commodity loading and transfer points
- Tracking of shipments
- Training

### **3.2 Senior Management**

**3.2.1** FBP is committed to making safe, compliant, and secure HAZMAT shipments.

**3.2.2** The FBP Waste Management Director manages the FBP Waste Management Division and is responsible for the overall safety and security of HAZMAT transported on- and off-site.

**3.2.3** The FBP Transportation Manager manages the Transportation Department and reports to the Waste Management Director. The Transportation Manager is responsible for the day-to-day activities of the Transportation Department and ensures shipping papers are DOT compliant, items being shipped are labeled and packaged properly, conveyances are inspected and DOT compliant, and loads are safely blocked, braced, secured, and properly placarded to reflect the hazards that are being shipped.

- Responsible for the overall development and implementation of this security plan.

**3.2.4** The Functional Area Manager (FAM) or their designee and Waste Management reviews procedures, work packages, and related safety documentation (e.g., Job Hazard Analyses [JHAs]) to ensure technical accuracy, and compliance with safety, as well as, Federal regulations.

**3.2.5** NWD Security ensures that PORTS site security areas are secured by controlled access as appropriate in accordance with approved security plans. Employees to whom a badge is issued must undergo a background security check at a minimum. Visitors are screened for U.S. citizenship, a need to know and access PORTS security areas only on official business. Uncleared visitors are paired with cleared knowledgeable escorts in an authorized escort ratio cited in the site security plan. These cleared and knowledgeable escorts know their assigned visitor(s)' location at all times while on site and are responsible for the visitor(s)' safety and security.

**3.2.6** The NWD Security Manager, as the DOE-designated PORTS contractor Officially Designated Security Authority, is responsible for the site Security Program and its implementing documents. This Transportation Security Plan is implemented as necessary to accomplish the DOE PORTS site mission, and is considered a supporting document to the site security plan.

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### 3.3 Employees and Subcontractors

Employees and subcontractors are encouraged to report transportation safety and security concerns to their management, and/or as instructed in this Transportation Security Plan and general site security requirements. Employees, subcontractors, and their lower-tiers are responsible for meeting contractual agreements, maintaining compliance with applicable standards of the DOT regulations (specifically 49 CFR 172 Subpart I), associated licensee, permits, FBP policies, procedures, plans, and Department of Energy (DOE) Orders (including DOE O 460.2B, DOE O 461.1C and DOE O 460.1D) that are applicable to transportation and transportation security. As required, inspections will be performed under DOT rules, and applicable FBP procedures. Willful violation, refusal, or failure to abate violations of transportation safety and security standards or rules will be justification for removal of personnel from the site and/or for contract termination.

## 4.0 ACTIONS

None

## 5.0 TRAINING REQUIREMENTS

### 5.1 Training

#### NOTE

Transportation related training requirements are included in FBP-WM-PL-00051, *Transportation Training Plan*.

#### 5.1.1 Transportation Security Awareness Training:

- a) In accordance with 49 CFR 172.704 (a) (4), Transportation Security Awareness Training shall be conducted for all FBP and subcontractor HAZMAT employees. All new HAZMAT employees or employees changing positions to become HAZMAT employees and who have not had the training must receive training within the first 90 days after employment. Retraining will be conducted at least once every three years from the date of initial training.
- b) The training must provide an awareness of security risks associated with HAZMAT transportation and methods designed to enhance transportation security, as well as, include an awareness of how to recognize and respond to possible security threats, including reporting to appropriate authorities.

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### 5.1.2 In-depth Security Training:

- a) FBP shall conduct in-depth Transportation Security Training for each FBP subcontractor HAZMAT employee who has a direct effect and responsibilities concerning the Transportation Security Plan and its implementation in accordance with 49 CFR, 172.704 (a) (5) requirements. Re-training shall be conducted every three years from the date of initial training or upon revision of the plan. Transportation Security Training must include specific security procedures, employee responsibilities, actions to take in the event of a security breach, and the organizational security structure.
- b) Training to this Transportation Security Plan will meet the in-depth security training requirements as required in 49 CFR 172.704 (a) (5). The security plan shall be revised and updated, as necessary, to reflect changing circumstances and to ensure effectiveness of the existing Transportation Security Plan. All copies of updates and revisions to the plan shall be maintained as of the date of the most recent revision in accordance with 49 CFR, Subpart I, 172.802 (c).

### 5.1.3 Personnel Security

Measures are taken to confirm information provided by job applicants hired for positions that involve access to and handling of HAZMAT covered by this Transportation Security Plan. Such confirmation systems are consistent with applicable Federal and State laws and requirements concerning employment practices and individual privacy.

## 6.0 GENERAL REQUIREMENTS

- 6.1 FBP must ensure that a security plan is developed and includes an assessment of possible transportation security risks for HAZMAT shipments. The plan must contain sufficient background to understand the nature of threats against the HAZMAT shipment, the means to identify the vulnerabilities to those threats, and an approach to address the vulnerabilities.
- 6.2 Evaluate the risk that HAZMAT may be stolen, damaged, or information regarding HAZMAT shipments may be compromised for the selected areas of concern (see Appendix B, *Transportation Risk Management Evaluation*). Use the criteria Low (Unlikely to Happen); Medium (Reasonable Potential to Happen); High (Likely to Happen), and provide risk countermeasure that address the potential threat. Provide Plan/Procedural Reference as applicable.
- 6.3 For shipments of low-level radioactive waste (LLRW), mixed low-level waste, and other radioactive shipments, the contractor will develop a security plan when required by 49 CFR 172.800.

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- 6.4** Upon request from the DOE, the contractor must evaluate carriers that transport highway route-controlled quantities (HRCQ) of radioactive material in less-than-truckload or truckload (TL) quantities. A copy of the evaluation document must be provided by the contractor to the DOE within 30 days after completion of the carrier evaluation if performed.
- 6.5** For low-level or mixed-low level waste, or other radioactive shipments, the contractor may provide notifications to affected states based on negotiated agreements. A record must be retained in the shipping records file that includes the names of the persons contacted and the dates and times of the contacts.
- 6.6** FBP must ensure pre-shipment inspections are done by the shipper and/or carrier to ensure that shipments meet the regulatory standards.
- 6.7** FBP must review truckload carriers' plans for recovery and cleanup or verify they have a contract with a remediation company.
- 6.8** Off-site shipments of unclassified configurations of Category III quantities of Special Nuclear Material (SNM) are not required to be made by the Office Secure Transportation (OST). If OST is not used, the shipments may be made by the following means:
- 6.8.1** Truck or Train Shipment. The following requirements must be met:
- a) Government owned or exclusive use truck, commercial carrier, or rail may be used.
  - b) Cargo compartments must be locked and sealed, and remain sealed while en-route.
  - c) Shipment escorts, e.g., drivers, train personnel, or others as applicable, must periodically communicate with a control station operator or dispatcher. The control station operator or dispatcher must be capable of requesting appropriate local law enforcement agency response if needed.
- 6.8.2** Category IV quantities of SNM may be transported by the following methods unless otherwise prohibited by statute:
- a) Shipments of unclassified Category IV quantities of SNM may be made by truck, rail, air, or water craft in commercial for hire or leased vehicles. Shippers are required to give the consignee an estimated time of arrival before dispatch and to follow up with a written confirmation not later than 48 hours after dispatch.
  - b) Consignees must promptly notify the shipper by telephone and written confirmation upon determination that a shipment has not arrived by the scheduled time.
- 6.9** Shipments must be made by a mode of transportation that can be traced, and within 24 hours from request can report on the last known location of the shipment should it fail to arrive on schedule.



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## 7.0 RISK ASSESSMENT SUMMARY

**7.1** Shipments of one or more HAZMAT listed in 49 CFR 172.800(b) offered for transportation in commerce has been evaluated for transportation-related security risks. Table 1 shows the list of materials for which a security plan is required and an evaluation of whether or not the material is offered for transportation by FBP at PORTS. Details of the risk analysis for each type of shipments listed are included on the following pages.

**7.2** Should conditions change and FBP engages in activities that requires a specific security plan, the shipment shall not be conducted until a plan is approved and in place.

### **7.3 Applicability**

Each person who offers for transportation in commerce or transports in commerce one or more of the following hazardous materials must develop and adhere to a transportation security plan for hazardous materials that conforms to the requirements of this subpart. As used in this section, “large bulk quantity” refers to a quantity greater than 3,000 kg (6,614 pounds) for solids or 3,000 liters (792 gallons) for liquids and gases in a single packaging such as a cargo tank motor vehicle, portable tank, tank car, or other bulk container.

### **7.4 Uranium Hexafluoride (UF<sub>6</sub>) Shipments**

**7.4.1** Shipments of UF<sub>6</sub> that require placarding will be made by FBP from PORTS. Shipments of UF<sub>6</sub> will also be received on site from other off-site locations as shipped by FBP personnel other entities. Other UF<sub>6</sub> shipped to the site may also be returning UF<sub>6</sub> cylinders that have been emptied, empty UF<sub>6</sub> cylinders with heel-quantity radioactive material, or UF<sub>6</sub> cylinders containing rejected material returns.

**7.4.2** Shipping or receiving UF<sub>6</sub> cylinders; prior notification is made to the Plant Shift Superintendent (PSS) and the receiving facility for their Estimated Time of Arrival (ETA). If there is a delay or problem with the shipment, transporters are given written guidance to notify our PSS. PSS will follow their procedures for notifications to the various FBP departments.

**7.4.3** Shipments made by FBP personnel either onsite or off-site for delivery to PORTS or other off-site locations will follow the requirements as set forth in FBP-WM-PRO-00273, *Preparing Uranium Hexafluoride (UF<sub>6</sub>) Cylinders for Shipment*. Transportation Specialists may be located at other off-site locations as determined by Barter agreements making it necessary to ship and receive UF<sub>6</sub> materials as approved by DOE.

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<b>Class/Division Quantity Subject to</b>	<b>Security Planning</b>	<b>FBP Shipments Expected</b>	<b>Security Planning Required for FBP</b>
1.1 Explosives (with a mass explosion hazard) Any Quantity None No	Any Quantity	None	No
1.2 Explosives (with a projection hazard)	Any Quantity	None	No
1.3 Explosives (with predominately a fire hazard)	Any Quantity	None	No
1.4 Explosives (with no significant blast hazard)	Placarded Quantity	None	No
1.5 Very insensitive explosives; blasting agents	Placarded Quantity	None	No
1.6 Extremely insensitive detonating substances	Placarded Quantity	None	No
2.1 Flammable Gas	A Large Bulk Quantity	None	No
2.2 Nonflammable Compressed Gas	A Large Bulk Quantity of materials with an oxidizer subsidiary	None	No
2.3 Poisonous Gas	Any Quantity	None	No
3 Flammable and Combustible Liquid PG I and II in a Large Bulk	PG I and II in a Large Bulk Quantity: placarded quantity	Non Bulk Shipment Only	No
4.1 Flammable Solid	Placarded Quantity desensitized explosives	None	No
4.2 Spontaneously Combustible Material	PG I and II in a Large Bulk Quantity	None	No
4.3 Dangerous When Wet Material	4.3 Dangerous When Wet Material	None planned, but it is possible	No
5.1 Oxidizer	Division 5.1 materials in PGI and II, and PG III perchlorates, ammonium nitrate, ammonium nitrate fertilizers, or ammonium nitrate emulsions or suspensions or gels in a large bulk quantity	None	No
5.2 Organic Peroxide	Any quantity of Organic peroxide, Type B, liquid or solid, temperature controlled	None	No
6.1 Poisonous Materials	Any quantity PIH or a Large Bulk Quantity of a material that is not a PIH	UF6 Cylinders	Yes
6.2 Infectious Substance (Etiologic Agent)	CDC or USDA list of select agents	None	No
7 Radioactive Material	IAEA Categories 1 & 2: HRCQ: known radionuclides in forms listed as Radioactive Material Quantities of Concern (RAM-QC) by NRC; or a quantity of uranium hexafluoride requiring placarding under 49 CFR § 172.505 (b)	HRCQ and RAM QC are not expected, UF6 will be shipped	Yes
8 Corrosive Material	PG I in a Large Bulk Quantity	Non-Bulk shipments only	No
9 Miscellaneous Hazardous Material	Not Subject	Bulk and Non-Bulk Shipments	No
ORM-D	Not Subject	None	No

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## 8.0 UNAUTHORIZED ACCESS

- 8.1** Entry into PORTS security areas is limited through authorized access points controlled and monitored by the FBP Protective Force (PF). Only cleared badged personnel, or uncleared, escorted and badged visitors or personnel may gain access to these security areas. PORTS unfenced areas are posted as "U.S. Government Property, Official Business Only" and patrolled on a routine basis by the FBP PF.
- 8.2** FBP shall, at its discretion, implement some or all of the following control measures to prevent unauthorized access to HAZMAT:
- DOE and NWD Security monitor the National Terrorism Advisory System (NTAS) the DHS Advisory System which can be found at <http://www.dhs.gov/files/programs/ntas.shtm>. Per DHS recommendation: "If You See Something, Say Something. Report suspicious activity to local law enforcement (LLEA), or call 911." For onsite concerns to ensure that no Incident of Security Concern(s) (IOSC)s are present, NWD and the FBP Facility Security Officer shall be notified.
  - DOE Security Conditions (SECON) levels reflect a multitude of conditions that may adversely impact DOE and/or facility and site security. SECONs may include terrorist activity, continuity conditions, environmental (fire, chemical, radiological, etc.), and/or severe weather conditions. The day-to-day DOE security readiness state is correlated to the Homeland Security NTAS. NTAS alerts are established based on the analysis of a continuous and timely flow of integrated, all-source threat assessments and reporting provided to Executive Branch decision-makers. Procedures and checklists addressing site requirements for responding to changes in the NTAS alerts and DOE SECON levels are managed in FBP-EM-PRO-00059, *Portsmouth Gaseous Diffusion Plants (PORTS) Response to Security Threat Level Changes*.
  - FBP conducts transportation security awareness training for FBP HAZMAT employees including how to report suspicious incidents or events as required by FBP-WM-PL-00051, *Transportation Training Plan*.
  - FBP requires visitors and outside vendors to report to the NWD Visitor Control and Badging Office in the XT-801 Building to sign in and be issued a badge, unless arrangements have been made for sign in at an alternate portal of entry.
  - Designated Protective Force Personnel (PFP) perform routine perimeter/facility security checks in accordance with NWD PORTS-22-8018, *Safeguards and Security Site Security Plan*.
  - Employees control access to computers containing information on HAZMAT transportation or routing information by password protection or other suitable means.
  - FBP uses tamper indicating devices/tamperproof seals (for tankers/manways, closed van trailers, etc.) for HAZMAT shipments.

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## 9.0 ENROUTE SECURITY

**9.1** FBP makes HAZMAT shipments on site, as well as, offers for transport in commerce on a daily basis. Off-site HAZMAT shipments include local and cross-country shipments that may take several days to reach their final destination. FBP personnel shall ensure HAZMAT carriers are cognizant of the following enroute security measures. For off-site shipments, only carriers which have been successfully evaluated under the DOE Motor Carrier Evaluation Program (MCEP) will be utilized for shipments of HAZMAT/wastes, including radioactive materials/wastes, from PORTS.

- Driver Security briefings may be conducted by the Shipper to restate the priority placed on public and worker safety and security, as well as, the importance of maintaining adherence to transportation safety and security requirements.
- Shippers will utilize tamper indicating device/tamperproof seals and/or locks (for tankers/manways, closed van trailers, etc.) for HAZMAT shipments and/or routes.
- Shippers and carriers shall consider security measures in determining transportation routes (if applicable) and times for pickup and delivery. When possible, HAZMAT carriers avoid bridges, tunnels, and densely populated areas.
- The HAZMAT carrier shall move PORTS shipments without delay, but in accordance with the legal statutes of transit jurisdictions. Stops enroute are to be minimized to the extent practical and limited to accepted safe haven areas.
- Carriers shall establish procedures to communicate emergency messages to all facilities and to drivers on the road. Options may include satellite communications systems, cell phones, two-way radios, or scheduled call-in times.
- Drivers (and other knowledgeable employees) shall not discuss any details about their load or pick-up points and destinations with unauthorized personnel such as over the citizen band (CB) radio or at truck stops.
- Drivers shall not pick up hitchhikers or allow any unauthorized personnel in the truck cab.
- Drivers shall not stop to help disabled vehicles or motorists. HAZMAT carrier drivers may call local authorities and notify them of anyone needing assistance. Be suspicious of motorists trying to get the driver to pull over for an "alleged" traffic accident. Be especially suspicious of vehicles with three or more occupants.
- Carriers and drivers shall report any suspicious events to company and/or local law enforcement and PORTS PSS.

**9.2** Deviations from the planned route shall be communicated with the PORTS PSS who will report the deviation and reason to the FBP Transportation Department and to NWD Security, as applicable.

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## **10.0 EMERGENCY NOTIFICATION/RESPONSE**

- 10.1** The contractor must include in shipping papers a 24-hour emergency response phone number as required by 49 CFR 172.604. The contractor must perform periodic tests/drills to ensure that the 24-hour emergency response system is operable. Refer to FBP-EM-PRO-00037, *Emergency Management Drill and Exercise Program*. For PORTS, the PSS serves as the 24-hour point of contact at (740) 897-3025.

## **11.0 STORAGE INCIDENTAL TO MOVEMENT**

- 11.1** For the purpose of this Transportation Security Plan, storage incidental to movement means storage of a transport vehicle, freight container, or package containing a HAZMAT between the times a carrier takes physical possession of the HAZMAT for the purpose and the time that a HAZMAT is offered for transportation to destination. Examples of storage incidental to movement may include, but are not limited to, truck stops, repair shops, parking area, etc.
- 11.2** Drivers shall communicate status of the load on a regular basis with the shipper, supervisor, and/or dispatcher, as appropriate. Drivers shall exercise caution and be aware of any suspicious activity.
- 11.3** For exclusive use shipments, removal of any material from the conveyance or a delay that kept a transporter from meeting their estimate time of arrival shall be communicated with the PORTS PSS who will report the deviation and reason to the FBP Transportation Department.

## **12.0 ADDITIONAL PLANNING REQUIREMENTS FOR TRANSPORTATION BY RAIL**

- 12.1** FBP tracks all railcar shipments on a daily basis to ensure the railcars remain on their designated routes. The FBP Transportation Department and Waste Engineers work closely with the Treatment Storage Disposal Facility (TSDF) to ensure all shipments arrive intact.
- 12.2** If a railcar appears to be deviating from the expected route or appears to not be moving as expected, the responsible railroad is contacted directly or through the FBP logistics subcontractor responsible for the shipment for explanation and resolution.

## **13.0 REPORTING**

This plan is approved by FBP Senior Management and will be reviewed annually in accordance with 49 CFR 172.802(c) and DOE Directives. FBP will ensure that changes are made as necessary consistent with applicable regulations and DOE Directives.

## **14.0 DEFINITIONS /ACRONYMS**

### **14.1 Definitions**

None

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## 14.2 Acronyms

- A. CFR** - Code of Federal Regulations
- B. DHS** - Department of Homeland Security
- C. DOE** - U.S. Department of Energy
- D. DOT** - U.S. Department of Transportation
- E. FBP** – Fluor-BWXT Portsmouth LLC
- F. FSS** - Facility Support Services
- G. HAZMAT** - Hazardous Material(s)
- H. NTAS** - National Terrorism Advisory Systems
- I. OST** - Office Secure Transportation
- J. PF** - Protective Force
- K. PIH** - Poison Inhalation Hazards
- L. NWD** - North Wind Dynamics
- M. PORTS** - Portsmouth Gaseous Diffusion Plant
- N. PSS** - Plant Shift Superintendent
- O. SECON** - Security Conditions
- P. SNM** - Special Nuclear Material
- Q. UF<sub>6</sub>** - Uranium Hexafluoride

## 15.0 REFERENCES

NWD-PORTS-22-8010, *Safeguards and Security Transportation Security Plan*

<b>TITLE:</b> <b>Fluor-BWXT Portsmouth LLC (FBP) Transportation Security Plan for the Off Site  Shipment of Hazardous Material</b>	<b>FBP-WM-PL-00102</b>
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**Appendix A**  
**REGULATORY REQUIREMENTS FLOW DOWN**

49 CFR 172.800-802, *Safety and Security Plans*

<b>TITLE:</b> <b>Fluor-BWXT Portsmouth LLC (FBP) Transportation Security Plan for the Off Site Shipment of Hazardous Material</b>	<b>FBP-WM-PL-00102</b>
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**Appendix B**  
**TRANSPORTATION RISK MANAGEMENT EVALUATION**  
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<b>Activity Risk</b>	<b>Risk Level</b>	<b>Risk Countermeasure or Mitigation</b>
Personnel Security	Low	Employees to whom a badge is issued must undergo a background security check at a minimum. Visitors are screened for U.S. citizenship, a need to know, and access PORTS security areas only on official business. NWD Security ensures that PORTS site security areas are secured by controlled access as appropriate in accordance with approved security plans. Uncleared visitors are paired with cleared knowledgeable escorts in an authorized escort ratio cited in the site security plan. These cleared and knowledgeable escorts know their assigned visitor(s)' location at all times while on site and are responsible for the visitor(s)' safety and security. Employees control access to computers, containing information on HAZMAT transportation or routing information by password protection or other suitable means. See Section 8.0.
Unauthorized Access	Low	NWD Security ensures that PORTS site security areas are secured by controlled access as appropriate in accordance with approved security plans. FBP Protective Forces (PF) only static security post at the LA is the X108U. All other access points are controlled by MAC portals into the limited areas and provide roving periodic patrols in those areas outside the limited areas but within the DOE reservation. PF Personnel perform routine perimeter/facility security checks in accordance with NWD PORTS-22-8018 Site Security Plan and PF Post Orders. DOE and NWD Security monitor the National Terrorism Advisory System (NTAS) the DHS Advisory System. The day-to-day DOE security readiness state is correlated to the Homeland Security NTAS. NTAS alerts are established based on the analysis of a continuous and timely flow of integrated, all-source threat assessments and reporting provided to Executive Branch decision-makers. For onsite concerns to ensure that no Incident of Security Concern(s) (IOSC)'s are present, NWD and the FBP Facility Security Officer shall be notified. Depending on the material type a specific Security plan may be developed by NWD or FBP. See Section 8.0.



<b>TITLE:</b> <b>Fluor-BWXT Portsmouth LLC (FBP) Transportation Security Plan for the Off Site Shipment of Hazardous Material</b>	<b>FBP-WM-PL-00102</b>
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**Appendix B**  
**TRANSPORTATION RISK MANAGEMENT EVALUATION**  
**Page 2 of 2**

<b>Activity Risk</b>	<b>Risk Level</b>	<b>Risk Countermeasure or Mitigation</b>
Enroute Security	Medium	FBP makes HAZMAT shipments on site, as well as, offers for transport in commerce on a daily basis. Off-site HAZMAT shipments include local and cross-country shipments that may take several days to reach their final destination. FBP personnel shall ensure HAZMAT carriers are cognizant of the following enroute security measures. For off-site shipments, only carriers which have been successfully evaluated under the DOE Motor Carrier Evaluation Program (MCEP) will be utilized for shipments of HAZMAT/wastes, including radioactive materials/wastes, from PORTS. See Section 9.0.
Emergency Notification / Response	Low	The contractor must include in shipping papers a 24-hour emergency response phone number as required by 49 CFR 172.604. The contractor must perform periodic tests/drills to ensure that the 24-hour emergency response system is operable. For PORTS, the PSS serves as the 24-hour point of contact at (740) 897-3025. See Section 10.
Storage Incidental to Movement	Medium	Drivers shall communicate status of the load on a regular basis with their dispatcher, as appropriate. Drivers shall exercise caution and be aware of any suspicious activity (see Subsection 11.3). For exclusive use shipments, removal of any material from the conveyance or a delay that kept a transporter from meeting their estimate time of arrival shall be communicated with the PORTS PSS who will report the deviation and reason to the FBP Transportation Department. See Section 11.
Rail Shipments	Low	FBP tracks all railcar shipments on a daily basis to ensure the railcars remain on their designated routes. The FBP Transportation Department and Waste Engineers work closely with the Treatment Storage Disposal Facility (TSDF) to ensure all shipments arrive intact (see Subsection 12.2). If a railcar appears to be deviating from the expected route or appears to not be moving as expected, the responsible railroad is contacted directly or through the FBP logistics subcontractor responsible for the shipment for explanation and resolution. See Section 12.