

**Transportation Security Unified Stakeholders Group (TSUSG)
Fiscal Year (FY) 2022 Second Quarter Tactical Meeting Report**

March 8, 2022

Ken Martin welcomed everyone and commented on the significant progress that TSUSG is making towards the goal of improved transportation security of Category 1 and 2 materials.

The meeting focused on transportation security and included an overview of an ORNL project entitled SecuRoute. This project uses technology to provide real-time route planning for the transport of Category 1 and 2 shipments of radioactive material.

Briefing on SecuRoute - Carter Christopher

Carter discussed software development issues his team is addressing, which include a lack of data for risk analysis and the inability to incorporate changes for automated risk analysis. The level of risk is subjective to the party involved. He expressed a need for consensus, from the meeting attendees, on what risks are the most relevant to them and how best to quantify that risk. The team wants to process real-world changes as they happen to allow for modifications during route planning and while shipments are enroute. Carter displayed a capability overview, noting that risk control is adjustable. Users can access the app from any browser or computer. Currently, SecuRoute is based in the United States only.

SecuRoute Demonstration - Aaron Meyers

Aaron gave a live demonstration of SecuRoute, followed by open discussion. SecuRoute is flexible and can incorporate new routes. When needed, the app can run a route, test an alternative, and then perform a comparison. The app can identify routes to address oversize permits. Alerts are set at 5 kilometers to notify carriers when they are too far away from law enforcement. Driving time limits are installed for one- and two-driver teams.

Discussion of SecuRoute: Near Term and Future Roadmap - Carter Christopher

Carter displayed plans for future development in a capability roadmap. In the second half of FY 22, the team will work with users to gather their expertise.

Risk Perceptions: Risks, Threats, and Ranking - Carter Christopher

The goal was to get a better understanding of the real-world conditions that lead to higher risk on hazardous materials shipments. The attendees identified geographic conditions, or risk features, that could be added to, or subtracted from, the presented list. The following suggestions were captured during the open discussion:

- Ensure information security through limited access
- Make available double means of communication
- Identify low ground clearance rail crossings and turnaround space
- Include rail (although this information is restrictive)
- Identify length of bridges and height of overpasses
- Identify common traffic congestion (note: responses were mixed)
- Identify distance from emergency response and safe havens
- Model for traffic slowdowns

In ranking these risks, responses were mixed because of subjectivity.

Wrap-up and Closing - Ken Martin

Ken closed the meeting, thanking all for attending. He reminded everyone of the Third Quarter Tactical Meeting to be conducted on June 14. This will be a 3-hour workshop led by the Federal Bureau of Investigation and will cover the Bureau's involvement in Category 1 and 2 radioactive material transport. The agenda and preparatory documents for this meeting will be issued over the next few months.