



Highlights:

Bomb-Making Materials Awareness Program

FBI, NHTSA Warn of Car Hacking Risk

Training Public Health to Respond to Disaster

Tsunami Awareness and Safety

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For information regarding the EMR-ISAC visit www.usfa.dhs.gov/emr-isac or contact the EMR-ISAC office at: (301) 447-1325 and/or emr-isac@fema.dhs.gov.

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Bomb-Making Materials Awareness Program

In light of the events in Belgium this week, it is a good idea to review bomb-making materials that are commonly-available. Homemade bombs are fairly common on a smaller scale, sometimes made by kids as pranks as instructions are so readily available online. Larger bombs made by people with an agenda require more expertise and obviously larger amounts of material. If people in a position to notice theft or purchase of these materials are properly trained, this is an opportunity to thwart an attack.

Media and officials currently report finding [ammonium nitrate at the site of the blasts](#) in Brussels and [very large amounts of TATP](#) (triacetone triperoxide) in the raided bomb lab. Ammonium nitrate is a common fertilizer, most notably used in the 1995 Oklahoma City Bombing. TATP is made from acetone and hydrogen peroxide, both readily available. Purchase of large quantities of ammonium nitrate is often watched for now here and overseas. TATP was also used in the November 2015 Paris attacks.

The Department of Homeland Security's [Office of Bombing Prevention](#) and the FBI manage the [Bomb-Making Materials Awareness Program](#) and its [training program](#). The training is a 1-day on-site course for first responders to build their knowledge of IED threats and common materials uses. It also provides guidance to help participants preform outreach to community business and industry to educate them on suspicious activity reporting of bomb-making materials.

(Source: [DHS OBP](#))

FBI, NHTSA Warn of Car Hacking Risk

The FBI and the National Highway Traffic Safety Administration (NHTSA) issued a warning on automotive cybersecurity after [joint analysis proved what was demonstrated](#) in popular media over a year ago: [“smart” cars are vulnerable to remote access by hackers](#). The attention brought to this topic by federal authorities lends the problem more weight and more incentive for the automotive industry to patch the vulnerabilities.

The research shows several variables. A vehicle could have its engine shut down, brakes disabled, or steering affected only at low speed. At higher speeds it is possible to tamper with door locks, tachometer, radio, air conditioning, and GPS.

The InfoGram is distributed weekly to provide members of the Emergency Services Sector with information concerning the protection of their critical infrastructures.

Distance is another variable. While some systems can be accessed through wireless cellular connection – basically, anywhere within a carrier’s network – others can be affected only at close range through the vehicles Wi-Fi system.

The NHTSA feels this vulnerability represents “an unreasonable risk to safety.” There is no specific threat and it is unknown how this will affect the Emergency Services Sector, but with more connectivity in apparatus and vehicles becoming a norm in the industry, it is important to ensure all software is up to date and make sure anyone installing aftermarket features is reputable.

(Source: [Internet Crime Complaint Center](#))

Training Public Health to Respond to Disaster

The National Center for Disaster Medicine and Public Health (NCDMPH) now offers [Public Health System Training in Disaster Recovery](#) (PH STriDR) training program to help local public health agencies prepare for and manage disasters in their communities by focusing on individual and organizational contributions.

Advanced warning of an impending disaster doesn’t always mean better response, and plenty of disasters happen with no warning at all. This training helps clarify the role of public health workers and ensure they have sufficient training to best handle responding to unpredictable circumstances in disasters.

Offered in four 90-minute modules, the training is on-site and has trainer guides and materials for instructors. Modules focus on challenges of long-term recovery, identifying types of disasters they may face, how workers can prepare themselves and their families, and duties they may need to perform during a disaster.

All materials for trainers and learners are free on the NCDMPH website.

(Source: [NCDMPH](#))

Tsunami Awareness and Safety

Severe tsunamis are rare and because of that, less is publicized on tsunami awareness and safety when compared to other natural disasters. The National Oceanic and Atmospheric Administration (NOAA) offers quite a bit of information for those on coastal areas who may need to plan and prepare.

Both the [National Tsunami Warning Center](#) and the [Pacific Tsunami Warning Center](#) offer information on current Watches, Warnings, and Advisories. They also have maps, searchable databases of past events, tide schedules, and educational information. Those interested can sign up for messages and bulletins from these centers.

For more on tsunami awareness and education, the National Weather Service (NWS) offers a [downloadable tsunami safety fact sheet](#) that can be branded with your logo and agency information. Available as either a trifold or a two-page hand-out, it covers warning signs of tsunamis, emergency communication, how to prepare, what to do during and after a tsunami, and where to go for more information.

(Source: [NWS](#))

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DHS and the FBI encourage recipients of this document to report information concerning suspicious or criminal activity to the local [FBI office](#) and also the [State or Major Urban Area Fusion Center](#).

For information specifically affecting the private sector critical infrastructure contact the **National Infrastructure Coordinating Center** by phone at **202-282-9201**, or by email at **nicc@dhs.gov**.