

Implementation of New Security Rules for Road Transport in Germany

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INTRODUCTION

Adequate physical protection measures are a licensing prerequisite for all transports of nuclear materials. According to the so called integrated physical protection concept, the preventive basic protection has to be provided by the shipper. Police force activities are essentially limited to actions in emergency cases. Nuclear Cargo + Service GmbH (NCS) is a shipping company performing security shipments of all categories.

NEW SECURITY RULES

In 1991 the rules for security transports by road and rail were revised and updated by the authorities, resulting in the need for substantial additional technical and administrative efforts by the shipper. Moreover the transition period for implementation was rather limited.

Depending on the type of material to be transported, the existing system had to be revised and/or supplemented in the following areas:

- Technical features
 - Tracking system
 - Surveillance of activity release
 - Automatic alarms
 - Requalification of the control center

- Administrative matters
 - Increase in the number of categories
 - Increase in the number of staff members on duty at the control center
- Education / training
 - Substantial extension of the education program for all staff members involved in security shipments
 - Substantial extension of training and retraining requirements.

IMPLEMENTATION

The following new situation had to be taken into account:

- The technical and administrative requirements of nine instead of four subcategories
- The variety of education and training requirements related to the different functions of staff
- Postulated education requirements had to be transformed into practical programs with appropriate teachers
- The new requirement for drivers and guards to commit themselves to "delayed resistance to attacks."

At the same time, there were new requirements for international transport. Of the different technical requirements the vehicle tracking system had already been implemented in advance (Christ et al. 1992). The other items needed development but were nevertheless installed in time. As concerns administrative and education requirements, the implementation was organized in the following manner:

- An education and training program was set up to cover the 12 items requested by the new regulatory guide. This activity comprised the detailed definition of the contents of lectures as well as selection of appropriate teachers. Careful planning of the schedule was necessary to minimize delays in ongoing transport activities.
- A large number of additional specifications had to be written in compliance with our Quality Assurance program. The number of documents increased from 8 to 33 (see table 1). Training courses in addition to the program mentioned above were installed to make the staff familiar with these instructions.

Table 1: List of Specifications and Checklists for Security Shipments

	Number
Generic specifications (all categories)	3
Specifications for individual categories (addressed to drivers/guards and control center staff)	14
Additional specifications for international transport	5
Specifications for transfer road/air	3
Check lists	8
Total number of documents	33

- A data file program was written and implemented
 - to organize training
 - to know who is until what deadline qualified for which task
 - to document all training activities.

The implementation of the new rules resulted in a substantial financial burden on the company. There were not only "first of its kind" costs, but there are also continuing costs for training. As an example, the case for security officers in category I shipments is given: It took 2 months of additional education for well-experienced staff members to get them in line with the new requirements. More than 1 month per year is spent for training.

In spite of these difficulties the implementation of the revised regulations was performed within the given transition period, which ended August 1993.

REFERENCES

Christ, R., Fáy, I., and Jahn, J. Implementation and Operation of a Vehicle Location System, Proceedings of the 10th International Symposium on the Packaging and Transportation of Radioactive Materials, Yokohama, Japan, p. 1639 (1992).