

TRU Waste Transportation Plan

Revision 4

Effective Date: December 2016



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TRU Waste Transportation Plan

Revision 4

Effective Date: December 2016

//signature on file//

Andy Walker, Acting Director
Office of the National TRU Program
Operations Division

12/15/16

Date

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TABLE OF CONTENTS

ABBREVIATIONS AND ACRONYMS	8
DEFINITIONS	10
1.0 PURPOSE	14
2.0 SCOPE	14
3.0 APPLICABILITY	15
4.0 REQUIREMENTS.....	15
4.1. Background.....	15
4.2. General Regulatory Requirements	17
4.3. Cooperative Agreements	17
4.4. Special Requirements (Above Regulatory)	18
5.0 TRU WASTE TRANSPORTATION SYSTEM ROLES AND RESPONSIBILITIES...	20
5.1. Carlsbad Field Office	20
5.1.1. Office of the National TRU Program.....	21
5.1.2. Communications	24
5.2. WIPP M&O Contractor.....	25
5.3. Carrier Contractor	26
5.4. Generator/Storage Sites	28
5.4.1. Generator/Storage Site TRU Waste Management Program	28
5.4.2. Authorized Transportation Program	28
5.5. States and Tribes.....	29
6.0 TRU WASTE TRANSPORTATION SYSTEM.....	31
6.1. Route Selection	31
6.2. Shipping Packagings	31
6.3. Shipping Papers	32
6.4. Shipment Placarding.....	32
6.5. Carrier Contractor	32
6.5.1. Contractor Selection.....	33
6.5.2. Lawful Performance, Operating Authority, and Insurance.....	33
6.5.3. Equipment Specifications.....	33
6.5.4. Equipment Maintenance	34
6.5.5. Inspections and Out-of-Service Criteria	35
6.5.6. Driver Qualifications.....	36
6.5.7. Driver Training Program.....	37
7.0 TRU WASTE TRANSPORTATION OPERATIONS	37
7.1. Routing	38
7.2. Notifications	38
7.2.1. Annual Notification	38
7.2.2. Fourteen-Day Notice for the Use of a Shipment Corridor.....	38

7.2.3.	Eight-Week Rolling Schedule.....	38
7.2.4.	En Route Notifications.....	39
7.3.	Dispatch.....	39
7.4.	Tracking.....	40
7.4.1.	WIPP Application of TRANSCOM.....	40
7.4.2.	TRANSCOM Backup.....	41
7.5.	Vehicle Communications	42
7.6.	Inspections.....	43
7.6.1.	Commercial Vehicle Safety Alliance.....	43
7.6.2.	Driver Inspections	45
7.7.	Rail Crossings.....	45
7.8.	Road Construction	45
7.9.	Inclement Weather and Other Delays.....	46
7.10.	Safe Parking	47
7.11.	WIPP Site Activities	48
8.0	EMERGENCY CONSIDERATIONS	49
8.1.	Emergency Preparedness	49
8.2.	Emergency Notifications and Communications.....	50
8.3.	Emergency Response.....	50
8.3.1.	Carrier Contractor Drivers	50
8.3.2.	Emergency Responders.....	51
8.3.3.	State-Level HAZMAT or Radiological Response Teams.....	51
8.3.4.	DOE Response Assets	52
8.4.	Public Information Coordination for TRU Waste Transportation Incidents	53
8.5.	Package Recovery.....	54
8.6.	Incident Site Restoration.....	54
9.0	TRU WASTE TRANSPORTATION SECURITY	55
9.1.	Security Plan.....	55
9.2.	Intelligence.....	55
9.3.	State/Tribal Law Enforcement Roles.....	55
9.4.	CBFO Transportation Security Role	55
10.0	COMMUNICATIONS	56
10.1.	Audiences.....	56
10.2.	Messages	56
10.3.	Activities.....	57
11.0	REFERENCES	58

APPENDICES

Appendix 1 – Training Course Synopsis	60
Appendix 2 – Packaging Descriptions.....	62
Appendix 3 – WIPP-Specific State Permit and Fee Requirements	70
Appendix 4 – Safe Parking and Inspection Locations	77
Appendix 5 – Sample of WIPP Shipping Documents: Straight Bill of Lading	105
Appendix 6 – Sample of WIPP Shipping Documents: Uniform Hazardous Waste Manifest.	106
Appendix 7 – Shipment Activities.....	107
Appendix 8 – Summary of DOE, State, and Tribal 24-Hour Notification Numbers	109
Appendix 9 – Document Hierarchy for WIPP Transportation Activities	112

ABBREVIATIONS AND ACRONYMS

CBFO	Carlsbad Field Office
CFR	Code of Federal Regulations
CH	contact-handled
CMR	Central Monitoring Room
COR	Contracting Officer's Representative
CSG-MW	Council of State Governments' Midwestern Office
CSG-NE	Council of State Governments' North East
CVSA	Commercial Vehicle Safety Alliance
DEAR	Department of Energy Acquisition Regulations
DOD	U.S. Department of Defense
DOE	U.S. Department of Energy
DOT	U.S. Department of Transportation
DTRA	Defense Threat Reduction Agency
EM	Environmental Management
EPA	U.S. Environmental Protection Agency
FAR	Federal Acquisition Regulations
FSEIS	Final Supplement Environmental Impact Statement
HalfPACT	HalfPACT waste shipping container
HAZMAT	hazardous material
HRCQ	highway route-controlled quantity
HWFP	Hazardous Waste Facility Permit
IART	Incident/Accident Response Team
ICS	Incident Command System
INL	Idaho National Laboratory
JIC	Joint Information Center
LWA	Land Withdrawal Act
M&O	management and operating
MERRTT	Modular Emergency Response Radiological Transportation Training
MLU	mobile loading unit
MOA	memorandum of agreement
mrem	milliroentgen
NNSA	National Nuclear Security Administration
NRC	U.S. Nuclear Regulatory Commission
NTP	Office of the National TRU Program

OUO	Official Use Only
PIG	Program Implementation Guide
RAP	Radiological Assistance Program
RCRA	Resource Conservation and Recovery Act
rem	roentgen equivalent man
RH	remote-handled
RH-TRU 72-B	Remote-handled transuranic waste shipping cask
ROD	Record of Decision
SEMA	State Emergency Management Agency
SLB2	Standard Large Box 2
SSEB	Southern States Energy Board
SRG	state regional group
SWB	standard waste box
TCC	TRANSCOM Communications Center
TDOP	ten-drum overpack
TRANSCOM	Transportation Tracking and Communication System
TRU	transuranic
TRUPACT-II	Transuranic Packaging Transporter Model II
TRUPACT-III	Transuranic Packaging Transporter Model III
WGA	Western Governors' Association
WIPP	Waste Isolation Pilot Plant
WIPPTREX	WIPP Transportation Emergency Exercises

DEFINITIONS

Administrator – Administrator of the U.S. Environmental Protection Agency.

Bobtail – A waste transportation vehicle's tractor without the trailer.

Central Monitoring Room (CMR) – Located in the Waste Isolation Pilot Plant (WIPP) site Support Building (Bldg. 451), the CMR serves as the facility control room and the center for WIPP transportation communications. The CMR is staffed by trained and qualified operators 24 hours per day, 7 days per week. The CMR continuously monitors WIPP shipments using the Transportation Tracking and Communication System (TRANSCOM), makes notifications as shipments approach state lines, and provides the services listed in 49 Code of Federal Regulations (CFR) § 172.604. CMR operators monitor and respond to alarms for facility equipment above and below ground, take incoming telephone calls and messages, and initiate outgoing calls to emergency staff and agencies.

Contact-handled (CH) transuranic (TRU) waste – TRU waste for which the dose rate does not exceed 200 millirems per hour at the outer surface.

Designated route – The written transportation route plan provided to the TRU waste drivers for a WIPP shipment.

Empty packaging – A shipping package that has no contents other than materials needed to load TRU waste. For a shipping package to be shipped as "empty," it must meet the conditions of Title 49 CFR §173.428, "Empty Class 7 (Radioactive) Materials Packaging."

Empty shipment – A tractor and semitrailer transporting empty packaging.

Generator/storage site – Facility having TRU waste.

HalfPACT – A U.S. Nuclear Regulatory Commission (NRC)-certified Type B packaging that can transport seven 55-gallon drums, one standard waste box (SWB), four 85-gallon drums, three 100-gallon drums, seven pipe overpacks, or three gamma shielded packagings.

Host state – A state in the continental United States where the corporate office of a TRU waste carrier contractor and/or a generator/storage site is located.

Incident – An unintentional release of hazardous or radioactive material from a package during transportation, or any occurrence during transportation in which any of the circumstances identified in 49 CFR § 171.15(b) occurs.

Joint Information Center (JIC) – Responsible for coordinating and disseminating information during an incident.

LWA – Waste Isolation Pilot Plant Land Withdrawal Act (Public Law 102-579), as amended.

Mixed waste – Radioactive waste that contains hazardous waste constituents as defined by the Resource Conservation and Recovery Act (RCRA).

Mobile Loading Unit (MLU) – A mobile system with docks, lifting fixtures and other equipment to load and unload TRUPACT-IIs, TRUPACT-IIIs, HalfPACTs and RH-TRU 72-B casks at generator/storage sites without permanent facilities.

Package – The packaging, together with its radioactive contents, as presented for transport (49 CFR §173.403, Definitions).

Packaging – For radioactive materials, the assembly of components necessary to ensure compliance with the packaging requirements of 49 CFR Part 173, Shippers - General Requirements for Shipments and Packagings. It may consist of one or more receptacles, absorbent materials, spacing structures, thermal insulation, radiation shielding, and devices for cooling or absorbing mechanical shocks. The conveyance, tie-down system, and auxiliary equipment may sometimes be designated as part of the packaging (49 CFR §173.403). For CH TRU waste, the packaging consists of the NRC-certified TRUPACT-II, HalfPACT, and TRUPACT-III. For remote-handled (RH) TRU waste, the packaging consists of the NRC-certified RH-TRU 72-B. Each of these packagings meets the definition of packaging but has no absorbent materials other than shock absorbent devices.

Remote-handled (RH) waste – TRU waste for which the dose rate at the surface of the waste container is greater than 200 millirems per hour. The LWA prohibits WIPP from disposing of RH TRU waste that has a surface dose rate greater than 1,000 rems [roentgen equivalent man] per hour.

RH-TRU 72-B – NRC-certified Type B packaging that can transport one RH TRU waste canister. The canister can be directly loaded or loaded with payload containers as specified in the NRC Certificate of Compliance 9212.

Semitrailer – A fifth-wheel trailer which, for TRU waste shipments, is especially designed and equipped for transportation of the TRUPACT-II, TRUPACT-III, HalfPACT, or RH-TRU 72-B packagings and MLUs.

Shipment – A transporter loaded with one or more shipping packages containing TRU waste on a single trailer.

Shipper – The organization which offers the material for shipment; however, the Carlsbad Field Office (CBFO) and its carrier contractor are responsible for incident/accident response.

Standard Waste Box (SWB) – The SWB is a box to be used in either the TRUPACT-II, the HalfPACT, or as a stand-alone Department of Transportation (DOT) 7A, Type A packaging. The maximum allowable gross weight of a SWB is 4,000 pounds. The box is rectangular with convex ends, a welded bottom, and a bolted lid. The volume is approximately 1.89 cubic meters. In order to meet disposal requirements the box must have one or more filter vents installed.

Standard Large Box 2 (SLB2) – The SLB2 is a large rectangular box designed for use in conjunction with the TRUPACT-III or as a stand-alone DOT 7A Type A packaging. There are two approved versions, top loading and bottom loading. The maximum allowable gross weight of a SLB2 is 10,500 pounds. The capacity volume of a SLB2 is approximately 7.39 cubic meters.

State Regional Groups – Western Governors' Association (WGA), Southern States Energy Board (SSEB), Council of State Governments' Midwestern Office (CSG-MW) and Council of State Governments' North East (CSG-NE).

Transporter – A WIPP tractor/semitrailer set, equipped and configured for transporting TRU waste packagings and packages.

Transuranic (TRU) – Having an atomic number greater than 92.

Transuranic waste (TRU waste) – Waste containing more than 100 nanocuries of alpha-emitting TRU isotopes per gram with half-lives greater than 20 years, except for:

- High-level radioactive waste.
- Waste that the Secretary has determined, with concurrence of the U.S. Environmental Protection Agency (EPA) Administrator, does not need the degree of isolation required by the disposal regulations.
- Waste that the NRC has approved for disposal on a case-by-case basis in accordance with 10 CFR Part 61, Licensing Requirements for Land Disposal of Radioactive Waste.

Transuranic mixed waste (TRU mixed waste) – TRU waste that contains hazardous waste constituents as defined in the RCRA; includes both CH and RH waste.

Tribal government – The recognized government of an Indian nation and any affiliated or component band government of such nation determined eligible for specific services by Congress or officially recognized in 25 CFR Part 83, Procedures for Establishing that an American Indian Group Exists as an Indian Tribe.

TRUPACT-II – NRC-certified Type B packaging. A stainless steel and polyurethane foam insulated cylinder shipping packaging designed to provide double containment for shipment of CH TRU waste that can transport fourteen 55-gallon drums (including pipe overpacks), two SWBs, eight 85-gallon drums, six 100-gallon drums, or one ten-drum overpack (TDOP).

TRUPACT-III – NRC-certified Type B packaging. A stainless steel insulated rectangular shipping container designed to provide single containment for shipment of one SLB-2 (payload container for the TRUPACT-III).

TRU waste transportation drivers – Employees of CBFO carrier contractors who are trained and qualified to drive TRU waste shipments.

TRU waste shipment – A shipment carrying TRU waste to or from the WIPP facility or between generator/storage sites that use the TRU Waste Transportation System and has one or more shipping packages containing TRU waste.

TRU waste transportation system – The system used in transportation of TRU waste to WIPP, including scheduling and transporting TRU waste and all equipment associated with this process.

Waste container (payload container) – A 30-gallon drum, 55-gallon drum, SWB, ten-drum overpack, 85-gallon drum, 100-gallon drum, gamma shielded container, or RH canister that holds the TRU waste. The waste container is placed inside an NRC-certified shipping packaging for transportation.

1.0 PURPOSE

This plan defines the requirements for managing the transportation of transuranic (TRU) and TRU mixed waste from a generator/storage site to the Waste Isolation Pilot Plant (WIPP) or to another generator/storage site (inter-site). This plan was developed in accordance with U.S. Department of Energy (DOE) Order 460.2, *Departmental Materials Transportation and Packaging Management*.

The plan incorporates the protocols contained in the following documents:

- The Western Governors' Association (WGA) *WIPP Transportation Safety Program Implementation Guide* (PIG)
- The Southern States Energy Board (SSEB) *Transportation Planning Guide for the U.S. Department of Energy's Shipments of Transuranic Waste* (SSEB Guide)
- The Council of State Governments' Midwestern Office (CSG-MW) *Planning Guide for Shipments of Radioactive Material Through the Midwestern States*

NOTE: Because of the extent of the revisions made to this document, no change bars were used.

2.0 SCOPE

This plan summarizes transportation requirements, systems, operations, organizational responsibilities, emergency management, and public communication for implementing the TRU Waste Transportation Program. Shipments governed by this plan are those truck shipments conducted by Carlsbad Field Office (CBFO) contract carriers to or from the WIPP site, between generator/storage sites, or other truck shipments directly under CBFO control. This plan pertains to both loaded and empty shipments, road shows, mobile loading unit (MLU) shipments and training unit shipments. This plan does not include activities that prepare a package for shipment or characterize waste for shipment.

This plan describes the regulatory framework that governs TRU waste transportation and identifies the organizations that participate in transportation regulated activities. It also identifies the responsibilities for:

- TRU waste generator/storage sites
- State and/or tribal governments
- CBFO
- WIPP management and operating (M&O) contractor
- Contract carrier

3.0 APPLICABILITY

This plan applies to organizations and individuals involved in TRU waste transportation. The applicable provisions of this plan are included in CBFO carrier contract. If a carrier contract and this plan conflict, the contract has precedence. Carrier contracts are established to implement provisions of the Memoranda of Agreement (MOAs) between the DOE and state regional groups (SRGs) and their associated implementation guides.

The provisions of this plan apply to the CBFO, the M&O contractor, and the carrier contractor and are consistent with agreements between the CBFO and the State of New Mexico, the WGA, the SSEB, the CSG-MW, the CSG-NE and tribal governments. This plan's provisions are incorporated directly or by reference into cooperative agreements between the CBFO, SRGs and tribal governments along the TRU waste shipping routes.

3.1 Plan Revisions

This plan and its appendices will be administered and revised in accordance with CBFO Management Procedure (MP) 4.4, *Document Preparation and Control*, and MP 4.2, *Document Review*. The CBFO will review the plan on an annual basis or when significant changes occur during the year and make revisions as needed. For example, a revision may be in response to changes in fiscal, contractual, political, regulatory or operating environments. The CBFO may issue revisions as change pages, and will include a revision control sheet for annotating when a revision has been completed.

The CBFO will also review and revise appendices as information changes, but no less than annually. For example, Appendix 2, Packaging Descriptions, will be revised as U.S. Nuclear Regulatory Commission (NRC) issues or amends certificates of compliance.

4.0 REQUIREMENTS

The DOE will transport TRU waste safely, efficiently, and in compliance with federal and state laws and applicable federal, state, tribal, and local requirements and agreements. The TRU Waste Transportation System assures the safety and health of workers and the public and protection of the environment.

4.1. Background

The waste disposed at WIPP is TRU waste resulting from national defense programs. These programs were associated with naval reactor development; weapons activities, including defense inertial confinement fusion, verification and control technology; defense nuclear materials production; defense nuclear waste and materials by-products management; defense nuclear materials security and safeguards and

security investigations; and defense research and development. The waste consists primarily of laboratory clothing, tools, glove boxes, debris, residues (salts), solidified sludge from wastewater treatment, and other disposable items contaminated with small amounts of TRU material, such as plutonium and americium. The Land Withdrawal Act (LWA) defines TRU waste as waste containing more than 100 nanocuries per gram of alpha-emitting TRU isotopes, which are primarily an inhalation and ingestion hazard, with half-lives greater than 20 years; however, some isotopes have a half-life up to 24,000 years.

TRU waste disposed at the WIPP may also include small amounts of materials listed as "hazardous waste" by the U.S. Environmental Protection Agency (EPA). If EPA hazardous waste materials are not present, the waste is called TRU waste. If EPA hazardous waste materials are present, the waste is called TRU mixed waste.

Most of the TRU and TRU mixed waste disposed of in or destined for WIPP is contact-handled (CH) waste. For CH waste, the maximum radiation dose rate at the surface of a waste container cannot exceed 200 millirems per hour. CH TRU waste and CH TRU mixed waste can be safely handled without additional shielding to the waste container. The CBFO began shipping CH TRU waste to the WIPP on March 25, 1999.

CH TRU mixed waste is further regulated by the WIPP Hazardous Waste Facility Permit (HWFP), issued by the State of New Mexico for the EPA.

Remote-handled (RH) waste is TRU waste for which the dose rate at the surface of the waste container is greater than 200 millirem per hour. The LWA prohibits the disposal of RH waste with a surface dose rate greater than 1,000 rems (roentgen equivalent man) per hour at WIPP. RH TRU waste is also regulated by the WIPP HWFP. RH TRU shipments are completed under the procedures and agreements outlined in this transportation plan.

WIPP receives waste from multiple waste generator sites. Detailed information on current transportation routes and generator/storage sites are for Official Use Only (OUO) and must be obtained by written request to the Office of the National TRU Program (NTP) and cleared through the CBFO Security Officer. Requests can be sent to;

U.S. Department of Energy
Carlsbad Field Office
NTP Operations Division
P.O. Box 3090
Carlsbad, NM 88221-3090

TRU waste shipments may also take place between generator/storage sites. Inter-site transfers allow for the transfer of TRU-Waste between

generator sites prior to shipment to the WIPP. The routes reflect current plans and are subject to change.

WIPP was authorized by Public Law 96-164, the DOE National Security and Military Applications of Nuclear Energy Authorization Act of 1980. Public Law 102-579, the Land Withdrawal Act (LWA), as amended, sets forth the general requirements for waste shipments to the WIPP in Section 16, Transportation.

4.2. General Regulatory Requirements

TRU Waste Transportation requirements are derived from the following:

- State and tribal agreements
- Applicable Federal and State Public law
- U.S. Department of Transportation (DOT) regulations
- U. S. EPA regulations
- U. S. NRC) regulations
- The Final Supplemental Environmental Impact Statement (FSEIS)
- U. S. DOE orders and plans

Appendix 9, Document Hierarchy for WIPP Transportation Activities, lists the sources for the various requirements for TRU waste shipments.

4.3. Cooperative Agreements

In accordance with the authorizing legislation for WIPP (Public Law 102-579, Waste Isolation Pilot Plant Land Withdrawal Act), the CBFO consults with state and tribal governments having jurisdiction over expected TRU waste transportation routes. The DOE provides implementing funds directly to individual states, to various tribal governments, or through regional organizations. DOE earmarks assistance funding during the coordination process. The funds are provided for emergency response training and preparation.

The CBFO negotiates cooperative agreements with individual states, SRGs, tribal governments, or other DOE offices. The states and tribes have established funding mechanisms through which the CBFO provides technical assistance, emergency response training, and other resources. Each SRG also establishes funding mechanisms with its member states. As regional voices for their governors, state representatives present combined regional opinions and requests to the CBFO. Tribes contact the CBFO directly. A master contact list of DOE, SRG, state, and tribal representatives associated with the TRU waste transportation system is maintained by the NTP.

4.4. Special Requirements (Above Regulatory)

The following special requirements are mitigation measures for transportation activities committed to in the FSEIS (FSEIS, page 6-4):

- WIPP will route shipments through state and tribal jurisdictions where the DOE has consulted with these entities and offered technical assistance and funds to train public safety officials and other emergency responders as provided in the LWA. Where practicable, WIPP has selected, or will select, shipment routes using preferred routes established under DOT rules for the routing of highway route-controlled quantities: 49 CFR Part 397, Subpart D, "Routing of Class 7 (Radioactive) Materials" states these rules. Interstate highways and state designated alternatives will be used to the greatest practicable extent unless WIPP needs a route deviation (FSEIS, page 6-4, PIG). The CBFO will consult with the affected states to use an alternate route(s) that is not formally designated under the DOT regulations.
- The carrier's contract and management plan will state selection, qualification, and training requirements for the contract carrier's drivers as per the WGA Program Implementation Guide (PIG).
- The carrier's tractors are equipped with the following, as specified by the contract:
 - Citizens' band radio
 - Cellular telephone
 - Satellite cellular telephone
 - Transportation Tracking and Communication System (TRANSCOM) communication equipment
 - Alpha, beta, and gamma detection and measuring instruments
 - Panic button

The following extra-regulatory requirements apply due to legislation or agreement:

- No TRU waste may be transported to or from WIPP or inter-site except in packaging(s) which meet both of the following conditions:
 - The NRC has certified the packaging design.
 - Packaging has met NRC quality assurance requirements (LWA Section 16[a]).

- Shipments through Colorado must be scheduled so that no loaded vehicle is within the city limits of a community with a population greater than fifty thousand during peak hours. "Peak hours" are 6 a.m. to 9 a.m. and 3 p.m. to 6 p.m., Monday through Friday. These cities are Fort Collins, Denver (metro area), Colorado Springs, and Pueblo (per Colorado State law).
- Shipments through the state of Illinois will be inspected and escorted by state agencies (per Illinois State law).
- Shipments through the state of Iowa will be escorted by the Office of Motor Vehicle Enforcement (per Iowa State code).
- Shipments through the state of California that are Highway Route Controlled Quantities must be escorted to the state line (per California State law).
- Shipments through South Carolina may be escorted to the state line (per Governor's directive).
- WIPP shipments will comply with the Enhanced North American Inspection Standards Level VI inspection requirements developed by the Commercial Vehicle Safety Alliance (CVSA) (PIG and SSEB Guide).
- En route loaded shipments on national holidays and during holiday weekends will be avoided, if practicable (empty, road show, training, and MLU shipments have no restrictions during holiday travel). National and other holidays include New Year's Day, Good Friday/Easter, Memorial Day, Independence Day, Labor Day, Thanksgiving, and Christmas. TRU waste shipments are scheduled as follows (PIG):
 - Holidays during the week - to arrive at receiving site by 2000 hours the day before the holiday. Waste shipments can resume after 0001 hours the day after the holiday. Example: The holiday is Wednesday. Shipments will arrive on or before 2000 hours Tuesday and may resume after 0001 hours Thursday.
 - Holidays on Friday - to arrive at receiving site by 2000 hours the day before (Thursday) and the holiday treated as a three-day, holiday weekend. Waste shipments can resume after 0001 hours Monday morning following the designated weekend.

- Memorial Day and Labor Day, and other holidays on Monday - to arrive at receiving site by 2000 hours on the Friday of a three-day, holiday weekend. Waste shipments can resume after 0001 hours Tuesday morning following the designated weekend.
- Good Friday/Easter - to arrive at receiving site by 2000 hours Thursday. Waste shipments can resume after 0001 hours Monday morning following the designated weekend.
- Thanksgiving will be treated similarly: shipments arriving at receiving site by 2000 hours on the Wednesday before Thanksgiving will not resume until 0001 hours Monday.
- Shipments that depart a site in anticipation of completing the trip within these time frames, but are delayed en route before a holiday, will either be completed (assuming weather and road conditions are acceptable) or be held in safe parking. This decision will be made on a case-by-case basis *in consultation with affected states/tribes along the applicable shipping route.*
- State regional groups and/or individual states and tribes will annually provide CBFO with updates of state emergency contact information, and dates for avoiding shipments. Updates regarding any planned road construction work along shipment corridors will be provided quarterly.
- There may be instances when a CBFO designee will accompany shipments. This will occur on TRU waste and non-TRU waste routes. These "escorts" are for emergency response/notification purposes, not security. The need for a CBFO designee to accompany a shipment will be by arrangement with the affected states/tribes.

5.0 TRU WASTE TRANSPORTATION SYSTEM ROLES AND RESPONSIBILITIES

5.1. Carlsbad Field Office

- CBFO is responsible for ensuring a quality assurance program is established for the TRU Waste Transportation System.
- CBFO is responsible for ensuring the provisions of this plan apply to the CBFO and to its M&O contractor, contract carrier, other support contractors and as agreed with other DOE and federal organizations.

- CBFO shall ensure that this plan's provisions are incorporated directly, or by reference, into cooperative agreements between the CBFO, the State of New Mexico, SRGs and tribal governments along the TRU waste shipping routes.
- The CBFO will review the plan annually or when significant changes occur, and will make revisions as needed. Revisions may be in response to changes in fiscal, contractual, political, regulatory or operating environments, etc. The CBFO may issue revisions as change pages and will include a revision control sheet for annotating when a revision has been completed. The distribution and review of this plan by the applicable SRGs will be coordinated by the CBFO.
- The CBFO will provide an independent assessment team to audit the CBFO carrier contractor. The CBFO will ensure that the carrier contractor is audited to the provisions of the contract and the WGA PIG annually. If the host state is not part of the WGA region, the CBFO will coordinate with the host state for a WGA lead state to observe the audit (when the host state is willing to participate in the audit) of the contract carrier.
- For TRU waste shipments, the CBFO, not the generator/storage site, has the responsibility to provide emergency response and recovery support.

5.1.1. Office of the National TRU Program

The CBFO Office of the National TRU Program (NTP) is responsible for the oversight and implementation of the TRU Waste Transportation Program. The NTP positions and their specific TRU waste transportation responsibilities are described below.

A. The CBFO NTP Operations Division Director:

- Direct TRU Waste Transportation Program implementation, management, and assessment.
- Prepare and update the following documents:

<i>TRU Waste Transportation Plan</i>	DOE/CBFO-98-3103
<i>Recovery Guide for TRU Waste Packages</i>	DOE/CBFO-94-1007
<i>Response to Abnormal Transportation Occurrences and Incident Accident Response Team Activation</i>	DOE/CBFO-10-3448
<i>Waste Isolation Pilot Plant TRU Waste Transportation Security Plan</i>	DOE/WIPP-03-3233

- Direct and/or ensure the Incident/Accident Response Team (IART) provides oversight during any response to a shipment incident/accident. The IART may also advise the carrier contractor on TRU waste Type-B package recovery.
- Provide emergency response support. In most other transportation programs, the carrier and the shipper provide emergency response support to stakeholders. For TRU waste shipments, however, CBFO has the responsibility for emergency response support, in concert with the carrier contractors.
- Normally assigned by the Contracting Officer to be the Contracting Officer's Representative (COR), to provide technical oversight of CBFO carrier contract with the assistance of Assistant CORs, as appointed. Assess the carrier contractor on at least an annual basis.

B. TRU Waste Transportation Logistics Manager:

- Provide oversight and routine direction of the overall TRU Waste Transportation Program and act as the On-Call DOE Transportation Manager. The On-Call DOE Transportation Manager serves as the IART Team Leader in case of an off-normal/emergency transportation event until relieved by another CBFO transportation team member or the NTP Director, as necessary.
- Through the WIPP M&O contractor, provide the schedule for transporting TRU waste and other TRU waste-related shipments (road show, MLU, training, and exercise). Schedules will be based upon such factors as:
 - Certified programs' ability to certify and load waste
 - WIPP's ability to receive and dispose of waste
 - Availability of carrier contractor resources (e.g., tractors and qualified and fit-for-duty driver teams)
 - Availability of shipping packages
 - Anticipated weather and road conditions

C. Transportation Packaging Manager:

- Provide oversight and overall direction of the WIPP M&O contractor and contractors performing work associated with the TRU waste packaging logistics. Serve on the IART team during off-normal or emergency transportation events.
- Specific areas of responsibility include:
 - Type B packaging maintenance
 - Type A and Type B package management
 - Type B fabrication
 - Packaging operations
 - Trailer fabrication and maintenance, including maintenance performed by the carrier contractor
 - Assisting new shipping sites prepare for transporting waste
 - The Recovery Guide for TRU Waste Packaging
 - The IART Guide

D. TRU Waste Data Specialist

- TRANSCOM shipment tracking: program direction and technical oversight responsibilities include system function, design, and operation, approval of new accounts, establishing viewing permissions, addition of geo-fenced routes, and interfacing with federal, state, tribal, and other groups that use TRANSCOM.
- Waste Data System (WDS): technical oversight of the information system used to process waste containers, build payloads, execute transportation compliance calculations, pre-shipment approval processing, and WIPP receipt and disposal tracking.

E. Institutional Affairs Manager

- Serve as the NTP transportation liaison between the State of New Mexico, state regional organizations (i.e., WGA, SSEB, CSG-MW and CSG-NE) and tribal governments. This position reports to the Director of the Office of the National TRU Program Operations Division.

- Negotiate between CBFO and states/tribal governments to open/close shipping routes from generator/storage sites to the WIPP.
- Provide oversight of negotiated cooperative agreements between CBFO, the State of New Mexico, state regional organizations (i.e., WGA, SSEB, CSG-NE, CSG-MW and CSG-NE) and tribal governments for corridor transportation emergency preparedness programs.
- Provide oversight of the M&O contractor stakeholder (MERRTT) and exercise programs.
- Coordinate a portion of the carrier driver training (as arranged through the WIPP M&O and TRANSCOM contractor) as required.

5.1.2. Communications

Each participant is responsible for communicating all initiatives, actions, events and results with all involved or affected partners. The main participants are identified below. A master contact list of DOE, SRG, state, and tribal representatives associated with the TRU waste transportation system is maintained by the NTP.

U.S. Department of Energy Carlsbad Field Office - The CBFO provides technical/strategic/schedule information and assistance to the states and tribes to support their communication efforts. The DOE/CBFO will inform its stakeholders as to major communication activities planned for the NTP, the CBFO coordinates these activities with the respective states/tribes before it initiates these activities.

States and Tribes - Each corridor state has lead responsibility (in its own state) for coordinating with local officials, the public, and the news media about the WIPP transportation safety program. Each tribe has the same responsibility within its reservation. Each state and tribe will inform the other partners as to major communication activities planned within its jurisdiction.

Regional Organizations - The regional organizations coordinate and facilitate activities among all parties. They

identify and start communication forums that help all partners and institutions meet plan goals. Regional organizations may also produce communication materials as part of their respective cooperative agreements with the CBFO.

5.2. WIPP M&O Contractor

For transportation of TRU waste, the WIPP M&O contractor is contractually responsible for the following:

- At CBFO direction, coordinate with the generator/storage sites, the carrier contractors, and state/tribal organizations, as applicable, using this transportation plan to develop and issue the eight-week rolling schedule. The CBFO is responsible for all program decisions made.
- Through the WIPP Central Monitoring Room (CMR), provide shipment dispatch authorization from the generator/storage site. The authorization is based on shipment approval in the Waste Data System, the completion of the CVSA Level VI inspection, favorable road condition reports for at least 200 miles (e.g., no weather warnings), and concurrence between drivers and generator/storage sites that weather and road conditions are favorable.
- Through the CMR, provide a central 24/7 point of contact for shipments. The CMR will use TRANSCOM with telephone backup for scheduled shipments.
- Through the CMR and with state information, monitor weather and compile state road condition information to support scheduled shipments.
- Support the design, fabrication, testing, and documentation preparation for NRC certification of Type B packagings.
- At CBFO request, fabricate and/or provide quality assurance oversight and recommend accept/reject decisions for fabrication of trailers and NRC-certified packagings.
- Develop and support a maintenance program for Type B packaging. Maintenance must be completed annually and on a five-year basis for all Type B packaging, as specified in the applicable NRC-issued Certificate of Compliance.

- Provide technical support on the transportation system to the Radiological Assistance Program (RAP) team and the IART.
- At CBFO direction, develop and present emergency response training materials and courses to first responders along all WIPP corridor routes as outlined in Public Law 102-579.
- Maintain a Joint Information Center (JIC) for public information and response to transportation incidents/accidents, as applicable to program criteria and requirements.

5.3. Carrier Contractor

The CBFO directs the activities of its carrier contractor in accordance with their contract. A carrier contractor will perform all duties according to its contract.

The carrier contract specifies minimum carrier responsibilities, as follows:

- Driver Qualification – Drivers hired for TRU waste transportation must meet the qualifications specified in the carrier contract.
- Tractor Procurement – The carrier contractor procures or leases a fleet of tractors according to specifications in its contract to meet TRU waste shipping schedules.
- Inspection – Before dispatch of a loaded shipment, vehicles will meet the Enhanced North American Inspection Standards Level VI inspection requirements (i.e., the vehicle will be "defect free"), as published by the CVSA.
- Training – The carrier contractor shall maintain a driver training program. Each driver, prior to performing transportation services under the contract, must successfully complete all DOT-required training and WIPP-specific training requirements, and conduct refresher training as specified in their contracts.
- Placards – The carrier contractor drivers shall ensure the proper marking, labeling, and placards are displayed on the vehicle by the generator/storage site personnel at the site of origin. They shall also inspect and maintain the proper labels, markings and placards en route between site of origin and destination in accordance with DOT regulations.
- Dispatch – Drivers and vehicles will be dispatched to meet TRU waste shipping schedules.

- Loads – The carrier contractor drivers will ensure that loads are properly secured:
 - Before dispatch
 - Within the first 50 miles from the point of origin
 - At each safety check (three hours or 150 miles, whichever)
 - Whenever drivers change duty status
- TRU Waste Transportation – The carrier contractor will safely transport TRU waste and make supporting shipments to meet the eight-week rolling schedule. This includes obtaining required state permits (Appendix 3, WIPP-Specific State Permit and Fee Requirements), paying fees, and using designated routes.
- En Route Communication – Drivers will maintain communication by telephone and TRANSCOM for the duration of a shipment. Drivers have backup procedures if the TRANSCOM system fails or is unavailable (see section 7.4.2, TRANSCOM Backup). Dispatchers for the carrier contractor will maintain communication with their drivers to the extent possible, depending upon specific circumstances during shipment incidents/accidents. Communication includes coordinating with the CBFO when external public relations developments may potentially affect shipments.
- Incident/Accident Reporting – The carrier contractor reports incidents/accidents involving its shipments to 911 and the CMR.
- Emergency Response Support (section 8.3, Emergency Response) – The carrier contractors support the on-scene Incident Commander from the impacted state organization. They also perform environmental restoration for highway incidents.
- Shipping Package Recovery (section 8.5, Package Recovery) – Subject to IART guidance, the carrier contractor recovers the package and replaces any of their tractors or trailers damaged in a highway incident/accident. The carrier contractor will act in accordance with their contract.
- Restoration (section 8.6, Incident Site Restoration) – The carrier contractor will perform incident site decontamination and restoration in accordance with the terms of their contracts and as established by regulation and by authorities in the affected jurisdiction(s).

- Routing Plan – The carrier contractor will provide a copy of the routing plan for each highway route-controlled quantity (HRCQ) shipment to the shipper prior to dispatch.

5.4. Generator/Storage Sites

Generator/storage site programs performed under this transportation plan are described in the following subsections.

5.4.1. Generator/Storage Site TRU Waste Management Program

- A. Provide resources to load and build waste payloads.
- B. Arrange and schedule state CVSA inspections at the point of origin.
- C. Verify commercial drivers identities and license authorizations.
- D. Ensure that packages meet DOT and the NRC Certificate of Compliance requirements.
- E. Prepare shipping papers and offer waste for shipment.
- F. Ensure personnel are qualified to safely handle packagings and associated hardware. Packagings will be examined for obvious configuration defects before loading and corrected (as required) following approved procedures.

5.4.2. Authorized Transportation Program

- A. Certify the TRU waste for shipment in accordance with TRU Waste Transportation requirements.
- B. The authorized transportation program and the state of origin will perform the following during the CVSA inspection:
 - Ensure that packaging documents are properly completed, signed, and certified.
 - Ensure that required labeling and marking is applied and verify that the carrier applies required placarding per Title 49 CFR Subchapter C requirements before shipment release.

- Verify the commercial drivers' identities and license authorizations.
- C. Ensure the initial shipping entry is entered into TRANSCOM.
- Give carrier contractor drivers an information packet before a shipment is dispatched. This packet will be shown, upon request, to state inspection personnel for review and approval before the vehicle is released and during en route inspections. The packet shall contain the following:
 - Copies of shipping papers (some states have their own versions)
 - Bill of lading or the Uniform Hazardous Waste Manifest
 - Appropriate emergency response information
 - Driver instructions, such as exclusive use shipments, if any
 - Spare labels and markings
 - Controlled/high wattage paper work (if applicable)

5.5. States and Tribes

Individual states and tribes establish programs for the safe transport of hazardous materials through their jurisdictions. These programs include procedures and protocols for accident prevention, emergency response, public information, and regional collaboration. State and tribal representatives participate in WIPP waste transportation planning through their regional organizations or by direct communication with the CBFO.

States and tribes perform the following activities under the TRU Waste Transportation Program:

- Serve as the principal contact for the DOE, although local agencies may be the jurisdictions having authority.
- Ensure the health and safety of their residents and the environment.
- Inspect TRU waste shipments using the CVSA Enhanced North American Inspection criteria, or honor the CVSA decal. The decal should be placed on the passenger side edge of the windshield near the top so that the bottom edge of the decal is no more than 6 inches from the top of the windshield but is out of the sweep of the

wiper. The decal must not be attached where it would interfere with the driver's view.. Origin states will inspect the shipment before dispatch. Destination states may inspect the shipment upon arrival. States and tribes may elect to inspect the shipment en route, as described in Section 7.6, Inspections, or may elect to honor the CVSA inspection decal in lieu of inspection. States and tribes will notify the CBFO of their mandatory inspection requirements.

Under the WGA's Independent Contract Carrier Review Program, each carrier host state will audit the CBFO carrier contractor annually to verify compliance by the carrier contractor with all applicable laws, regulations, and other requirements.

- Provide CBFO information on planned highway construction activities along TRU waste routes on a quarterly basis.
- Notify the CMR of hazardous weather or road conditions. If such conditions exist, states and tribes may request the shipment be delayed. They may also request that the CMR divert a shipment already en route to a safe parking location.
- Develop criteria for or designate safe parking areas for TRU waste shipments within their jurisdictions. They may provide concurrence and/or additional guidance on the selection of the safe parking location if a safe parking area is needed.
- Monitor locations and status provided on TRANSCOM, as desired.
- Develop and carry out emergency preparedness programs that meet their respective needs.
- Reach mutual aid agreements with bordering states and tribes, as appropriate.
- Through their respective cooperative agreements, take responsibility to train or arrange for training and equip their emergency responders to respond to a TRU waste incident/accident.
- Designate (optional) alternate routes for HRCQs of radiological material according to 49 CFR §397.103, Requirements for State Routing Designations. The various states have filed routes with the DOT for HRCQ shipments. Changing these routes, other than for emergencies, requires filing with the DOT.

- Conduct periodic evaluations of the WIPP transportation program per the guidance in the WGA PIG.

6.0 TRU WASTE TRANSPORTATION SYSTEM

6.1. Route Selection

Where practicable, the CBFO will select shipment routes using preferred routes established under DOT rules (49 CFR Part 397, Subpart D) for the routing of HRCQs. The TRU Waste Transportation Program will use interstate highways and state-designated alternatives where practicable unless a route deviation is necessary. The CBFO will consult with the affected states for alternate routes that are not currently designated under the DOT regulations. Empty shipments, MLU shipments, training unit shipments, and road show exhibits are not required to follow "designated" routes.

Route deviations from a preferred route may occur if emergency conditions make the preferred route unsafe or impassable and/or safe parking is necessary. Drivers will immediately report any deviation to the CMR. The CMR will notify affected states/tribes and CBFO will coordinate with affected state/tribe law enforcement personnel on routing of the affected shipment.

The CBFO has previously coordinated the current TRU waste transportation routes with the affected states/tribes. For new routes, before TRU waste is shipped either from a given location to WIPP or between generator/storage sites, the CBFO Institutional Affairs Manager, working with the affected DOE sites, will coordinate with states (or state regional groups) and tribes along the applicable route. Coordination includes training public safety officials and other emergency responders and implementing public information programs.

6.2. Shipping Packagings

Currently, the CBFO uses four NRC-approved Type B shipping packagings for TRU waste shipments: the TRUPACT-II, the TRUPACT-III, the HalfPACT, and the RH-TRU 72-B. In accordance with NRC and DOT regulations, these packages are designed to emit less than 2 millisieverts per hour (200 mrem/hr) on contact during transportation. Appendix 2 contains more information. Other NRC-approved packagings may be used.

The CBFO approves the generator/storage sites' usage of the NRC-certified packaging. These authorizations ensure that the user complies with the applicable Safety Analysis Reports and the Certificate(s) of Compliance.

6.3. Shipping Papers

It is the responsibility of the generator/storage site to supply the bill of lading or Uniform Hazardous Waste Manifest for each TRU and TRU-mixed waste shipment (see Appendix 6 for examples). Each bill of lading or Uniform Hazardous Waste Manifest must comply with 49 CFR §172.200.

Any bill of lading or Uniform Hazardous Waste Manifest made by/to DOE must provide for consignment of the shipment as follows:

TO: U.S. Department of Energy in care of (name of DOE contractor)

AND

FROM: (name of DOE contractor) on behalf of the U.S. Department of Energy

6.4. Shipment Placarding

The TRU Waste Transportation System will comply with DOT placarding requirements under 49 CFR §172.500, Applicability of Placarding Requirements. The DOT requires placarding for commercial motor vehicles transporting a package labeled with a "Radioactive Yellow-III" label. The DOT does **NOT** require vehicle placarding for radioactive packages labeled with "Radioactive White-I" or "Radioactive Yellow-II." A package (loaded with TRU waste) must be labeled with a "Radioactive Yellow-III" label under either of these conditions:

- When the package being shipped contains an HRCQ of radioactive material, or
- When the radiation level from the shipping package exceeds 0.50 millisieverts/hour (50 millirems/hour) on contact, or 0.01 millisieverts/hour (1 millirem/hour) at one meter from the package's surface (which equates to a Transportation Index greater than/equal to 1).

6.5. Carrier Contractor

The CBFO directs the activities of its carrier contractor. These requirements are summarized below. Carrier are required by contract to dedicate the drivers and equipment used for TRU waste shipments.

6.5.1. Contractor Selection

The carrier contract will be periodically rebid in accordance with Federal Acquisition Regulations (FAR). For the TRU Waste Transportation Program, the CBFO intends to retain in its transportation services contracts and related documents those requirements outlined in the WGA document, *Model Safety Elements in the WIPP Transportation Contract and Corresponding Carrier Management Plan*. The CBFO will invite the WGA, the State of New Mexico, the SSEB, the CSG-MW, and tribes to participate in the carrier acquisition process through (1) the development of technical contract requirements (these requirements will drive the development and implementation of the carriers' transportation management plans as directed by CBFO and concurred with by the invited groups), and (2) the technical evaluation of proposals. This participation will occur in accordance with applicable procurement regulations.

6.5.2. Lawful Performance, Operating Authority, and Insurance

The Carrier Contractor shall comply with applicable Federal, State, Tribal and local laws and regulations, including obtaining, maintaining and payment of applicable licenses, permits, fees and standards necessary to transport CH- and RH-TRU shipments over the designated routes. The Carrier Contractor shall also comply with this TRU Waste Transportation Plan (DOE/CBFO-98-3103). Motor carriers, including the Carrier Contractor, shall possess the required operational authority per 49 CFR 365, registered in the name of the Contract Carrier. Additionally, all tractors shall be registered to the Carrier Contractor. Each Commercial Motor Vehicle (CMV) operator shall be employed by the Carrier Contractor. Motor carriers shall possess and maintain minimum levels of financial responsibility as required by 49 CFR § 387, Department of Energy Acquisition Regulations (DEAR) 952.231.71 Insurance-litigation and Claims (Aug 2009), and FAR 52.228-5 Insurance – Work on a Government Installation (Jan 1997).

6.5.3. Equipment Specifications

Equipment supplied by the contract carriers must meet the following specifications.

- The overall length, width, height, and weight of tractor and trailer shall meet state dimensional requirements.

- The tractor shall have sufficient horsepower to maintain the speed limit on a 3 percent upgrade with a maximum load.
- The tractor shall be governed to a maximum speed limit of 65 miles per hour.
- All tractors shall be equipped with safety equipment (including fire extinguishers, first aid kit, triangles, etc.), tire chains/cables, and any other equipment required by federal or state law.
- All tractors shall be equipped with the following communications items:
 - A satellite telephone
 - A cellular telephone
 - A 40-channel two-way citizens band radio
 - TRANSCOM tracking and communications equipment
 - Panic button
- All tractors shall be equipped with a current technology, five-range, digital or analog survey meter equipped with two detectors (a Geiger-Mueller open and closed window detector for beta-gamma radiation from 0.001 millisieverts per hour [0.1 mrem/hr] to 2 millisieverts per hour [200 mrem/hr], and an open window pancake detector to detect alpha-beta-gamma radiation at a level of 0-5,000 counts per minute).
- Each tractor shall be equipped with a mounted onboard video system to record and monitor events taking place in front of the tractor.
- All tractors shall be equipped with anti-lock brakes, power steering, sleeper, air-ride suspension, parking brakes on both rear axles, mud-flaps with spray guards on both front and rear wheels, auxiliary braking system ("Jake brakes"), and a low-profile, heavy-duty sliding fifth wheel.
- All tractors shall be equipped with a go/no-go gauge for use on CH packaging tie-downs.

6.5.4. Equipment Maintenance

Carrier contractor shall provide all required tractor and trailer maintenance in accordance with the manufacturer's

recommended maintenance and the CVSA Enhanced North American Standard Inspection requirements. Also, carrier contractor management plans shall address the following maintenance areas:

- Pre- and post-trip inspections to the CVSA Enhanced North American Standard Level VI Inspection criteria.
- A specific maintenance procedure and schedule for each trailer type and each tractor model.
- Verifiable maintenance and inspection records on each tractor and trailer.
- Replacing tractors within eight hours while en route with a loaded shipment. Replacement tractors shall meet the carrier contracts requirements of no defects after a Level VI inspection before being placed in service.

6.5.5. Inspections and Out-of-Service Criteria

State agencies shall perform point-of-origin inspections using the CVSA Enhanced North American Standard Level VI Inspection criteria; tribes may also participate. State agencies may also perform inspections at the point of entry into their state. State agencies may perform additional inspections en route. More information may be found in Section 7.6.

Vehicle, drivers and cargo must be "defect free" by the CVSA Enhanced North American Standard Inspection criteria before they leave the point of origin. While en route, the vehicle, drivers and cargo remain subject to the CVSA Enhanced North American Standard Inspection criteria.

CVSA developed a special nuclear symbol decal for vehicles meeting the enhanced inspection criteria. The decal is affixed at the successful completion of a Level VI inspection and removed at the destination. It is valid for only one trip, as long as the tractor and trailer have not been disconnected.

6.5.6. Driver Qualifications

The carrier contractor shall provide drivers who meet the DOT licensing, training, and physical qualification requirements. Drivers must also meet the following criteria:

- Drivers shall have logged a minimum of 325,000 miles in the last five years or 100,000 miles per year in two of the last five years in commercial semi-tractor combination over-the-road operation.
- Drivers shall not have received a chargeable accident or have been convicted of a moving violation in a commercial motor vehicle within the last five years. The carrier contractor shall consider the driving history of potential drivers for the past five years in their private vehicles. Drivers shall not have repeated chargeable incidents, repeated convictions of moving violations, or a single driving while intoxicated (DWI) or driving under the influence (DUI) violation.
- Drivers shall not have been convicted of a felony.

The contractor shall maintain a strict driver penalty system for moving violations and deviations from routes. A driver shall be prohibited from transporting TRU waste after any of the following occur:

- Conviction of a moving violation in a commercial motor vehicle
- Unauthorized second deviation from route
- Third failure to make mandatory DOE/CMR shipment notifications
- Chargeable accident in a commercial vehicle
- Second constant surveillance violation
- Maintaining repeated inadequate or deliberately fraudulent driver logs/records
- Conviction of a felony
- Drug/alcohol screening violation
- Conviction of a DWI or DUI in a commercial or private motor vehicle
- Repetitive or serious moving violations in a personal vehicle

The carrier contractor shall establish written policies to ensure that drivers maintain a professional appearance at all

times while performing under the contract. The carrier contractor shall provide drivers with a standard uniform. Uniforms shall be worn while drivers are acting as representatives of the DOE.

6.5.7. Driver Training Program

The carrier contractor shall maintain a driver training program. Each driver, before performing transportation services under the carrier contract, must successfully complete all DOT-required training, plus the training described below and other training as DOE determines necessary to maintain a safe and secure transportation program:

- Operation of Packaging Tie-Downs
- Use of Radiation Detection Instruments
- WIPP General Employee Training
- Adverse Weather and Safe Parking Protocols
- Public Affairs Training
- WIPP First Responder and Incident Command Training
- Radiation Worker Training
- Use of TRANSCOM Tracking Systems
- Generator/Storage Site-specific Training
- Security

The CBFO shall annually, or as required, approve the carrier contractor's training program for the following:

- Shipping Container Recovery Procedures
- CVSA Enhanced Vehicle Inspector Training, Level VI
- Decision Driver Training
- Use of Satellite Telephone and Hand-held Radio
- Quality Assurance
- Integrated Safety Management
- Electronic Log Book
- GPS Route Designation Equipment
- HRCQ per 49 CFR 397.101(e)
- Hazardous Materials

7.0 TRU WASTE TRANSPORTATION OPERATIONS

This section of the TRU Waste Transportation Plan establishes CBFO requirements for operation of the TRU Waste Transportation System.

7.1. Routing

TRU waste shipments to WIPP, and inter-site TRU waste shipments under CBFO control, will use authorized routes selected as described in Section 6.1, Route Selection.

7.2. Notifications

States and tribes require advance notice of the WIPP shipment dates, ongoing status of on-the-road shipments and other pertinent information so that they may monitor shipments. This information is necessary for emergency response, when implementing bad weather and road condition procedures or selecting safe parking, scheduling inspections, or conducting public information programs.

7.2.1. Annual Notification

Annually, the Institutional Affairs Manager will prepare and distribute a 12-month notification of planned TRU waste shipments by January 31. It will be sent to those identified on the master contact list of DOE, SRG, state, and tribal representatives associated with the TRU waste transportation system, maintained by the NTP. The notification will list the expected number of shipments from each location. The CBFO will prepare and distribute an update to the notification by July 31 each year.

7.2.2. Fourteen-Day Notice for the Use of a Shipment Corridor

Before using a shipping corridor not previously used for TRU waste shipments, the CBFO Institutional Affairs Manager will provide letter notification to states, tribes, and regional organizations along the corridor of the first five shipments. CBFO will send the letter to the affected organizations listed in the NTP master contact list.

Notification of all five shipments may be included in a single letter. The letter will be sent by mail and/or fax and/or e-mail (where available) at least 14 days before the first shipment. The states are responsible for making subsequent internal state and local notifications.

7.2.3. Eight-Week Rolling Schedule

States and tribal representatives will be notified of planned, near-term TRU waste shipments by e-mail distribution of the eight-week rolling schedule. The schedule will provide an eight-week "moving window" of detailed and summary shipment schedule information. Shipments are scheduled when they are identified. Shipments may

not appear on the schedule for the full eight weeks. Such shipments (less than eight weeks) may be posted upon consultation with the affected states/tribes. The schedule will show the movement of packagings, shipments, training units, road shows, bobtails and the MLUs.

Because the eight-week rolling schedule is the main source for planned shipments, it serves to:

- A. Provide informal advance notice to states/tribes of planned shipments through their jurisdictions to allow for resource planning activities.
- B. Task CBFO carrier contractors to utilize ordered resources for shipments.

The eight-week rolling schedule will be updated daily, when necessary, as changes occur and redistributed weekly. This ensures that each change—is distributed as soon as CBFO is notified.

7.2.4. En Route Notifications

Drivers will notify the CMR by telephone or TRANSCOM at least two hours before they expect to cross a state border. The CMR will notify the state 24-hour point of contact by telephone. Each state will have at least a two-hour notification of a shipment arriving at its border. Appendix 8 is a sample of a Summary of DOE and State 24-hour Notification Numbers and will be updated by states and tribes on an annual basis.

7.3. Dispatch

A representative of the generator/storage site, the WIPP driver, and authorized individuals from the WIPP M&O contractor, in consultation with the host state's designated law enforcement authority, shall jointly decide to dispatch a shipment (called the "decision to ship"). (Other corridor states wishing to participate shall notify the CMR of their intent.) The parties will conduct a telephone conference call shortly before the planned departure to verify the shipper, the driver, and the authorized individual from the WIPP M&O contractor have met their respective criteria to ship, as follows:

- The CVSA Level VI inspection is complete and satisfactory. (CVSA inspections do not include TRANSCOM. If TRANSCOM is not functioning, see Section 7.4, Tracking.)

- Current weather conditions - The weather forecast and road conditions must be acceptable before dispatch. Current weather conditions (snow, rain, fog, etc.) along the shipping route should not be severely degraded. Weather conditions at the point of origin and conditions along the route should be considered. The predicted weather for the first 200 miles of the route should not be expected to deteriorate significantly for at least the next four hours.

If any representative from the organizations involved in the decision to dispatch the shipment disagrees with the decision to ship, the representative will confer with the CBFO Transportation Logistics Manager or designee. If the representative does not concur with the CBFO Transportation Logistics Manager's decision, the representative will refer the matter to the CBFO Office of the National TRU Program Operations Division Director. The NTP Operations Director has the authority to make the final decision.

Since the risk of driving the shipment lies solely with the driver, the carrier contractor driver ultimately determines whether the shipment can be safely dispatched. The driver has the authority to delay dispatch, with proper justification and without recourse or penalty, for any situation deemed hazardous or unsafe.

7.4. Tracking

Shipments will be tracked using TRANSCOM. TRANSCOM is a DOE transportation tracking and communications system that uses a secure web application and the internet as the communication protocol. The CBFO will provide training and TRANSCOM access to states/tribes, drivers and other program participants as requested.

7.4.1. WIPP Application of TRANSCOM

Transponders mounted on the tractor send and receive signals containing coded information. The signal relay is received and decoded by the TRANSCOM system and continuously monitored by the operators within the TRANSCOM Communication Center (TCC). This arrangement provides near real-time shipment tracking. The TRANSCOM system provides a graphical user interface that depicts the shipment location as a unique icon layered over a computer-generated map. Users can access information for a range of shipments (when available) or isolate views to track a single shipment.

Messages can also be sent from a keyboard in a carrier contractor's tractor, via satellite, for posting as a selectable display on the TRANSCOM system. Carrier contractor drivers can send messages in normal text or by using standard message macros.

Most TRANSCOM users have "read only" access to messages in TRANSCOM. The CMR can communicate directly with the drivers via TRANSCOM.

TRANSCOM access in support of TRU waste transportation is available on a need-to-know basis, and is authorized by the CBFO TRU Waste Data Specialist or the NTP Operations Director. Information processed within the TRANSCOM system is deemed sensitive, and TRANSCOM is managed as a controlled access system per DOE Order 205.1.

The following information is posted on the TRANSCOM system:

- A. Shipments - currently scheduled shipments (within 3 to 5 days of departure)
- B. EM Prospective Shipment Report
- C. Shipping papers - copy of the bill of lading or Uniform Hazardous Waste Manifest (see Appendices 5 and 6, samples of WIPP Shipping Documents)
- D. En route messages to/from trucks
- E. Shipment position and description

7.4.2. TRANSCOM Backup

If TRANSCOM is not functioning properly before the dispatch of a shipment, the CBFO will hold the shipment for two hours. CBFO will attempt to resolve any system issues through the TCC. After two hours, the CBFO will contact the state of origin and the affected states/tribes (along the route) to notify them of the situation. With concurrence from the state of origin and corridor states/tribes, the CBFO will dispatch the shipment and follow backup protocol tracking and notification procedures.

If, prior to dispatch, the transponder or related equipment on the tractor becomes inoperable, the following actions will be taken:

- A. Direct the carrier contractor to troubleshoot the system with the TCC.
- B. If the carrier contractor and TCC cannot correct the problem, they will seek technical advice from their support staffs or an equipment dealer (where available).
- C. If the unit is still inoperable, it will be replaced, if a spare unit is available.

- D. If the unit cannot be easily repaired or replaced (within 24 hours), the shipment will be dispatched with prior notification to the affected states and tribes. Backup procedures will be followed when TRANSCOM is not working.

If failure occurs while a shipment is en route, the carrier contractor driver will report the shipment's location to the CMR by telephone when they recognize the failure and at least every two hours afterwards. Also, the carrier contractor driver will notify the CMR by telephone when crossing a state border. When reporting location, the carrier contractor driver will use mile markers when available. If mile markers are not available, location in miles from a prominent map feature will be used.

When the driver sends shipment location information, the CMR will relay the location to the TCC. If the tracking system has failed or is malfunctioning, but supporting software is working properly, the TCC will input the position information manually to update the system (indicated on the "Position" page by note or initial). TRANSCOM users can monitor the shipments, as they do when the TRANSCOM system is working properly. The CMR will notify each state's 24-hour notification center two hours before a shipment enters the state.

For an anticipated or actual en route delay of more than two hours, the carrier contractor driver will report to the CMR by telephone the reason for the delay and the expected time the shipment will resume. The CMR will relay the information to the generator/storage site and affected state notification centers.

7.5. Vehicle Communications

Drivers have several means of communication at their disposal while en route. Each tractor will be equipped with TRANSCOM equipment for sending and receiving messages (primary method), a cellular telephone, a satellite telephone, and a 40-channel citizens band radio (alternate). TRANSCOM is the primary means of routine communications between the drivers and the CMR. The secondary means is by telephone.

During routine operations, the CMR, the carrier contractor's management or dispatch office, and the CBFO Transportation Logistics Manager or designee will be the only ones authorized to have direct communications with the drivers of the transport vehicle. During an emergency, anyone contacted by the drivers may respond.

Per carrier contract requirements, all TRU waste transport trucks are equipped with a panic button, which works through the TRANSCOM

system. When the panic button is pushed, it generates a message that is visible to the CMR and TCC that the truck has initiated the panic button. The CMR will attempt to contact the truck to discover the cause of the alarm. If the driver does not answer, local authorities will be contacted. The drivers are instructed to push the panic button any time they feel that unusual circumstances warrant such alarm.

A set of standardized TRANSCOM messages (macros) have been developed and programmed into the onboard TRANSCOM equipment. When possible, following an unplanned stop, the driver or the CMR will send a message providing detailed information. A status change to "2" or "3" will have a shipment note added in the TRANSCOM system.

State and tribal representatives who want additional information must contact their designated 24-hour notification center. The center will pass the request on to the CMR. Requests must state specifically why the information is needed. The CMR will decide whether the road situation will allow the driver's attention to be diverted to respond to the request.

7.6. Inspections

7.6.1. Commercial Vehicle Safety Alliance

The CVSA, which was established as a cooperative entity to standardize inspection and out-of-service criteria for commercial vehicles, has developed the CVSA North American Standard Inspection Criteria. DOT commercial drivers' license standards, vehicle mechanical requirements, inspection guides, and training requirements are included in the CVSA program.

As part of a cooperative agreement with DOE CBFO, the CVSA developed "enhanced" criteria for the inspection of vehicles transporting TRU waste and HRCQ radiological materials. Although the majority of the shipments to WIPP will not fall within the definition of a HRCQ [49 CFR Part 173.403], DOE, in conjunction with the states, has determined that all TRU waste shipments will use the "preferred highway" system and will undergo CVSA Level VI inspection required for shipments meeting the definition of HRCQ. These inspection procedures were developed with the assistance of the Conference of Radiation Control Program Directors. The Enhanced or Level VI procedures provide uniform standards for radiation surveys, inspection of driver's hours, shipping papers, vehicles, and packages. The standards also provide for vehicle inspections at the point of origin, which require a higher level of out-of-service criteria than the North American Standard Inspection. The CVSA has trained state inspectors on these procedures. State inspection officers must be equipped with

radiation detection instruments to complete the radiological portion of the CVSA enhanced inspection.

Point of Origin states shall require CBFO carrier contractors to comply with the CVSA Enhanced North American Standard (Level VI) Inspection procedures and out-of-service criteria on all TRU waste shipments.

The states will perform the CVSA Level VI inspection at the point of origin. By contract, the drivers perform a pre-trip inspection of the vehicle and packaging to Level VI criteria. Shipments shall be defect-free before dispatch from a generator/storage site. Before dispatch, state personnel affix a CVSA Level VI decal to the tractor. This decal certifies that the shipment has met inspection criteria and is free from defects. The decal is good for the duration of the shipment and shall be removed after shipment completion at final destination. During transit, each state may inspect the shipment or verify that the CVSA Level VI inspection was performed and that the decal verifying this is attached. Any re-inspection en route should be performed according to CVSA re-inspection criteria stated as follows:

- A. A North American Commercial Vehicle Critical Safety Item or out-of-service violation is detected.
- B. A Level IV (Special Inspection) exercise is involved.
- C. A statistically based random inspection technique is being employed to validate an individual jurisdiction or regional out-of-service percentage, or when re-inspection is conducted to maintain CVSA inspection quality assurance.
 - a. In addition:
- D. The shipment can be re-inspected en route if state law or policy requires an inspection. CVSA and DOE encourage states to utilize lesser than Level VI inspection criteria for en route inspections unless state law or policy requires a Level VI inspection, as the point of origin Level VI decal is valid for the duration of the trip.
- E. A CVSA Level VI inspection by a state inspector should be conducted if the tractor and trailer are separated or an incident/accident has occurred. The affected state shall be contacted to determine whether or not an inspection is necessary.

Point-of-origin inspections will be coordinated and scheduled by the generator/storage site before dispatch of a shipment, according to the host state's requirements.

7.6.2. Driver Inspections

All shipments (including loaded shipments, empty shipments, shipments of packagings, and shipments where trailers, MLU, or road show exhibits are moved from place to place) shall undergo intensive driver inspection. Drivers conduct a "walk-around" inspection of the transporter vehicle and its load within the first 50 miles from the point of origin, and every three hours or 150 miles thereafter (whichever occurs first). During the inspection, the driver ensures that the load is securely in place, the transporter is safe for continued operation, and that required labels, placards, and markings are properly and securely displayed. States may recommend particular places along the route where stops for inspections should be avoided.

7.7. Rail Crossings

Shipments of TRU waste will stop at all rail crossings (except those marked "Exempt"), check for oncoming trains, and proceed only when safe. This meets DOT requirements for placarded shipments (49 CFR §392.10, Railroad Grade Crossings; Stopping Required) and the agreements with the State of New Mexico and regional state organizations for all shipments. Shipments with empty shipping packagings, unloaded trailers, MLU, and road show exhibits are not required to stop at rail crossings.

7.8. Road Construction

During the first quarter of each calendar year or when road construction contracts are planned, states will send to their state regional group and CBFO information regarding planned highway construction activity for the next 12 months. This information will include highways where construction activity is scheduled, location of construction activity, a brief description of the activity, and a discussion of any critical construction activities (e.g., temporary road closures, detours through congested areas) to be avoided if possible. States should provide CBFO with current updates of this information on a quarterly basis. Shipments through identified construction zones will be planned jointly by the CBFO and applicable state-designated personnel.

If drivers encounter previously unidentified road construction that in their judgment may jeopardize shipment safety or security, they will bring the

shipment to a safe, "unplanned stop" as soon as possible, and contact the CMR for instructions. The CMR will establish an immediate telephone conference call with the Transportation Logistics Manager or designee, the carrier contractor management or dispatch office, and the applicable state designated personnel. The CBFO Transportation Logistics Manager will decide a course of action.

7.9. Inclement Weather and Other Delays

Hazardous driving conditions created by inclement weather are a concern for states, tribes, the CBFO, and the carrier contractor. To avoid travel during periods of hazardous weather conditions, the CMR has access to several points of information. The CMR can obtain weather reports from the Weather Channel or other weather reporting entity, from state road cameras, state transportation departments, and other drivers en route. If unsafe travel conditions occur, the driver has final responsibility and authority to cease travel and find safe parking in coordination with the CMR.

Before dispatch, the CMR, WIPP drivers, the generator/storage site, and the state of origin will check weather conditions and road conditions along the entire route. Weather will be a specific item of discussion during the decision to ship (see Section 7.3, Dispatch). Drivers must have 200 miles or four hours of acceptable weather ahead before departing the facility. The CMR will coordinate with all affected parties if a shipment is delayed due to weather, mechanical difficulties, or other unforeseen events.

States and tribes should monitor the status of shipments using the TRANSCOM system when adverse weather and road conditions exist. If a shipment listed on TRANSCOM could encounter adverse conditions, the state should notify the CMR to consider either delaying the departure of the shipment or holding the shipment at a safe parking location. States will designate a central point of contact to provide current weather and road conditions along the route to the CMR. The CMR will notify the drivers.

If a road is closed, an acceptable parking area will be located for affected shipments using a coordinated effort between CBFO and the affected states based on the guidance in Appendix 4 (not for public dissemination). After the road is reopened, shipments may be held if highway conditions are marginal or if it appears traffic will be extremely heavy. The drivers, the CMR, and the appropriate state law enforcement officials will coordinate the release of a shipment from a safe parking location. Drivers and authorized state, tribal, and local law enforcement authorities have authority to halt or delay a shipment if weather or road conditions are unacceptable. Safe parking criteria (see Section 7.10, Safe Parking, and Appendix 4) will be met as appropriate. The CMR will enter TRANSCOM

shipment status changes in the message log for the TRANSCOM bill of lading.

7.10. Safe Parking

Mechanical problems, adverse weather conditions, bad road conditions or other unforeseen problems may delay en route shipments. States have worked cooperatively with the CBFO to develop criteria for the selection of safe parking areas. A hierarchy has been developed to incorporate two factors:

- The desirability of a particular area
- The driver's ability to reach that area under different types of emergencies

A Memorandum of Understanding between the DOE and the Department of Defense (DOD) allows safe parking at military installations, coordinated by the Defense Threat Reduction Agency (DTRA).

The criteria for selection of safe parking areas are:

First Choice: DOD and DOE facilities are the most desirable parking areas for shipments. However, it may not be possible for the driver to reach a DOD or DOE facility safely. In that case, the driver should consider the second choice in selecting a parking area.

Second Choice: Certain types of facilities (e.g., ports of entry) are likely to be more common than DOD or DOE facilities. State-specific information on the types of facilities that are acceptable is provided in Appendix 4. If the driver cannot reach one of these types of facilities, the "third choice" criteria applies.

Third Choice: If no DOD or DOE facilities or facilities listed in the second tier can be reached safely, state law enforcement personnel of the affected state should be contacted and a series of avoidance factors should be applied to select a parking area. No priorities have been assigned to these factors. It may not be possible to select a parking location that meets all of the criteria listed in the third tier. Compromises may be necessary.

Guidance for selecting safe parking locations varies from state to state. State-specific guidance and pre-designated locations at military installations are tabulated in Appendix 4. The CMR will notify affected state and tribal representatives listed in Appendix 4 of the safe parking location selected.

In an immediate emergency, the driver or on-scene law enforcement may initiate the use of safe parking. Otherwise, the CMR will coordinate the use of safe parking and inform the driver. Either of the following may direct the use of safe parking:

- The on-call Transportation Manager, the CBFO Transportation Logistics Manager or the CBFO Institutional Affairs Manager.
- Law enforcement representative(s) of the state through which the shipment is passing.

Specific direction by an on-scene law enforcement officer will take precedence over Appendix 4 guidance. If Appendix 4 guidance is preempted, however, the shipment will be moved as needed to conform to the guidance listed in Appendix 4 when allowed by on-scene law enforcement officers. The CMR will coordinate the movement with concurrence of the CBFO Transportation Logistics Manager or the CBFO Institutional Affairs Manager.

The CBFO Transportation Logistics Manager or the CBFO Institutional Affairs Manager will coordinate with the appropriate state law enforcement agency on departure from a planned route and selection of a safe parking location. The CMR will coordinate with the DTRA when a military installation is chosen for safe parking. The DTRA will ensure that the installation is ready to support the shipment when it arrives.

Before departure from safe parking, the CBFO and/or CMR will coordinate with the affected state/tribe to ensure that road and traffic conditions are favorable and escorts are available to escort the vehicle to the approved route, if required.

7.11. WIPP Site Activities

Upon arrival at WIPP and after clearance by WIPP site security, the Security and Transportation Engineer receipt functions are conducted. Security and radiological surveys are conducted. The shipment will then be processed in accordance with site-approved policies and procedures. Drivers will complete post-trip vehicle inspections and appropriate DOT documentation.

During and after subsequent waste handling operations, packagings will be inspected and surveyed by appropriate WIPP M&O contractor staff to ensure that they are not contaminated or damaged. Significant problems or discrepancies, other than minor cosmetic damage, will be corrected before the WIPP M&O contractor returns the packagings to service. Each packaging will periodically receive a thorough inspection and maintenance. Some components, such as O-rings, may require occasional replacement. Only properly trained technicians using approved procedures will conduct maintenance.

8.0 EMERGENCY CONSIDERATIONS

States and tribes with jurisdiction over areas through which TRU shipments pass have primary responsibility for protecting the public and the environment. The local emergency response agency takes over incident command should there be an emergency involving the shipments. Many states have radiological assistance teams ready to respond to an incident/accident. CBFO can also provide technical advice and assistance to civil authorities and TRU waste shipment carriers. CBFO technical assistance includes the RAP teams and the IART. These teams will provide support to the local Incident Commander, as requested. The carrier contractor is responsible for providing emergency response assistance and recovery/restoration actions, as required.

8.1. Emergency Preparedness

To provide an adequate response to a transportation incident/accident, states, tribes, and local governments shall receive assistance in developing emergency response plans, organizing, training, and deploying emergency first responders. States, tribes and local governments are responsible for negotiating interstate agreements for incidents close to jurisdiction boundaries. States, tribes, and local governments also establish response procedures and provide personnel and equipment in an emergency, if necessary. During an emergency, local jurisdictions are responsible for initial response and incident command.

Section 16(c) of the LWA requires the DOE to provide training and to enter into agreements to help states through monetary grants or contribution in kind. These entities acquire equipment for response to an incident involving TRU waste. The Occupational Safety and Health Administration and the National Institute for Occupational Safety and Health must review first responder and hospital personnel training for compliance with 29 CFR §1910.120, Hazardous Waste Operations and Emergency Response.

Each state, tribal, and local government decides and provides the needed training for its personnel. The CBFO offers and funds first-responder and hospital training through various cooperative agreements. The CBFO, with the assistance of many state and tribal representatives, designs and

provides courses for state and tribal use. To help plan and prepare for possible emergencies involving TRU waste shipments, states and tribes along the designated shipping routes should conduct awareness-level courses for local emergency response personnel. Each state and tribal jurisdiction assesses its training needs and may request training from CBFO. A synopsis of each course developed, offered, and taught by the CBFO TRU waste program trainers is provided in Appendix 1, Training Course Synopsis.

To ensure first-responders have received sufficient training, each state regional group and the State of New Mexico should conduct a TRU waste training exercise biannually.

8.2. Emergency Notifications and Communications

As agent for the shipper of record, the CBFO will provide shipper-related emergency information and maintain a 24-hour emergency telephone contact for technical advice and detailed information regarding the shipments.

In a highway incident, the driver will notify the appropriate law enforcement authority through 911, the CMR, and the carrier's dispatch. The CMR, in turn, will make notifications to the state's 24-hour notification center, the carrier's dispatch, and the affected states. The CMR will also notify the TCC and the CBFO on-call Transportation Manager. The CMR will notify states through their 24-hour numbers if the drivers do not respond to communications. The appropriate state or local law enforcement agency will be requested to help find the shipment and initiate the appropriate response. In cases where the drivers are incapacitated, state or local emergency responders should contact the WIPP site CMR.

8.3. Emergency Response

Within New Mexico, two separate court documents direct CBFO to support emergency response training and other activities. A separate cooperative agreement with the State of New Mexico defines the details of that emergency response support. All other states impacted by the transportation of TRU waste to WIPP enter into state regional group cooperative agreements for emergency support as defined in the WIPP LWA (Public Law 102-579). Each impacted Native American tribe has a separate cooperative agreement for this purpose.

8.3.1. Carrier Contractor Drivers

If able, drivers will make emergency notifications; undertake first aid actions, if appropriately trained; initiate incident scene control; lend

assistance to first responders; and take other emergency actions as covered in the carrier's contingency plan. Drivers carry radiological instruments on each vehicle. Each driver is trained to provide assistance, at the request of the Incident Commander.

8.3.2. Emergency Responders

States, tribes, and local governments having jurisdiction over areas through which TRU waste shipments will pass are responsible for protecting the public and the environment. They establish the incident command should an emergency occur within their jurisdiction.

Local governments along the transportation route send the emergency first responders to a transportation incident. Usually, the local government emergency responder would be the first to respond to an accident scene. State, tribal, and federal response organizations support the local jurisdiction.

Law enforcement, firefighting, and emergency medical services personnel will respond to the incident scene where they will initiate response actions according to local, state, or tribal emergency response plans. First responders should use the appropriate guide of the current Emergency Response Guidebook. Guides 161, 163, and 165 apply to waste contained in TRU waste shipments. First responders may also obtain emergency response information accompanying the shipping papers normally available to responders in the vehicle. The initial response to other hazards that could be present should be guided by the applicable Emergency Response Guidebook or other appropriate protective measures and response guidelines. Additional information can be obtained from the WIPP CMR. If state and local responders have procedures that provide more specific guidance, responders should follow those procedures.

8.3.3. State-Level HAZMAT or Radiological Response Teams

Many states and metropolitan areas maintain specialized state-level hazardous material (HAZMAT) and/or radiological response teams that may be activated to provide technical assistance or containment during emergencies. The Incident Commander or other appropriate state or local authority activates these teams.

8.3.4. DOE Response Assets

The DOE and the National Nuclear Security Administration (NNSA) have a variety of response assets which can provide technical assistance and response to radiological events and emergencies in support of the National Response Plan. DOE/NNSA response assets, their roles and responsibilities are defined in DOE Order 153.1; *Departmental Radiological Emergency Response Assets*. The CBFO, in support of stakeholder transportation emergency preparedness and response programs, provides support through its WIPP Radiological Assistance Program (RAP) and IART.

A. WIPP Radiological Assistance Program Team

The NNSA administers the RAP. The RAP is a deployable, tailored capability that provides first-responder radiological assistance to protect the health and safety of the public and the environment. The RAP provides radiological assistance in the detection, identification and analysis, and response to events/incidents involving radiological/nuclear materials. Typically RAP teams support crisis response and/or consequence management to an incident. WIPP RAP Team support is available to provide technical assistance to stakeholders specific to a NTP transportation radiological emergency. Actual activation and deployment of RAP assets must be requested through and initiated by the NNSA Office of Emergency Operations or through the appropriate Regional RAP Coordinator.

B. Incident/Accident Response Team (IART)

The IART is specifically convened to provide package recovery assistance in TRU waste program incidents/accidents.

The IART will provide technical guidance on the DOT requirements, the package, its tie-downs, and package recovery in a transportation emergency. When activated by CBFO, the IART will follow its procedures, which may include going to the scene, evaluating the incident, reporting to the Incident Commander, determining the status of the transportation system, and recommending to the Incident Commander the actions needed to recover the shipment.

8.4. Public Information Coordination for TRU Waste Transportation Incidents

In the event of a TRU waste transportation accident/incident, a coordinated effort is needed between the CBFO, on-scene response organizations, and the affected jurisdiction(s) to provide timely, accurate and candid information to protect public health and safety. CBFO senior management and the WIPP JIC will use a graded/scalable approach to determine the appropriate level of JIC activation to support emergency public information, based on the severity and duration of emergency conditions. The CBFO senior management team, which includes NTP officials, will coordinate with the JIC to develop and disseminate emergency information to the public.

If a shipment is involved in a major incident/accident, such as a high-speed collision with another vehicle, a truck roll-over, breach of container, crash involving fire, a fatality or a shipment disrupted by sabotage, the on-scene Incident Commander takes charge of the emergency in accordance with National Incident Management System guidelines to protect public health and safety.

The CBFO NTP Operations Office and JIC will coordinate with and support the on-scene Incident Commander and the Public Information Officer or designee, in preparing and disseminating emergency information to the public. In the absence of an established on-scene Incident Command System, or until CBFO can contact the Incident Commander or designee, the NTP Operations Office and JIC will prepare emergency news releases using only confirmed information obtained through the on-scene response organization or the CMR. The CBFO may also request a DOE Public Information Officer from the nearest DOE regional office to assist with information at the scene.

Before the CBFO and JIC issue a news release, the release will be coordinated with DOE Headquarters (Office of Environmental Management (EM)), the on-scene response organization, affected DOE sites, and/or state and tribal emergency management organizations within whose jurisdiction the accident occurred. Those organizations will be provided 15 minutes to review and comment on the facts contained in the news release to ensure accuracy and timely release to the public.

Depending on the nature or impact of the incident/accident, the news release will be distributed to media in affected locales and states, and to the national media.

Should a transportation incident/accident occur, the CMR will notify the CBFO Manager, NTP Operations Director, CBFO Transportation Logistics Manager and JIC on-call duty officer according to CMR procedures. The

team will assemble to be briefed on accident conditions, determine JIC activation levels, and begin the emergency information process.

For non-emergency events that may draw media attention, such as a vehicle breakdown or extended safe parking due to weather conditions, the CMR will make telephone notifications to the applicable state representatives concerning shipment delays and the JIC may issue a news release to media in affected locales and states.

8.5. Package Recovery

Each carrier contractor has primary responsibility for packages and transporter recovery operations. Recovery will not begin until the emergency phase of any incident/accident has ended. This follows a decision that no radiological or other hazard is present. The DOE will assist the carrier contractor in recovery operations, where appropriate. Specific guidance for recovery of the TRUPACT-II, TRUPACT-III, HalfPACT, and RH-72-B casks may be found in DOE/CBFO-94-1007. A copy of this guide may be found in the carrier's tractor and in the trailer tool box or may be obtained from the CBFO. Each tractor is equipped with specialized equipment to assist in the recovery of the package. Additional equipment that may be needed is listed in the guide and should be obtained locally. This equipment will be paid for by the carrier contractors. The drivers are trained in the packaging recovery and transfer procedures.

State CVSA inspectors will be contacted and shall inspect the shipment, including the packages, before release from an incident/accident.

If a transportation incident/accident results in damage to one or more packages, an on-scene damage assessment will be conducted. A package that has sustained minor damage may be loaded on a suitable trailer and will continue the trip to a designated facility. In the event that damage is severe or radiological contamination is present, the carrier contractor and IART, in coordination with the CBFO and state and tribal officials, will determine the remedial action that will provide the greatest level of public safety. If a Type B package is damaged, CBFO is required to coordinate with the NRC and DOT. A DOT exemption may be required.

8.6. Incident Site Restoration

The carrier contractor has primary responsibility for cleanup and site restoration following an emergency. Local expenditures may be recovered through the carrier contractor's liability insurance coverage. Standards for such actions will be as established by regulation and by authorities in the affected jurisdiction(s). The CBFO agreed to provide appropriate response(s) to a TRU waste shipment incident/accident. The carrier will not depart the incident scene until the state, tribal, or local government's

"On-Scene Commander" (Incident Commander) is satisfied with the resolution of the incident and the state has inspected, using CVSA Level VI inspection criteria, and released the vehicle.

9.0 TRU WASTE TRANSPORTATION SECURITY

The *TRU Waste Transportation Security Plan* (DOE/WIPP-03-3233) follows the intent and guidance of DOT requirements noted in Title 49 Code of Federal Regulations, Part 172, Subpart I, Safety and Security Plans. As carriers of HAZMAT, CBFO must ensure that the risks of the TRU Waste Transportation System are assessed and that security plans are developed, based on results of those assessments. The intent of the security plans is to minimize risks and implement a process for successful implementation. Personnel responsible for safe HAZMAT transportation must be trained in the security plan with the objective of providing them with awareness of the hazards and security risks associated with transporting TRU waste and response actions to any significant threats and vulnerabilities during operations.

9.1. Security Plan

The *TRU Waste Transportation Security Plan* (DOE/WIPP-03-3233) provides activities and contingencies to mitigate security risks involving the TRU Waste Transportation System. The plan has been coordinated with the appropriate federal, state, and tribal law enforcement agencies. Due to the nature of the plan, however, it is not available for public review.

9.2. Intelligence

The CBFO Security Manager maintains liaison with local, state, tribal, and federal law enforcement authorities to share intelligence regarding potential threats to the TRU Waste Transportation System.

9.3. State/Tribal Law Enforcement Roles

The *Waste Isolation Plant TRU Waste Transportation Security Plan* (DOE/WIPP 03-3233) assures that the transportation system integrates and coordinates the local, state, tribal, and federal law enforcement agencies. Each law enforcement agency should follow normal response procedures established for its agency.

9.4. CBFO Transportation Security Role

The CBFO directs and provides implementation oversight of the TRU Waste Transportation System. It assures that effective internal notification and response procedures are developed and maintained. Further, it assures that carrier contractor employees are trained and responsive, and integrates notification and response procedures with local, state, and tribal law enforcement and emergency response authorities.

10.0 COMMUNICATIONS

It is necessary to identify and establish partnerships, activities and messages that will be most effective in addressing concerns and questions about transporting TRU waste in a safe and uneventful manner. When addressing these concerns and questions, the following guidelines should be used:

- Address public concern about the transport of TRU waste by providing accurate and unbiased information about the TRU waste transportation safety program and the risks involved with this activity.
- Respond in a timely manner to inquiries from the media, elected and appointed officials, and others about the TRU waste transportation activities.
- Coordinate public information efforts among corridor states and tribes, regional working groups, generator/storage sites, the CBFO, and DOE Headquarters.
- Ensure all parties provide a consistent message.
- Identify and provide opportunities for public involvement.

10.1. Audiences

Audiences along the transportation routes will vary from state to state, but include:

- Citizens along the route
- Public safety officials along the route
- Elected and appointed officials
- News media
- Public interest groups

10.2. Messages

- Safety is the first priority.
- The WIPP Transportation System is a cooperative effort among states, tribes, local officials, and the DOE.
- The WIPP Transportation System goes beyond legal requirements.
- The program is proven.
- There is not a shipment on the road that has undergone as much scrutiny by state, tribal, and local transportation safety specialists as the WIPP shipments.

10.3. Activities

Public Information

- Keep the fact sheet on the WIPP Transportation System current for distribution.
- Make presentations to schools, civic and special interest groups, and others.
- Display the TRU waste shipping packagings, truck, and WIPP exhibit in communities.
- Arrange and participate in public meetings along the transportation routes.
- Develop guidance for public information activities with WIPP Transportation Emergency Exercises (WIPPTREX).
- Distribute informational materials on the WIPP Transportation System.

News Media

- Work with news media, including meetings with editorial boards and submitting articles and news releases.
- Conduct risk communication training for state and local spokespersons.

Public Officials

- Arrange meetings with state and local officials along the transportation route.
- Identify public officials along the transportation routes who may wish to visit the WIPP site and offer to escort them on a tour.

The CBFO believes that without proper information, the mix of the media, special interest groups, and an uninformed public may impede the safety of WIPP shipments. A strong, coordinated effort must be made to educate the public about the TRU transportation process and the comprehensive safety precautions in place.

11.0 REFERENCES

25 CFR Part 83, Procedures for Establishing That an American Indian Group Exists as an Indian Tribe

29 CFR Part 1910, Occupational Safety and Health Standards

49 CFR, Transportation

49 CFR, Subchapter C, Hazardous Materials Regulations

49 CFR Part 171.15, Immediate notice of certain hazardous materials incidents

49 CFR Part 172, Hazardous Materials Table, Special Provisions, Hazardous Materials Communications, Emergency Response Information, and Training Requirements

49 CFR Part 173, Shippers-General Requirements for Shipments and Packagings

49 CFR Part 392, Driving of Commercial Motor Vehicles

49 CFR Part 397, Subpart D, Routing of Class 7 (Radioactive) Materials

Criteria for Safe Parking Areas for WIPP Shipments, State of Oregon, February 2008

DOE National Security and Military Applications of Nuclear Energy Authorization Act of 1980, Public Law 96-164

DOE Order 153.1, Departmental Radiological Emergency Response Assets

DOE Order 460.2A, Departmental Materials Transportation and Packaging Management

DOE Order 460.2B, Attachment 2, Radioactive Materials Substances and Waste Transportation Practices

DOE Policy 205.1, Departmental Cyber Security Management Policy

Final Supplement Environmental Impact Statement, U.S. Department of Energy, Office of Environmental Restoration and Waste Management, January 1990

Model Safety Elements in the WIPP Transportation Contract and Corresponding Carrier Management Plan, State of New Mexico, January 1996

Emergency Response Guidebook, Transport Canada, the U.S. Department of Transportation and the Secretariat of Transport and Communications of Mexico, 2008

Planning Guide for Shipments of Radioactive Material Through the Midwestern States, Council of State Governments' Midwestern Office, 2015

Recovery Guide for TRU Waste Packages, DOE/CBFO 94-1007

Response to Abnormal Transportation Occurrences and Incident Accident Response Team Activation, DOE/CBFO 10-3448

Transportation Planning Guide for the U.S. Department of Energy's Shipments of Transuranic Waste, Southern States Energy Board, January 2006

TRU Waste Transportation Security Plan, DOE/WIPP-03-3233

Waste Isolation Pilot Plant Hazardous Waste Facility Permit NM4890139088-TSDF

WIPP Incident/Accident Response Team Plan, WP 12-10

WIPP Land Withdrawal Act, Public Law 102-579 as amended

WIPP Transportation Safety Program Implementation Guide, Western Governors' Association, July 2008

Appendix 1 – Training Course Synopsis

The CBFO offers courses to local, state, and tribal agencies. The WIPP States and Tribal Education Program (STEP) has trained more than 30,000 emergency response professionals along WIPP routes. This DOE training, begun in 1988, focuses on all emergency responders who may potentially respond to accidents involving WIPP shipments. Classes address caring for accident victims, guarding the public welfare, protecting the environment, and ensuring safety of responders. As required by the WIPP LWA, the U.S. Occupational Safety and Health Administration reviewed and concurred this program meets the requirements of 29 CFR §1910.120(q). This training supplements other HAZMAT emergency response training offered by the states and tribes. The courses offered are:

Emergency Communications 911 Dispatcher Briefing is a two-hour briefing and awareness session to introduce the dispatch staff to the terminology and units of measure used for radioactive materials, but more importantly it gives them a set of questions to ask whenever a caller uses the word radioactive”.

First Responder training is accomplished with the MERRTT, is as developed in conjunction with the WIPP External Emergency Management staff and the DOE's Transportation Emergency Preparedness Program (TEPP) as a nationwide effort to ensure training consistency in responding to incidents involving radiological materials. MERRTT was developed with one goal in mind - to provide real-world training for real-world issues. MERRTT has a modular design consisting of 16 concise, easy-to-understand modules and four hands-on practical exercises that can be integrated into existing hazardous material training programs. Topics presented in the two-day, 8-hour per day course include definition and physical characteristics of TRU waste, shipment configurations for the TRUPACT-II, the HalfPACT, and the RH-TRU 72-B, and the CNS 10-160B shipping casks, an explanation of radiation and radiation protection principles, transportation regulations, TRANSCOM, packaging design integrity and performance testing of the TRUPACT-II and HalfPACT, emergency response actions at the incident/accident site, and field decontamination of emergency responders.

Compressed MERRTT is a one-day, 8-hour course, and includes the basics of radioactive material transportation and the dangers to responders as well as response actions. This course can be used as a refresher class or as a stand-alone class for experienced Hazardous Materials Response Teams.

Command and Control training is accomplished through the nationally accepted I-400, Advanced Incident Command Course, which covers General and Command Staff functions as well as how Unified and Area Commands are structured and their functions. I-401, Multiagency Coordination, describes the major elements associated with developing and implementing an effective Multiagency Coordinating System. I-402, ICS for Executives, is an orientation for executives, administrators, and policy makers. The Incident Command System (ICS) is a series of courses developed by the National Interagency Incident Management System (NIIMS). It is intended for persons capable of becoming the on-scene commander and individuals who will be functioning under the

Appendix 1 – Training Course Synopsis

command structure of the major elements of the command system. These courses have been officially adopted by many state, county, and city governments as the standard for Incident Command and are a requirement of Incident Command under Homeland Security Presidential Directive 5 (National Interagency Incident Management System (NIIMS, IS-700)). I-100, Orientation, is a two-day, two- to four-hour basic ICS course that is instructor-led or self-paced. I-200, Basic, is a 16-hour course discussing ICS principles, organization, facilities resources and common responsibilities, along with practical exercises to enhance student's knowledge of ICS. I-300, Intermediate, emphasizes Organization, Staffing, Resource Management, and Event/Incident Planning. I-300 has multiple practical exercises to demonstrate ICS.

Train-the-Trainer is a 24-hour program, and is generally taught in Carlsbad, New Mexico, so that students can tour the WIPP site and see - first hand - why the facility was selected for a permanent nuclear waste repository. Students should be certified instructors within their appropriate local, state, or tribal jurisdiction and have a background in emergency response and hazardous materials. The WIPP tour and part of the MERRTT course completes the first day. The MERRTT Train the Trainer Course is completed in the following two days and includes discussions of frequently asked questions about WIPP.

Medical Management is an eight-hour course intended for hospital emergency room doctors, technicians, and nurses who may be required to treat a patient who is potentially contaminated with TRU radiological material. This course follows the Federal Emergency Management Agency course, Hospital Emergency Department Management of Radiation and other Hazardous Material Accidents (Federal Emergency Management Agency course G346). The students are introduced to the concepts of radiation physics and radiobiology, which prepares them for a more detailed explanation of exposure, contamination, internal contamination, and radionuclide incorporation. The course enables student to properly select and prepare an appropriate treatment/decontamination area within the hospital and perform necessary decontamination of a patient. This course is taught by medical professionals specializing in the treatment of radiation exposure.

Medical Examiner/Coroner course will provide techniques for identifying the hazard to persons that may handle a radiologically contaminated body, and how to prevent further contamination. Finally, the techniques and proper processes for documentation of the event and successful decontamination of the body will be demonstrated. The students will participate in hands-on practical exercises using instruments. The recommended actions as described by the Centers for Disease Control and the US Department of Energy will be provided to the students. DOE will maintain a contract to provide the courses intended for coroners, medical examiners, medical investigators, and crime scene investigators.

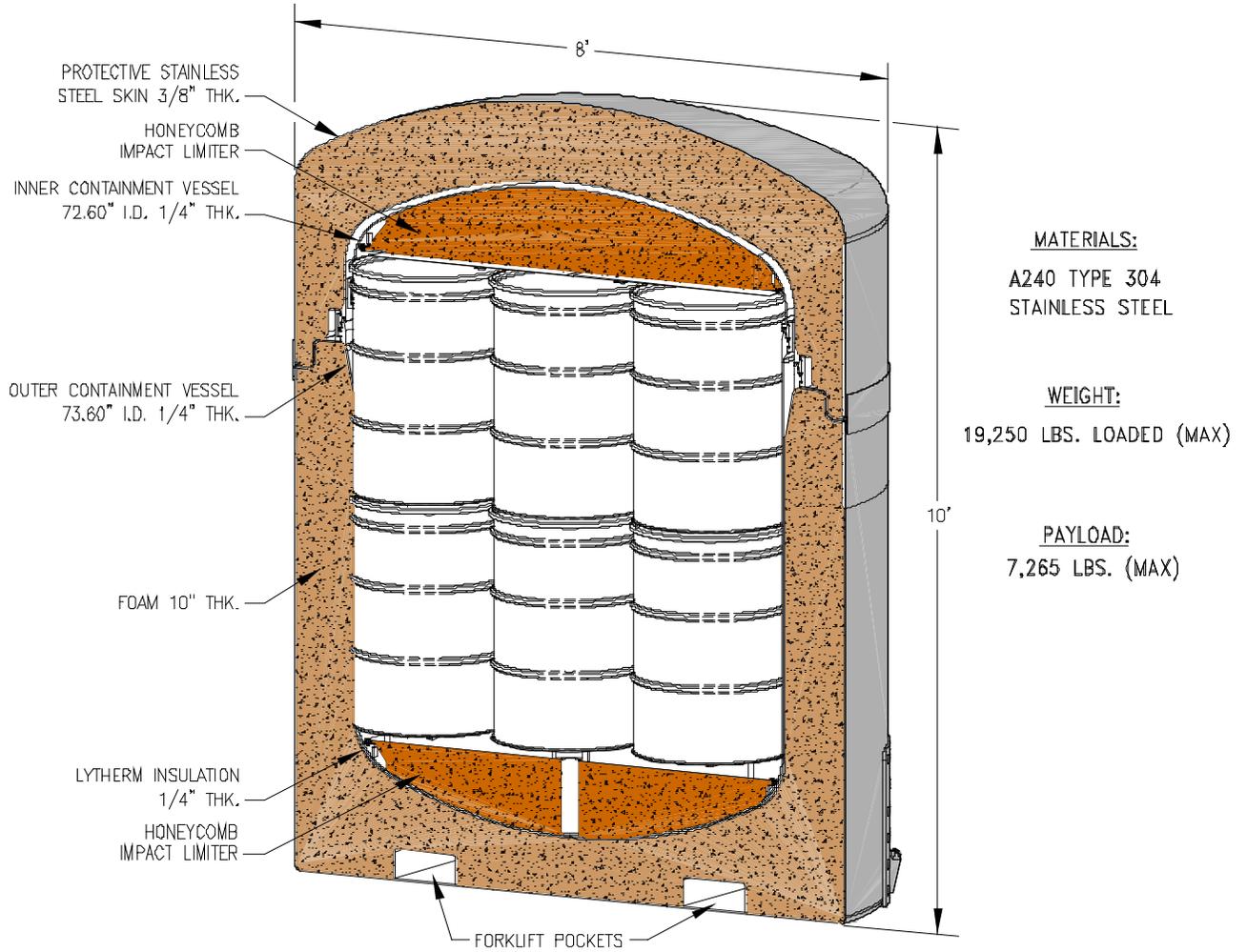
Appendix 2 – Packaging Descriptions

TRUPACT-II

Manufacturer:	Nuclear Packaging Incorporated, Washington Engineered Products Department, and NAC International.
Certification:	U.S. NRC Certification Number 9218. The TRUPACT-II will be used to ship contact-handled TRU waste to the WIPP site and may also be used for the DOE intersite and intrasite shipments.
General Description:	The main components are two stainless steel containment vessels, one inside the other. The outer containment vessel is surrounded by 10 inches (25.6 cm) of polyurethane foam and half-inch (1.3 cm) of ceramic fiber for thermal insulation. A stainless steel shell covers the entire TRUPACT-II, serving as a final protective structure and part of the thermal barrier.
	Gross Weight: Not to exceed 19,250 pounds (lb) (8,732 kg) with payload
	Overall Dimensions: 8 ft dia. (2.4 m) X 10 ft (3 m) high. Interior dimensions are about 6 ft dia. (1.8 m) X 6 ft (1.8 m) high
Payload Capacity:	Payload consists of fourteen 55-gallon drums, fourteen pipe overpacks contained in 55-gallon drums, two standard waste boxes, six 100-gallon drums, or one ten-drum overpack. Nominal net weight for the waste container, lifting pallets, and guide tubes is 7,265 lb, although this may vary so long as the maximum gross weight per shipping container (19,250 lb or 8,732 kg) is not exceeded.
Mode of Transportation:	Truck, with one, two, or three TRUPACT-IIs to be transported on a specially designed semitrailer.
Loading Process:	Top loading, either on or off the trailer.
Labeling:	Labeling will be performed in accordance with DOT regulations.
Placarding:	Placarding will be performed by the carrier in accordance with DOT regulations.
Marking:	Marking will be performed by the shipper in accordance with DOT regulations.

Appendix 2 – Packaging Descriptions

TRUPACT-II



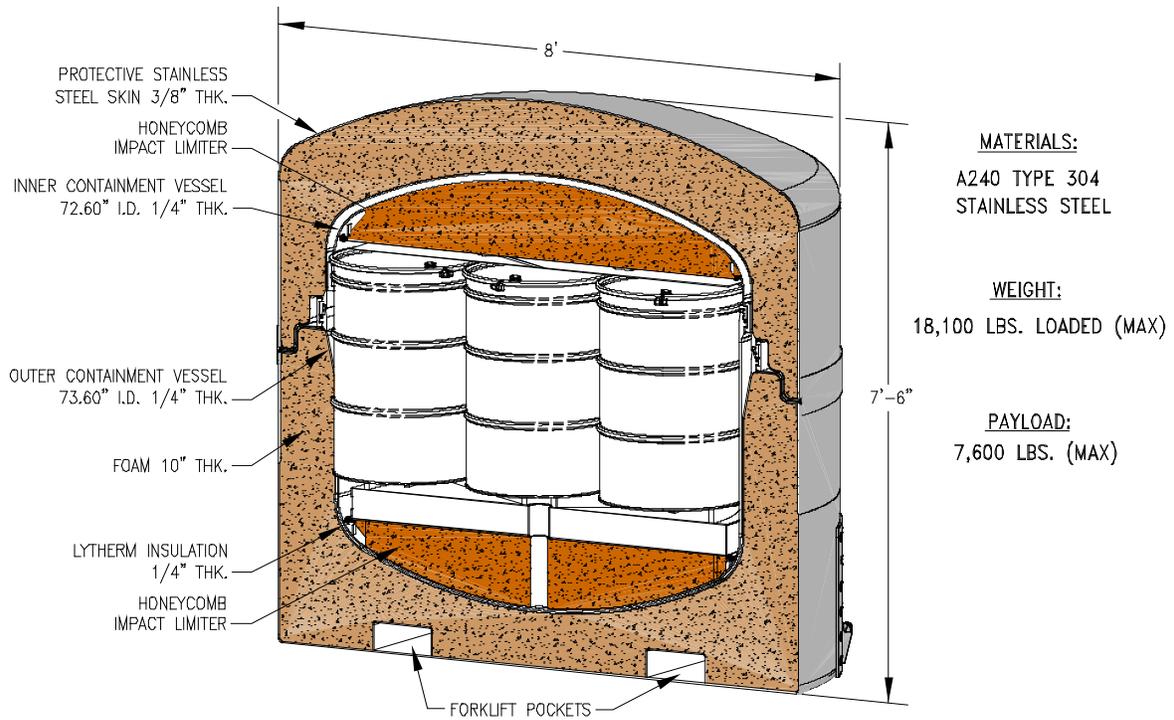
Appendix 2 – Packaging Descriptions

HalfPACT

Manufacturer:	Washington Engineered Products Department.
Certification:	U.S. NRC Certification Number 9279. The HalfPACT will be used to ship contact-handled TRU waste to the WIPP site and may also be used for the DOE intersite and intrasite shipments.
General Description:	The HalfPACT was designed to conserve weight for the shipment of CH waste in drums weighing up to 1,000 lb. The main components are two stainless steel containment vessels, one inside the other. The outer containment vessel is surrounded by 10 inches (25.6 cm) of polyurethane foam and half-inch (1.3 cm) of ceramic fiber for thermal insulation. A stainless steel shell covers the entire HalfPACT, serving as a final protective structure and impact limiter.
	Gross Weight: Not to exceed 18,100 lb (7,939 kg) with payload.
	Overall Dimensions: 8 ft dia. (2.4 m) X 7.5 ft (2.25 m) high. Interior dimensions are about 6 ft dia. (1.8 m) X 3.5 ft (1.05 m) high.
Payload Capacity:	Payload consists of four 85-gallon overpack drums, one standard waste box, three 100-gallon drums, or seven 55-gallon drums. Gross weight limit is 7,600 lb, including spacer assembly.
Mode of Transportation:	Truck, with up to three HalfPACTs to be transported on a specially designed trailer.
Loading Process:	Top loading, either on or off the trailer.
Labeling:	Labeling will be performed in accordance with DOT regulations.
Placarding:	Placarding will be performed in accordance with DOT regulations.
Marking:	Marking will be performed in accordance with DOT regulations.

Appendix 2 – Packaging Descriptions

HalfPACT



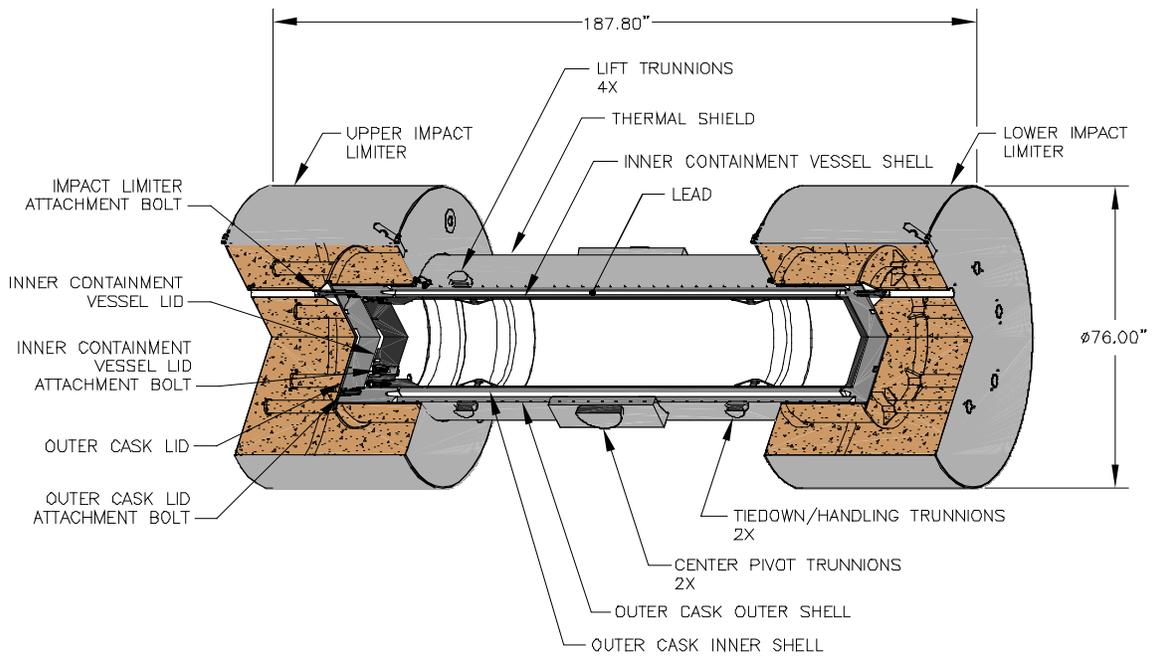
Appendix 2 – Packaging Descriptions

RH-TRU 72-B

Manufacturer:	Washington Engineered Products Division and Packaging Technology, Incorporated
Certification:	U.S. NRC Certification Number 9212. The RH-TRU 72-B will be used to ship remote-handled TRU waste to the WIPP site and may also be used for the DOE intersite and intrasite shipments.
General Description:	The RH-TRU 72-B was designed to ship contents of remote-handled TRU waste to WIPP. The main components are two stainless steel containment vessels, one inside the other, and two impact limiters. The outer containment vessel is composed of 1-1/2" thick stainless steel outer shell, 1-7/8" thick lead and a 1" thick stainless steel inner shell. The inner containment vessel is a 3/8" thick stainless steel shell. Each end of the RH-TRU 72-B is protected with a polyurethane foam-filled stainless steel impact limiter attached with six 1-1/4" bolts.
	Gross Weight: Maximum of 45,000 lb (20,411 kg) with payload
	Overall Dimensions: 187.8" long x 76" high
Payload Capacity:	Payload consists of a single canister that may contain up to three 55-gallon drums or directly loaded. Gross weight limit is 8,000 lb.
Mode of Transportation:	Truck, with one RH-TRU 72-B to be transported on a specially designed trailer.
Loading Process:	Vertical or horizontal loading, either on or off the trailer.
Labeling:	Labeling will be performed in accordance with DOT regulations.
Placarding:	Placarding will be performed in accordance with DOT regulations.
Marking:	Marking will be performed in accordance with DOT regulations.

Appendix 2 – Packaging Descriptions

RH-TRU 72-B Cask



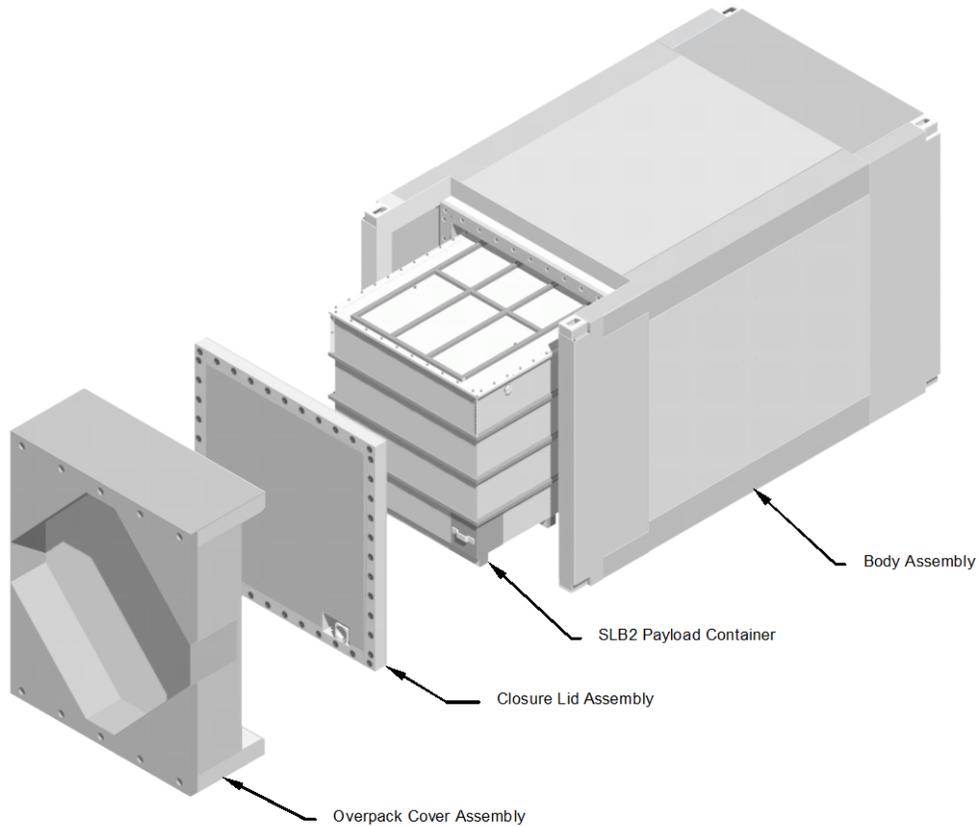
Appendix 2 – Packaging Descriptions

TRUPACT-III

Manufacturer:	ABW
Certification:	U.S. NRC Certification Number 9305
General Description:	A rectangular container used to transport transuranic waste in a Standard Large Box 2 (SLB2) by highway trucks. The packaging is single-contained and comprised of inner and outer stainless steel plates and polyurethane foam to protect against potential punctures and fire danger. An overpack cover is designed to protect the closure lid.
	Gross Weight: Maximum of 55,116 lbs. with payload
	Empty Weight: 43,640 lbs.
	Overall Dimensions: 98" wide x 103" high x 168" long
	Payload Capacity: Payload consists of a single SLB2
Mode of Transportation:	Truck, with one TRUPACT-III to be transported on a specially designed trailer.
Loading Process:	Horizontal loading.
Labeling:	Labeling will be performed in accordance with DOT regulations.
Placarding:	Placarding will be performed in accordance with DOT regulations.
Marking:	Marking will be performed in accordance with DOT regulations.

Appendix 2 – Packaging Descriptions

TRUPACT-III



Packaging Outside Dimensions:

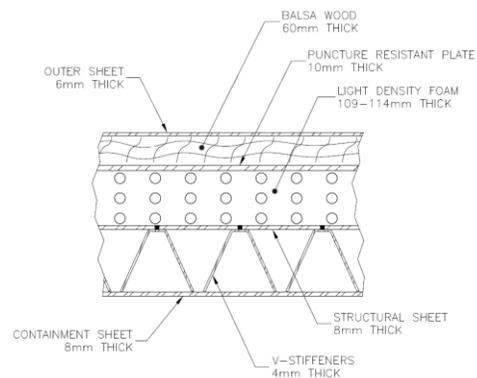
Overall Width = 2,500 mm
Overall Length = 4,288 mm
Overall Height = 2,650 mm

Package Weights:

Maximum Gross = 25,000 kg (incl. contents)
Maximum Contents = 5,210 kg

Primary Materials of Construction:

UNS S31803 Stainless Steel
ASTM Type 304/304L Stainless Steel
ASTM A320 L43 Alloy Steel
Polyurethane Foam
Balsa Wood
Calcium Silicate Insulation
Butyl Seals



Body Side-wall Cross Section

Appendix 3 – WIPP-Specific State Permit and Fee Requirements

State and Permit	Hazardous Waste	Radioactive Waste	Special Requirements
Alabama	Registration: N/A Permit: Hazardous Waste Transport \$650/year Routing: N/A	Registration: N/A Permit: N/A Routing: HRCQ Preferred Routes	55 mph speed limit.
Arizona	Registration: N/A Permit: N/A Routing: Notification to Motor Vehicles Division. Ban on sections of I-10.	Registration: N/A Permit: N/A Routing: Same as HAZMAT	None
California	Registration: N/A Permit: (1) CA Highway Patrol Transportation License - \$100 new and \$75 renewal. Routing: State-designated routes	Registration: N/A Permit: CA Highway Patrol Transportation License, \$100 new and \$75 renewal. Routing: State-designated routes for HRCQ shipments. 72-hour advance notice to the State Highway Patrol required.	Notify California Highway Patrol.
Colorado	Registration: N/A Permit: Annual Hazardous Materials Transportation Permit Annual permit ranges from \$10-\$400. Single-trip permit fee is \$25. Routing: State designated routes for hazardous materials. Definition: Hazardous materials are defined in §42-20-103(3) C.R.S.	Registration: N/A Permit: Annual Nuclear Materials Transportation Permit (HRCQ & WIPP). Annual permit Fee is \$500. Single-trip permit fee is \$200. (See 8 CCR 1507-25, NMT3). Routing: State-designated routes for nuclear materials. Definition: Nuclear materials are defined in § 42-20-402 (3), C.R.S.	Longer vehicle combinations (LVS) are prohibited from transporting certain types and quantities of hazardous materials. Vehicles transporting nuclear materials must schedule trips through cities with over 50,000, so as to avoid rush hours. Rush hour is between 6 and 9 a.m. and between 3 and 6 p.m.

Appendix 3 – WIPP-Specific State Permit and Fee Requirements

State and Permit	Hazardous Waste	Radioactive Waste	Special Requirements
Georgia	<p>Registration: N/A Permit: N/A Routing: Atlanta route restrictions. No travel between the hours of 7 a.m. and 9 a.m. or 4 p.m. and 6 p.m. Monday through Friday.</p>	<p>Registration: N/A Permit: Same as HAZMAT. Written notice is required to the Public Service Commission for all radioactive materials that do not require permits. Routing: Same as HAZMAT materials.</p>	None
Idaho	<p>Registration: Annual registration endorsement required from the Idaho Transportation Department. Annual fee of \$10 per power unit. Permit: Hazardous Waste Permit is required if the waste is shipped using an EPA Hazardous Waste Manifest. Permit can be purchased at any Idaho Port of Entry or by calling the Idaho Transportation Department Permit Section at (208) 334-8420. The permit is \$20 per load or \$250 annually per power unit. Routing: N/A</p>	<p>Registration: N/A Permit: N/A Routing: Advance notice to State Police of the intent to transport.</p> <p>Registration: N/A Permit: N/A Routing: Advance notice to State Police of the intent to transport. Hazardous Waste Permit is required if the waste is shipped on an EPA Hazardous Waste Manifest. The permit is \$20 per load or \$250 annually per power unit.</p>	None
Illinois	<p>Registration: Uniform State \$50 processing fee plus an apportioned fee based on HAZMAT activity. Permit: N/A Routing: N/A</p>	<p>Registration: N/A Permit: LLRW: permit required for shipment originating out of or destined for the state. No fee required. TRU: no permit required. Fee of \$2,500 per truck.</p>	Certain exemptions for farm materials. Inspection required. Escorts required.

Appendix 3 – WIPP-Specific State Permit and Fee Requirements

State and Permit	Hazardous Waste	Radioactive Waste	Special Requirements
Indiana	Registration: N/A Permit: N/A Routing: Indianapolis restrictions; prohibited during rush hour in populated areas.	Registration: N/A Permit: N/A Routing: Same as HAZMAT.	Headlights must always be on in Marion County.
Iowa	Registration: N/A Permit: N/A Routing: N/A	Registration: N/A Permit: Required (Letter of fee waiver required) \$1,800 per cask Contact Angela Leek (515) 281-3478 Routing: HRCQ preferred routes.	None
Kentucky	Registration: N/A Permit: N/A Routing: Escorted across Cumberland Gap.	Registration: N/A Permit: N/A Routing: Escorted across Cumberland Gap. HRCQ preferred routes. Fee \$25	Notify state police within an hour after an accident.
Louisiana	Registration: N/A Permit: N/A Routing: HAZMAT banned in certain highways and tunnels.	Registration: N/A Permit: N/A Routing: Same as HAZMAT.	None
Maryland	Registration: N/A Permit: N/A Routing: Notify state transportation agency two hours in advance. Ban in certain areas. Must stay on two right lanes of I-495.	Registration: N/A Permit: N/A Routing: Same as HAZMAT.	
Mississippi	Registration: Annual registration endorsement required from the Mississippi Emergency Agency Annual permitting fee ranging from \$250.00 to \$1000.00 will be assessed according to waste classification and volume	Registration: Annual registration endorsement required from the Mississippi Emergency Management Agency Permit: Annual permitting fee ranging from \$250.00 to \$1000.00 will be assessed according to waste classification and volume	Limited to interstate highways. Pre-notification of manifested travel required by Mississippi Emergency Management Agency.

Appendix 3 – WIPP-Specific State Permit and Fee Requirements

State and Permit	Hazardous Waste	Radioactive Waste	Special Requirements
	Limited to interstate and state highways.	Routing: Waste transporter's permit is required. Cost varies by type of cargo. \$2,500 for spent fuel.	
Nebraska	Registration: No Information. Permit: No Information. Routing: No Information	Registration: Exemption of fees for the transportation of TRU Waste. Permit: Exemption of fees for the transportation of TRU Waste. Routing: TRU Waste authorized for WIPP transportation corridor Interstate 80.	
Nevada	Registration: Uniform State*. \$500 permit review fee plus \$125 processing fee. Payable to the State Highway Patrol. Permit: Uniform State. \$500 permit review fee plus \$125 processing fee. Payable to the State Highway Patrol. Routing: N/A	Registration: Uniform State. \$500 permit review fee plus \$125 processing fee. Payable to the State Highway Patrol. Permit: Uniform State. \$500 permit review fee plus \$125 processing fee. Payable to the State Highway Patrol. Routing: (1) HRCQ carriers must notify Dept. of Human Resources 48 hours in advance. (2) Non-mandatory notification for Emergency Management.	All transuranic and HRCQ shipments are inspected and escorted.
New Mexico	Registration: N/A Permit: HAZMAT transportation permit from MVD. \$250 annual fee, \$75 single-trip fee. Routing: N/A	Registration: N/A Permit: HAZMAT transportation permit from MVD. \$250 annual fee, \$75 single-trip fee. Routing: HRCQ preferred routes.	Applies to overweight shipments only.
New York	Registration: N/A Permit: N/A Routing: N/A	Registration: N/A Permit: N/A Routing: Permit requirements for overweight and/or oversize dimension	None

Appendix 3 – WIPP-Specific State Permit and Fee Requirements

State and Permit	Hazardous Waste	Radioactive Waste	Special Requirements
		vehicles carrying large amounts of radioactive materials. \$40 per shipment.	
Ohio	<p>Registration: Uniform State*. \$50 processing fee plus an apportioned fee based on HAZMAT activity.</p> <p>Permit: Uniform State. \$50 processing fee plus an apportioned fee based on HAZMAT activity.</p> <p>Routing: Designated and restricted routes for nonradioactive HAZMAT in northeast Ohio.</p>	<p>Registration: Uniform State. \$50 processing fee plus an apportioned fee based on HAZMAT activity.</p> <p>Permit: Uniform State. \$50 processing fee plus an apportioned fee based on HAZMAT activity.</p> <p>Routing: N/AA</p>	Inspections on all TRU waste shipments. Call HAZMAT Safety Enforcement (614) 466-0423. Registration is required on all HAZMAT shipments.
Oregon	<p>Registration: Motor Carrier's Registration. Number fee.</p> <p>Permit: N/A</p> <p>Routing: N/A</p>	<p>Registration: N/A</p> <p>Permit: Radioactive Material Transport Permit. \$70 per placarded shipment.</p> <p>Routing: Notification of radioactive waste transport to Department of Energy or DOT before 72 hours. HRCQ preferred routes.</p>	
Pennsylvania	<p>Registration: N/A</p> <p>Permit: Permit to enter turnpike system from Penn. Turnpike Commission. \$20 for first card in the year and \$10 for each additional card.</p> <p>Routing: Ban on certain routes. Ban in tunnels on the Turnpike. Permit required for RAM/HAZMAT transport on some routes during nighttime travel</p>	<p>Registration: N/A</p> <p>Permit: Same as HAZMAT.</p> <p>Routing: Same as HAZMAT.</p>	
South Carolina	<p>Registration: N/A</p> <p>Permit: N/A</p>	<p>Registration: N/A</p> <p>Permit: Radioactive Waste Transport</p>	Generator of radioactive waste must provide

Appendix 3 – WIPP-Specific State Permit and Fee Requirements

State and Permit	Hazardous Waste	Radioactive Waste	Special Requirements
	Routing: N/A	Permit. Cost varies between \$200 and \$1500 based on the amount of shipment. Contact Dept. of Health and Environment. Routing: HRCQ preferred routes for spent nuclear fuel. Notify Dept. of Health and Environment 72 hours in advance of shipment.	liability insurance.
Tennessee	Registration: N/A Permit: N/A Routing: N/A	Registration: N/A Permit: LLRW transport license from the Dept. of Conservation. \$850 annual fee. Routing: HRCQ preferred routes.	None
Texas	Registration: N/A Permit: Routing:	Registration: N/A Permit: N/A Routing: N/A	Exemptions for farm tank trailers used and anhydrous ammonia transport. Certain cargo tanks are also exempt.
Utah	Registration: N/A Permit: N/A Routing: N/A	Registration: N/A Permit: N/A Routing: N/A	None
Virginia	Registration: N/A Permit: N/A Routing: Prohibited from certain tunnels.	Registration: N/A Permit: N/A Routing: HRCQ preferred routes.	HAZMAT restricted to two right lanes of Capital Beltway. Explosives not allowed in passenger vehicles.
Washington	Registration: N/A Permit: Intrastate insurance fees/cost varies. Intrastate certificate required from Transportation Commission. \$275 per trip. Routing: N/A	Registration: N/A Permit: Same as HAZMAT. Routing: N/A	HRCQ of radioactive materials and explosives are subject to certain driving and parking rules.

Appendix 3 – WIPP-Specific State Permit and Fee Requirements

State and Permit	Hazardous Waste	Radioactive Waste	Special Requirements
West Virginia	<p>Registration: Uniform State* \$50 processing fee. Contact the Public Service Commission.</p> <p>Permit: Uniform State* \$50 processing fee. Contact the Public Service Commission.</p> <p>Routing: N/A</p>	<p>Registration: Uniform State* \$50 processing fee. Contact the Public Service Commission.</p> <p>Permit: Uniform State* \$50 processing fee. Contact the Public Service Commission.</p> <p>Routing: N/A</p>	None
Wyoming	<p>Registration: N/A</p> <p>Permit: N/A</p> <p>Routing: N/A</p>	<p>Registration: N/A</p> <p>Permit: Radioactive waste transporter permit. No cost.</p> <p>Routing: Advance notification to DOT of the route plan.</p>	Mandatory emergency response fee for radioactive materials costs \$200 per package.

* Uniform Hazardous Materials Registration and Permitting Program.

- CNG - Compressed Natural Gas
- DOT - U.S. Department of Transportation
- HRCQ - Highway Route-controlled Quantities
- LLRW - Low-Level Radioactive Waste
- LNG - Liquefied Natural Gas
- LPG - Liquid Petroleum Gas
- PCB - Polychlorinated Biphenyl
- TRU - Transuranic Waste

Appendix 4 – Safe Parking and Inspection Locations

The table of state-specific requirements includes information on inspection stations, contacts for obtaining weather and road conditions, identification of safe parking areas.

The parking areas selection hierarchy has been developed to incorporate two factors: (1) the *desirability* of a particular type of parking; and (2) the driver's ability to reach that parking area under different types of emergencies.

- First Choice: Department of Defense and/or Department of Energy facilities
- Second Choice: Specific types of places (possibly, but not necessarily pre-designated by states) (e.g., truck stops, state highway department sheds/yards, ports of entry, National Guard units)
- Third Choice: Factors to avoid:
- Highly populated areas
 - Areas that are difficult to evacuate in case of emergency (e.g., hospitals, schools)
 - Industrial areas (e.g., refineries)
 - Areas with difficult access
 - Crowded parking areas
 - Parked trucks carrying flammables or explosives
 - Poorly lighted areas
 - Highway shoulders
 - Residential areas
 - Areas with numerous pedestrians
 - Areas without driver services (e.g., food)

Appendix 4 – Safe Parking and Inspection Locations

State	Inspection Stations and Ports of Entry	Safe Parking Criteria for WIPP Shipments	Emergency Contacts	Road and Travel Information Service Number	24-hour Notification Number
AL	No ports of entry Mobile Inspecting Stations	<p>State Pre-designated Parking Area: None</p> <p>First Choice: Dept. of Defense DOE and DOD facilities: Anniston Army Depot</p> <p>Second Choice for Safe Parking: None</p> <p>Third Choice for Safe Parking: None Contact Action: Carrier should call State Patrol Contact telephone number: (334) 242-4378</p> <p>Additional Considerations: Circumstances when a route change would be preferable to parking: None</p>	State Patrol (334) 242-4378	National Weather Service (205) 664-3010	(334) 242-4378
CA		<p>State Pre-designated Parking Area: None</p> <p>First Choice: DOE or DOD facilities <u>DOE and DOD facilities:</u> Fort Irwin, Marine Corps Supply Center, Lemoore Air Station, Camp Parks, Long Beach Support Activity,</p>	California Highway Patrol at the California State Warning Center Contact Telephone		(916) 845-8931

Appendix 4 – Safe Parking and Inspection Locations

State	Inspection Stations and Ports of Entry	Safe Parking Criteria for WIPP Shipments	Emergency Contacts	Road and Travel Information Service Number	24-hour Notification Number
		<p>Long Beach Shipyard, Los Alamitos Air Station, Fort MacArthur, Riverbank Ammo Plant, Norton AFB, El Toro Marine Air Station, Travis AFB, Twenty-nine Palms Marine Corps Base</p> <p>Second Choice for Safe Parking: The driver/CMR would have to receive permission from CalTrans and Highway Patrol for highway department yards, commercial vehicle inspection facilities and from the National Guard for their facilities.</p> <p>Third Choice for Safe Parking: Driver select safe parking area based upon areas to avoid.</p> <p>Contact Action: CMR should notify California Highway Patrol at the California State Warning Center for use of CalTrans or Commercial Vehicle Inspection facilities. Contact telephone number: (916) 845-8931</p>	<p>Number: (916) 845 8931</p>		

Appendix 4 – Safe Parking and Inspection Locations

State	Inspection Stations and Ports of Entry	Safe Parking Criteria for WIPP Shipments	Emergency Contacts	Road and Travel Information Service Number	24-hour Notification Number
		<p>Additional Considerations: Circumstances when a route change would be preferable to parking: Change from the selected route should be limited to extremely unusual condition and then only after approval is received from Highway Patrol.</p>			
CO	I-25, NB-SB, Fort Collins Port of Entry I-25, NB-SB, Monument Port of Entry I-25, NB, Trinidad Port of Entry	<p>First Choice: Highly desirable-Peterson AFB; Less desirable-Buckley AFB, Fort. Carson AFB, USAF Academy, Pueblo Army Depot; Unavailable-Fort St. Vrain ISFSI</p> <p>Second Choice for Safe Parking:</p> <p>Approved rest areas: Pinon Rest Area (MM 111) and Cuerno Verde Rest Area (MM 36.7)</p> <p>Approved truck stops: Del Camino (MM 240), Monument Truck Stop (MM 161), Love’s Truck Stop (MM 104).</p> <p>“Exit 11” on Colorado I-25: Driver may use if the Raton Port of Entry is full (short term, not to exceed 2 hours).</p>	Colorado State Patrol (303) 279-4501	http://www.dot.state.co.us/Travel/Construction/index.htm or Colorado Department of Transportation Management Center (303) 512-5830	Colorado State Patrol (303) 239-4501

Appendix 4 – Safe Parking and Inspection Locations

State	Inspection Stations and Ports of Entry	Safe Parking Criteria for WIPP Shipments	Emergency Contacts	Road and Travel Information Service Number	24-hour Notification Number
		<p>Third Choice for Safe Parking: Driver selects safe parking area based upon areas to avoid.</p> <p>Contact Action: The driver should notify the Central Monitoring Room (CMR) of the need for a safe parking location. The CMR contacts the CSP to discuss safe parking alternatives and to obtain concurrence as well as additional guidance. The CMR enters the safe parking location into TRANSCOM. Colorado State Patrol Denver Communications Center: (303) 239-4501</p> <p>Additional Considerations: Public rest areas are not appropriate parking areas for WIPP shipments. If an accident or unusual traffic blockage should occur while the shipment is traversing the I-25 corridor, it may be preferable to re-route the shipment. The Colorado State Patrol will make the decision as to the alternate route to be used and</p>			

Appendix 4 – Safe Parking and Inspection Locations

State	Inspection Stations and Ports of Entry	Safe Parking Criteria for WIPP Shipments	Emergency Contacts	Road and Travel Information Service Number	24-hour Notification Number
		<p>whether a CSP escort will be required. The driver must stop when it is safe to do so and contact the Central Monitoring Room (CMR). The CMR is responsible for contacting the CSP to discuss safe parking alternatives and to obtain concurrence as well as additional guidance for the drivers including: instructions on how to proceed, where to wait for the CSP escort, and appropriate routes that will be used to and from the interstate.</p>			
GA	Weigh stations and roadside inspections throughout the state.	<p>State Pre-designated Parking Area: None</p> <p>First Choice: Military or other appropriate U.S. government facility DOE and DOD facilities: None</p> <p>Second Choice for Safe Parking: None</p> <p>Third Choice for Safe Parking: Carrier should select safe parking based on avoidance factors.</p>	<p>State Patrol (404) 624-6077</p> <p>Emergency Management Agency (404) 635-7200</p>	<p>Dept. of Transportation (404) 657-4368 cellular #368</p>	<p>(404) 624-6077 Cellular #447</p>

Appendix 4 – Safe Parking and Inspection Locations

State	Inspection Stations and Ports of Entry	Safe Parking Criteria for WIPP Shipments	Emergency Contacts	Road and Travel Information Service Number	24-hour Notification Number
		<p>Contact Action: Emergency Management Agency Contact telephone number: (800) TRY-GEMA or (404) 635-7200</p> <p>Additional Considerations: Circumstances when a route change would be preferable to parking: Any, except severe weather.</p>			
ID	<p>INL - Port of Origin I-15, NB-SB, Inkom Port of Entry I-84, EB-WB, Cotterel Port of Entry I-84, EB-WB, East Boise Port of Entry</p>	<p>State Pre-designated Parking Area: None</p> <p>First Choice: DOE or DOD facilities DOE and DOD facilities: INL and Mountain Home AFB</p> <p>Second Choice for Safe Parking: Malad, Pocatello, and Blackfoot Highway Dept. Yards, ports of entry, or National Guard Facilities</p> <p>Third Choice for Safe Parking: Drivers selects safe parking area based upon areas to avoid.</p> <p>Contact Action: The driver/dispatcher should select a</p>	<p>Communication s Center</p> <p>24-Hour Communication Center (208) 236-6066</p> <p>I-84 Corridor Southern Idaho 24-Hour Communication Center (208) 846-7550</p>	<p>Statewide: 1-888-432-7623</p> <p>Pocatello area: District 5 (208) 239-3300</p> <p>Boise area: (208) 334-8300</p> <p>If ITD is not reporting: I-15 Corridor</p> <p>Southern Idaho 24-Hour Communication Center (208) 236-6066</p>	(800) 632-8000

Appendix 4 – Safe Parking and Inspection Locations

State	Inspection Stations and Ports of Entry	Safe Parking Criteria for WIPP Shipments	Emergency Contacts	Road and Travel Information Service Number	24-hour Notification Number
		<p>parking site using the three-tier criteria and enter the information into TRANSCOM. State or local officials would not be contacted directly.</p> <p>Contact telephone number: State Police Southern Idaho 24-Hour Communication Center (208) 236-6066</p> <p>Additional Considerations: None Circumstances when a route change would be preferable to parking: There are times when route change with ISP escort would be preferable to parking.</p>		<p>I-84 Corridor Southern 24-Hour Communication Center (208) 846-7550</p>	
IL	<p>Inspection stations vary for each Port of Entry. Kelly Horn (217) 558-5135.</p>	<p>State Pre-designated Parking Area: Shipments will be escorted at all times while in the state of Illinois. If the need for safe parking arises, carriers will be directed to an appropriate safe-parking area by the escort teams.</p> <p>First Choice: Any area which meets the NRC definition of “Safe Parking” (i.e., weigh stations, truck stops, etc.) DOE and DOD facilities: Argonne National Laboratory</p>	<p>IEMA (217) 782-7860 (24-hour number)</p> <p>State Police Hazard Materials Section Master Sgt. Todd</p>	<p>Dept. of Transportation, Station 1 (217) 782-2937 (800) 452-4368</p>	<p>(217) 782-7860</p>

Appendix 4 – Safe Parking and Inspection Locations

State	Inspection Stations and Ports of Entry	Safe Parking Criteria for WIPP Shipments	Emergency Contacts	Road and Travel Information Service Number	24-hour Notification Number
		<p>Second Choice for Safe Parking: Any area which meets the NRC definition of “safe parking” (i.e., weigh stations, truck stops, etc.)</p> <p>Contact Action: Contact telephone number: (217) 782-7860, IEMA (217) 782-7762, State Police</p> <p>Additional Considerations: Circumstances when a route change would be preferable to parking</p>	<p>Armstrong (217) 782-6629</p>		
IN		<p>State Pre-designated Parking Area: None</p> <p>First Choice: Highway Dept. Regional Facilities along transportation corridors DOE and DOD facilities: None</p> <p>Second Choice for Safe Parking: National Guard Armories</p> <p>Third Choice for Safe Parking: Driver selects safe parking area based upon areas to avoid from State Police</p>	<p>Indiana Department of Homeland Security (800) 669-7362 (24-hour number)</p> <p>State Police (317) 232-8248</p>	<p>Indiana Department of Homeland Security (800) 669-7362</p>	<p>Indiana Department of Homeland Security (800) 669-7362 (24-hour number)</p>

Appendix 4 – Safe Parking and Inspection Locations

State	Inspection Stations and Ports of Entry	Safe Parking Criteria for WIPP Shipments	Emergency Contacts	Road and Travel Information Service Number	24-hour Notification Number
		<p>Contact Action: Duty Officer Indiana Department of Homeland Security</p> <p>Contact telephone number: (800) 669-7362 (24-hour number)</p> <p>Additional Considerations: SEMA will contact State Police</p> <p>Circumstances when a route change would be preferable to parking: None</p>			
IA		<p>State Pre-designated Parking Area: None</p> <p>First Choice: Camp Dodge, Johnston, Iowa DOE and DOD facilities: None</p> <p>Second Choice for Safe Parking: State Maintenance Facilities along I-80, I-29, and I-35</p> <p>Third Choice for Safe Parking: State scales along I-80, I-29, and I-35</p>	<p>Emergency Management Division (State Radio (24-hour number) (515) 323-4360 (Request EMD Duty Officer) IDPH Angela Leek (515) 371-2255</p>	<p>Highway Patrol (515) 288-1047</p>	<p>State Radio (515) 323-4360 (24-hour number) Request EMD Duty Officer</p>

Appendix 4 – Safe Parking and Inspection Locations

State	Inspection Stations and Ports of Entry	Safe Parking Criteria for WIPP Shipments	Emergency Contacts	Road and Travel Information Service Number	24-hour Notification Number
		<p>Contact Action: Joyce Flinn, Operations Division Administrator Iowa Department of Homeland Security and Emergency Management</p> <p>Contact telephone numbers: (515) 725-3231 24 hours</p> <p>Additional Considerations: Public rest areas are not appropriate parking areas. Circumstances when a route change would be preferable to parking: None</p>			
KY	I-75, Kenton County, Georgetown, London I-64 Morehead, Shelbyville, I-24, Paducah I-65, Simpson County, Elizabethtown	<p>State Pre-designated Parking Area: None</p> <p>First Choice: DOD and DOE facilities DOE and DOD facilities: None</p> <p>Second Choice for Safe Parking: None</p> <p>Third Choice for Safe Parking: Carrier should select safe parking area based upon areas to avoid.</p>	DES - Operations (502) 564-7815	Transportation Cabinet (800) 459-7623	(502) 564-7815

Appendix 4 – Safe Parking and Inspection Locations

State	Inspection Stations and Ports of Entry	Safe Parking Criteria for WIPP Shipments	Emergency Contacts	Road and Travel Information Service Number	24-hour Notification Number
		<p>Contact Action: The carrier should call DES Operations. Contact telephone number: DES-Operations (502) 564-7815</p> <p>Additional Considerations: Parking public rest areas will only be in areas designed for trucks.</p> <p>Circumstances when a route change would be preferable to parking: None</p>			
LA	Monroe Shreveport	<p>State Pre-designated Parking Area: None</p> <p>First Choice: Dept. of Defense facilities DOE and DOD facilities: None</p> <p>Second Choice for Safe Parking: N/A</p> <p>Third Choice for Safe Parking: N/A</p> <p>Contact Action: State Police</p>	<p>State Police (225) 925-6595</p> <p>Radiation Protection (225) 765-0160</p>	<p>National Weather Service (504) 355-4823</p>	

Appendix 4 – Safe Parking and Inspection Locations

State	Inspection Stations and Ports of Entry	Safe Parking Criteria for WIPP Shipments	Emergency Contacts	Road and Travel Information Service Number	24-hour Notification Number
		Contact telephone number: (225) 925-6595 Additional Considerations: N/A Circumstances when a route change would be preferable to parking: None			
MS	I-20 Lauderdale County I-20 Warren County	State Pre-designated Parking Area: National Guard Armories Highway Department Regional Facilities and County Controlled Facilities Third Choice for Safe Parking: Carriers should select safe parking area based on areas to be avoided by MS Highway Patrol in consultation with MEMA MS Highway Safety Patrol telephone number: (601) 987-1530 to parking: For thru shipments, MSHP will provide escort through predesignated areas.	MS Highway Patrol Troop C, Jackson (601) 987-1530 Troop H, Meridian (601) 693-1926 MS Emergency Mgt. Agency (601) 352-9100 (800) 222-6362	Road MS Highway Safety Patrol (601) 987-1530 Weather Nat. Weather Service (601) 939-2786	(800) 222-6362 Mississippi Emergency Management Agency

Appendix 4 – Safe Parking and Inspection Locations

State	Inspection Stations and Ports of Entry	Safe Parking Criteria for WIPP Shipments	Emergency Contacts	Road and Travel Information Service Number	24-hour Notification Number
MO		<p>State Pre-designated Parking Area: None</p> <p>First Choice: DOE and DOD facilities:</p> <p>Second Choice for Safe Parking: None</p> <p>Third Choice for Safe Parking: None</p> <p>Contact Action: Capt. Gregory Kindle Field Operations Bureau Missouri State Highway Patrol</p> <p>Contact telephone number: (573) 526-6145</p> <p>Additional Considerations: Circumstances when a route change would be preferable to parking:</p>	<p>Emergency Management Agency (Duty Officer) (573) 751-2748 (24-hour number)</p> <p>State Highway Patrol - Troop F (573) 751-1000</p>	<p>Road (800) 222-6400</p> <p>Weather (314) 447-1876</p>	(573) 751-2748
NE		<p>State Pre-designated Parking Area: None</p>	<p>State Patrol - Troop Communications</p>	<p>Road (800) 906-9069 (402) 471-4533 Dial 511 (in-</p>	<p>State Patrol - Troop Communications Center</p>

Appendix 4 – Safe Parking and Inspection Locations

State	Inspection Stations and Ports of Entry	Safe Parking Criteria for WIPP Shipments	Emergency Contacts	Road and Travel Information Service Number	24-hour Notification Number
		<p>First Choice: DOE and DOD facilities:</p> <p>Second Choice for Safe Parking: Closest enclosed Nebraska Department of Roads Compound</p> <p>Third Choice for Safe Parking: None</p> <p>Contact Action: Sgt. Glenn Elwell, NSP</p> <p>Contact telephone number: (402) 479-4921 (24-hour number)</p> <p>Additional Considerations: Areas suitable for safe parking can be identified by consulting the Nebraska State Patrol.</p> <p>Circumstances when a route change would be preferable to parking:</p>	<p>Center (402) 479-4921 (402) 471-4545</p>	<p>state only) or http://doroads.nol.org/.511/</p>	<p>(402) 479-4921 (402) 471-4545</p>
NV	Inspected at NNSS Point of Origin	<p>State Pre-designated Parking Area: Not formally designated. Safe parking areas identified along routes prior to initiation of shipments.</p>	<p>Nevada Highway Patrol, Southern Command</p>	<p>(877) 687-6237 (877-NVROADS)</p>	<p>(702) 486-4100 (24-hour number for WIPP shipments)</p>

Appendix 4 – Safe Parking and Inspection Locations

State	Inspection Stations and Ports of Entry	Safe Parking Criteria for WIPP Shipments	Emergency Contacts	Road and Travel Information Service Number	24-hour Notification Number
		<p>First Choice: DOE or DOD facilities DOE and DOD facilities:</p> <p>Second Choice for Safe Parking: NDOT facilities along routes (to be determined prior to shipments)</p> <p>Third Choice for Safe Parking: Driver selects safe parking area based upon areas to avoid.</p> <p>Contact Action:</p> <p>Contact telephone number:</p> <p>Additional Considerations:</p> <p>Circumstances when a route change would be preferable to parking:</p> <p>TRU Waste Shipments originating at NNSS will be returned to NNSS if there are problems along the route while shipments are in Nevada. For thru shipments, NHP escorts will advise safe parking location as required</p>	<p>(702) 486-4100</p> <p>Nevada Division of Emergency Management (775) 687-4900 (business hours) (775) 688-2830 (after hours/ holidays)</p>		<p>only)</p> <p>(702) 486-4114 (24-hour number for Nevada Highway Patrol)</p>

Appendix 4 – Safe Parking and Inspection Locations

State	Inspection Stations and Ports of Entry	Safe Parking Criteria for WIPP Shipments	Emergency Contacts	Road and Travel Information Service Number	24-hour Notification Number
NM	<p>Los Alamos - point of origin</p> <p>Loving Port of Entry Raton Port of Entry Gallup Port of Entry Vaughn Port of Entry WIPP - point of destination</p>	<p>State Pre-designated Parking Area: Raton Port of Entry</p> <p>First Choice: DOE and DOD facilities DOE and DOD facilities: Kirtland AFB, Los Alamos National Laboratory</p> <p>Second Choice for Safe Parking: Raton Port of Entry</p> <p>Third Choice for Safe Parking: Driver selects safe parking based upon areas to avoid.</p> <p>Contact Action: The drivers should notify CMR of their location.</p> <p>CMR should then contact the State for concurrence.</p> <p>Contact telephone number: (505) 827-9300, New Mexico State Police</p> <p>Additional Considerations: Inappropriate areas include highway</p>	<p>New Mexico State Police (505) 827-9300</p>	<p>State Highway and Transportation Department (800) 432-4269 or (505) 432-4269</p>	<p>(505) 827-9300</p>

Appendix 4 – Safe Parking and Inspection Locations

State	Inspection Stations and Ports of Entry	Safe Parking Criteria for WIPP Shipments	Emergency Contacts	Road and Travel Information Service Number	24-hour Notification Number
		<p>on/off ramps and congested rest areas.</p> <p>Circumstances when a route change would be preferable to parking: The state would have to be consulted regarding any proposed route change.</p>			
OH	<p>The Public Utilities Commission of Ohio (PUCO) maintains a policy to inspect all HRCQ, spent fuel, high-level and transuranic waste shipments. Package and vehicle/equipment inspection performed by PUCO.</p> <p>Contact:</p> <p>Ronald Swegheimer, Chief PUCO Transportation Department,</p>	<p>State Pre-designated Parking Area: Carrier should select safe parking areas based upon criteria to avoid heavy populations and on security.</p> <p>First Choice: DOD and DOE facilities DOE and DOD facilities: Battelle (Columbus), Fernald, Mound (Miamisburg), Portsmouth and Wright Patterson AFB (Dayton) Rickenbacker ONG (Groveport)</p> <p>Second Choice for Safe Parking: None</p> <p>Third Choice for Safe Parking: None</p>	<p>Bureau of Environmental Health and Radiation Protection (614) 644-2727</p> <p>Emergency Management Agency (614) 889-7150 (24-hour number)</p>	<p>Road and Weather (888) 264-7623</p> <p>State Highway Patrol (614) 466-2660 (24-hour number)</p>	<p>Bureau of Environmental Health and Radiation Protection (614) 644-2727 (24-hour number)</p> <p>State Highway Patrol (614) 466-2137 (operations) (24-hour number)</p> <p>Emergency Mgt Agency (614) 889-7150 (24-hour</p>

Appendix 4 – Safe Parking and Inspection Locations

State	Inspection Stations and Ports of Entry	Safe Parking Criteria for WIPP Shipments	Emergency Contacts	Road and Travel Information Service Number	24-hour Notification Number
	Enforcement Division (614) 466-0423	<p>Contact Action: State Highway Patrol (614) 466-4056 (614) 466-2660 (24-hour number) Emergency Management Agency (614) 889-7150 (24-hour number) Bureau of Radiation Protection/Department of Health (614) 644-2727 (24-hour number)</p> <p>Additional Considerations: Public rest areas are not appropriate parking areas.</p> <p>Circumstances when a route change would be preferable to parking: None</p>			number)
OR	I-84, La Grande I-84, Farewell Bend Port of Entry I-82, Umatilla Port of Entry	<p>State Pre-designated Parking Area: None</p> <p>First Choice: DOE or DOD facilities</p> <p>Second Choice for Safe Parking: Umatilla Port of Entry Farewell/Bend Port of Entry (near Ontario)</p>	(503) 378-6377 or Oregon Emergency Management	(800) 977-6368 (503) 588-2941 Construction Information LaGrande Field Office (541) 963-3177	(503) 378-6377 Emergency Management Agency's Duty Officer

Appendix 4 – Safe Parking and Inspection Locations

State	Inspection Stations and Ports of Entry	Safe Parking Criteria for WIPP Shipments	Emergency Contacts	Road and Travel Information Service Number	24-hour Notification Number
		<p>Third Choice for Safe Parking: Driver selects safe parking area based upon areas to avoid.</p> <p>Contact Action: The CMR should notify the Oregon Emergency Response System for concurrence and/or additional guidance. The CMR should notify the Umatilla Tribe if the truck is on or approaching the Umatilla Indian Reservation.</p> <p>Contact telephone number: (503) 378-6377</p> <p>Additional Considerations: None</p> <p>Circumstances when a route change would be preferable to parking: If an accident is blocking the interstate and the police are rerouting other traffic, the WIPP shipments should follow the rest of the traffic. County and state law enforcement authorities should be notified of the rerouting.</p>			

Appendix 4 – Safe Parking and Inspection Locations

State	Inspection Stations and Ports of Entry	Safe Parking Criteria for WIPP Shipments	Emergency Contacts	Road and Travel Information Service Number	24-hour Notification Number
PA	None	<p>State Pre-designated Parking Area: None</p>	<p>PA Emergency Management Agency (717) 651-2001 (24-hour number)</p>		<p>PA Emergency Management Agency 24-hour number (717) 651-2001</p> <p>PA State Police 24-hour number (800) 895-8177 pager</p> <p>(717) 787-4969 (8am-4pm)</p>
SC	SRS-Point of Origin	<p>State Pre-designated Parking Area: None</p> <p>First Choice: DOE and DOD facilities: None</p> <p>Second Choice for Safe Parking: None</p> <p>Third Choice for Safe Parking: None</p>	<p>State Law Enforcement Division Major. Ben Thomas (803) 896-7069</p>	<p>Lt. Oscar Brunson Highway Patrol</p> <p>Telephone (803) 896-9692</p> <p>Pager (800) 712-7386</p>	<p>(803) 896-7069</p>

Appendix 4 – Safe Parking and Inspection Locations

State	Inspection Stations and Ports of Entry	Safe Parking Criteria for WIPP Shipments	Emergency Contacts	Road and Travel Information Service Number	24-hour Notification Number
		<p>Contact Action: The carrier should call Lt. D.M. Dill, Transport Police</p> <p>Contact telephone number: (803) 896-5000, telephone (803) 360-4153, cellular</p> <p>Additional Considerations: None</p> <p>Circumstances when a route change would be preferable to parking: None</p>			
TN	<p>I-81 S at MM 2 Bristol TN State Welcome Center Truck Parking Area</p> <p>1-24 at MM 0.4 Clarksville TN State Welcome Center Truck Parking Area</p> <p>I-40E at MM 446 TN State Welcome Center Truck Parking Area</p>	<p>State Pre-designated Parking Area: None</p> <p>First Choice: DOD and DOE facilities DOE and DOD facilities: 1-40 Oak Ridge National Laboratory 1-24 Fort Campbell, Clarksville TN</p> <p>Second Choice for Safe Parking: None</p> <p>Third Choice for Safe Parking: None</p> <p>Contact Action: Emergency Management Agency Contact telephone number:</p>	<p>Emergency Management Agency (800) 262-3300</p>	<p>Highway Patrol (800) 342-3258</p>	<p>(800) 262-3300</p>

Appendix 4 – Safe Parking and Inspection Locations

State	Inspection Stations and Ports of Entry	Safe Parking Criteria for WIPP Shipments	Emergency Contacts	Road and Travel Information Service Number	24-hour Notification Number
	I-75N at MM 1 TN State Welcome Center Truck Parking Area I-40W at MM 50 THP District 4 Scale House	(800) 262-3300 Additional Considerations: Public rest areas are not appropriate parking areas for radioactive shipments. Circumstances when a route change would be preferable to parking: Icy roads or other dangerous road conditions.			
TX		State Pre-designated Parking Area: None First Choice: DOD and DOE facilities DOE and DOD facilities: None Second Choice for Safe Parking: None Third Choice for Safe Parking: Carrier selects safe parking area based upon areas to avoid. Contact Action: Operations Center Division of Emergency Management Contact telephone number: (512) 424-2277	Operations Center Dept. of Public Safety (512) 424-2277	Dept. of Transportation (800) 452-9292	(512) 424-2277

Appendix 4 – Safe Parking and Inspection Locations

State	Inspection Stations and Ports of Entry	Safe Parking Criteria for WIPP Shipments	Emergency Contacts	Road and Travel Information Service Number	24-hour Notification Number
		<p>Additional Considerations: Public rest areas are not appropriate parking areas for WIPP shipments.</p> <p>Circumstances when a route change would be preferable to parking: None</p>			
UT	I-15/I-84, Brigham City Port of Entry I-80/I-89, Utah/Wyoming State Line Port of Entry	<p>State Pre-designated Parking Area: None</p> <p>First Choice: DOE or DOD facilities DOE and DOD facilities: Hill AFB or Utah Depot</p> <p>Second Choice for Safe Parking: Perry Port of Entry or commercial truck stops</p> <p>Third Choice for Safe Parking: Driver selects safe parking based upon areas to avoid.</p> <p>Contact Action: The driver should notify the Perry Port of Entry staff if the safe parking procedure is invoked in Utah.</p>	Perry Port of Entry (435) 734-9414	(801) 964-6000 or (800) 492-2400 Construction Information Department of Transportation (801) 965-4389	(435) 734-9414

Appendix 4 – Safe Parking and Inspection Locations

State	Inspection Stations and Ports of Entry	Safe Parking Criteria for WIPP Shipments	Emergency Contacts	Road and Travel Information Service Number	24-hour Notification Number
		<p>Contact telephone number: Perry Port of Entry (435) 734-9414</p> <p>Additional Considerations: Selecting and arranging for safe parking is the driver's responsibility. Utah Department of Transportation resources listed can assist the these decisions.</p> <p>Circumstances when a route change would be preferable to parking: In the event of a long-term road closure, rerouting would be considered only after consultation with the Utah DOT, Motor Carrier Office (801) 965-4325.</p>			
WA	Hanford - Point of origin I-82, Plymouth Port of Entry	<p>State Pre-designated Parking Area: None</p> <p>First Choice: DOE or DOD facilities DOE and DOD facilities: Hanford</p> <p>Second Choice for Safe Parking: None</p>	(509) 249-6303	(509) 249-6303 Construction Information WA State Patrol (206) 368-4499	(509) 249-6303

Appendix 4 – Safe Parking and Inspection Locations

State	Inspection Stations and Ports of Entry	Safe Parking Criteria for WIPP Shipments	Emergency Contacts	Road and Travel Information Service Number	24-hour Notification Number
		<p>Third Choice for Safe Parking: Driver selects safe parking areas based upon areas to avoid.</p> <p>Contact Action: Contact Washington State Patrol Communications Center</p> <p>Contact telephone number: (509) 249-6303</p> <p>Additional Considerations: In the event of mechanical problems or adverse weather conditions, the shipment will be returned to Hanford.</p> <p>Circumstances when a route change would be preferable to parking: With the approval of the State Patrol, rerouting may be used in long-term emergencies. During short-term incidents/ accidents parking or limited detours may be used, depending upon the incident/accident.</p>			
WV		West Virginia state agencies will discuss parking with DOE during appropriate meetings for incorporation into DOE plan.			

Appendix 4 – Safe Parking and Inspection Locations

State	Inspection Stations and Ports of Entry	Safe Parking Criteria for WIPP Shipments	Emergency Contacts	Road and Travel Information Service Number	24-hour Notification Number
WY	Evanston Port of Entry Cheyenne Port of Entry Laramie - en route	<p>State Pre-designated Parking Area: None</p> <p>First Choice: DOE or DOD facilities DOE and DOD facilities: FE Warren AFB</p> <p>Second Choice for Safe Parking: Ports of entry and truck stops (Note: During road closures truck stops become very congested. The potential for parking lot accident situation is high. The driver should check with local Highway Patrol for possible better parking area during road closure.)</p> <p>Third Choice for Safe Parking: Driver selects safe parking area based upon areas to avoid.</p> <p>Contact Action: The driver should notify the CMR of the safe parking location in the Notes sections of the TRANSCOM bill of lading. The driver should call the Highway Patrol for concurrence and/or addition guidance during road closures, if a problem</p>	(307) 777-4321	<p>(307) 772-0824 out of state</p> <p>(888) 996-7623 in state</p> <p>Construction Information WY Public Affairs (307) 777-4761 and WY web page http://www.dot.state.wy.us/</p>	(307) 777-4321

Appendix 4 – Safe Parking and Inspection Locations

State	Inspection Stations and Ports of Entry	Safe Parking Criteria for WIPP Shipments	Emergency Contacts	Road and Travel Information Service Number	24-hour Notification Number
		<p>selecting a safe parking location arises or if TRANSCOM is not working.</p> <p>Contact telephone number: Highway Patrol Dispatch (307) 777-4321</p> <p>Additional Considerations: DOT Yards will not be available for parking WIPP shipments.</p> <p>Circumstances when a route change would be preferable to parking: None</p>			

Appendix 5 – Sample of WIPP Shipping Documents

STRAIGHT BILL OF LADING - SHORT FORM - ORIGINAL - Not Negotiable

Shipper: Kaiser-Hill CO. LLC On behalf of the U.S. Department of Energy
 Rocky Flats ETS, 10808 HWY 93 Unit B
 Golden, CO 80403-8200
 ATTN: Traffic Department Building 460

Shipper No. 00095018
 Date: 01/11/2005

Purchase/
 Customer Order No.

RECEIVED, subject to the discharges and tariffs in effect on the date of the issue of this Bill of Lading, the property described below in appearance, good or bad, except as noted (contents and condition of contents of packages unknown) marked, consigned, and destined as shown below, which said carrier (the word carrier being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to its usual place of delivery at said destination, if on its route, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed, as to each carrier of all or any of said property over all or any portion of said route to destination, and as to each party as any time interested in all or any of said property, that every service to be performed hereunder shall be subject to all the terms and conditions of the Uniform Domestic Straight Bill of Lading set forth (1) in Uniform Freight Classification in effect on the date hereof, if this is a rail or rail-water shipment, or (2) in the applicable motor carrier classification or tariff if this is a motor carrier shipment.

Shipper hereby certifies that he is familiar with all the terms and conditions of the said bill of lading, set forth in the classification or tariff which governs the transportation of the shipment, and the said terms and conditions are hereby agreed to by the shipper and accepted for himself and his assigns.

Consignee
 U.S. Department of Energy in care of
 Washington TRU Solutions, LLC
 30 Miles east of Carlsbad on Jal Highway
 Eddy County, NM 88221

CARRIER: CSPT / CAST SPECIALITY TRANSP




* 0 0 0 9 5 0 1 8 *

CAR OR VEHICLE INITIALS & NO.
 C 12 / TRAILER #360

SEAL #

Route: NUCLEAR MATERIALS DESIGNATED ROUTE

No. PKGS.	HM	Description of Article (Subject to Convention, Kind of Package, Special Marks and Exceptions (See NMFC Item (Rule) 360)	Weight (Subject to Convention)	Class	Rate	Charges	Subject to Section 7 of conditions, if this shipment is to be delivered to the consignee without recourse on the consignor, the consignor shall sign the following agreement: The carrier shall not make delivery of this shipment without payment of freight and all other lawful charges
1 CM	RO	RADIOACTIVE MATERIAL, TYPE B(U) PACKAGE, 7, UN2918 Pu238, Pu239, Pu240, Pu241, Am241 PHYSICAL FORM: SOLID CHEMICAL FORM: TRANSURANIC CONTAMINATED WASTE (OXIDE) TOTAL ACTIVITY: 0.08996 TBq RADIOACTIVE WHITE-I LABELS APPLIED, FISSILE EXCEPTED, USA9218/B(U)F-85, S/N 142	18237 LBS				KAISER-HILL Signature of Consignor If freight charges are to be prepaid, write or stamp here "TO BE PREPAID" COLLECT Note: Where the rate is dependent on value, shippers are required to state specifically in writing the agreed or declared value of the property. The agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding _____ per lb. *Job order, reference, account, or work order number
1 CM	RO	RADIOACTIVE MATERIAL, TYPE B(U) PACKAGE, 7, UN2916 Pu238, Pu239, Pu240, Pu241, Am241 PHYSICAL FORM: SOLID CHEMICAL FORM: TRANSURANIC CONTAMINATED WASTE (OXIDE) TOTAL ACTIVITY: 0.6170 TBq RADIOACTIVE WHITE-I LABELS APPLIED, FISSILE EXCEPTED, USA9218/B(U)F-85, S/N 163	15274 LBS				
1 CM	RO	RADIOACTIVE MATERIAL, TYPE B(U) PACKAGE, 7, UN2916 Pu238, Pu239, Pu240, Pu241, Am241 PHYSICAL FORM: SOLID CHEMICAL FORM: TRANSURANIC CONTAMINATED WASTE (OXIDE) TOTAL ACTIVITY: 0.2351 TBq RADIOACTIVE WHITE-I LABELS APPLIED, FISSILE EXCEPTED, USA9218/B(U)F-85, S/N 165	15159 LBS				
3 Total Pieces			TOTALS: 21171 Kgs	48670 lbs			

Sample Copy Only

IN THE EVENT OF AN EMERGENCY, PHONE: 303-966-4337 - 24 HOURS

ITEM NO.	NMFC 100	NPM NO.	Label(s) Applied
1			RADIOACTIVE WHITE I
2			RADIOACTIVE WHITE I
3			RADIOACTIVE WHITE I

Remarks:
 RF050018-440 FTRETR10
 EMERGENCY RESPONSE GUIDE NO. 163 (COPIES ATTACHED)
 SHIPMENT #RF050018
 S/N 142 SEAL #A4378 AND A4370
 S/N 163 SEAL #A4390 AND A4381
 S/N 165 SEAL #A4382 AND A4383
 WEIGHTS FOR VESSELS INCLUDE 20 POUNDS OF TRUPACT II HARDWARE

TECHNICAL CONTACT:
 This is to certify that the above named materials are properly classified, described, packaged, marked, and labeled, and are in proper condition for transportation according to the applicable regulations of the Department of Transportation. (Applicable for Hazardous Materials Only.)

This shipment is for U.S. Department of Energy and the actual total transportation charges paid to the carrier(s) by the consignor or consignee are assignable to, and shall be reimbursed by, the U.S. Government and is subject to the terms and conditions set forth in the standard form of the U.S. Government Bill of Lading and to any available special rates or charges: (41 CFR 105-40.50 and 41 CFR 40.3)

Shipper: _____ with U.S. Dept. of Energy
 Acting under contract DE-A234-00F01804
 Date: 01/11/2005

Carrier: CSPT / CAST SPECIALITY TRANSP

Per _____ Date: _____

TRANSPORTATION DEPT. - Permanent Post Office Address of Shipper Page 1 of 1

Appendix 7 – Shipment Activities

Advance Activities

WIPP Site Activity

- Coordinate shipment schedule 8 weeks lead
- Input schedule to WIPP eight-week rolling schedule 8 weeks lead
- Fourteen-day written notification to states/tribes for first five shipments 14 day lead
- Schedule Changes or Disruptions As required
- Shipping Document Review 1 day lead

Generator/Storage Site Activity

- Input schedule to TRANSCOM 1 week lead
- Traffic Manager Arranges State CVSA inspection Per agreement
- Site prepares shipment through site-specific procedures 1-3 days lead
- Shipment data are transmitted to Traffic Manager 1-3 days lead
- Site Traffic Manager enters shipment details in TRANSCOM At least 1 day lead

Day of Shipment

Site Activity

- Traffic Manager marks and labels shipment
- Traffic Manager tenders shipping papers and placards (if required) to drivers
- Driver accepts shipment
- State inspects shipment to CVSA Enhanced Standards
- Dispatch conference call for decision to ship
- Traffic Manager confirms weather and road conditions with CMR, minimum 200 miles out
- Driver confirms weather and road conditions with CMR, minimum 200 miles out
- Traffic Manager releases shipment
- Departure message is input into TRANSCOM
- Shipment departs

En Route Activities

Carrier

- Carrier operates in accordance with the CBFO-approved Carrier Contract Transportation Management Plan
- Inspects the load and vehicle within 50 miles of dispatch from shipper
- Inspect the load and vehicle every 150 miles or three hours, whichever comes first, for the remainder of the run
- If inclement weather is encountered or is anticipated within 200 miles down the road, respond according to the CBFO-approved Carrier Contract Transportation Management Plan and WGA Bad

Appendix 7 – Shipment Activities

Weather protocols. If safe parking is required, respond according to the CBFO approved Carrier Contract Transportation Management Plan and WGA Safe Parking protocols (Appendix 6)

- If involved in an accident, if able contact 911 or notify state if 911 is not available and:
 - Perform DOT requirements (e.g., set triangles)
 - Survey incident scene, visual and radiological
 - Assist first responders
 - Provide updates to CMR and Dispatch

CMR

- Continuously monitor shipment - tracking via TRANSCOM and communication
- Institute backup procedures if TRANSCOM fails
- Provide point of contact to drivers
- Provide point of contact to outside parties relating to shipment
- Continuously monitor weather information on the route(s), compare to WGA Bad Weather Protocols
- Provide advance notice of problems on the route to driver (e.g., weather, state-reported road closures, state-reported accidents, security problems)
- Provide additional notification to state/local law enforcement and carrier dispatch
- Notify shipper
- Notify WIPP internal phone tree
- Coordinate Safe Parking at DOD facilities with driver and DTRA
- Shipment Delay Notification
- Incident Notification

Receipt Activities**WIPP site**

- Radiological survey
- Security survey
- Receipt process
- Waste handling process

**Appendix 8 – Summary of DOE, Tribal and State, 24-Hour Notification Numbers
(Numbers are used for emergency and 2-hour notifications)**

Tribe/State	Twenty-Four-Hour Notification Contact	Twenty-Four-Hour Notification Number
Alabama	Alabama State Patrol	(334) 242-4378 or (334) 206-5391
Arizona	Department of Public Safety	(602) 223-2212
California	California State Warning Center	(916) 845-8931
Colorado	Colorado State Patrol	(303) 239-4501
Georgia	Georgia Army National Guard	(404) 624-6077 Pager (404) 655-7484
Idaho	Idaho State Police Dispatch Idaho State Communications Center - In-State Idaho State Communications Center - Out-of-State	(208) 846-7500 (800) 632-8000 (208) 846-7610
Illinois	IEMA Communications Center 24-Hour Dispatch Center (Radiological Duty Officer)	(217) 782-7860
Indiana	Indiana Department of Homeland Security	(800) 669-7362
Iowa	State Radio - (Ask for EMD Duty Officer)	(515) 323-4360
Kentucky	Kentucky Emergency Management	(502) 564-7815
Laguna, Pueblo of	Laguna Police Department	(505) 552-6685
Louisiana	State Police HAZMAT Hotline	(225) 925-6595 / toll free (877) 925-6595
Mississippi	State Emergency Management Agency	(800) 222-6362
Nambe, Pueblo of	Ask for Bureau of Indian Affairs on-duty Uniform Officer	(505) 455-2295 (Pojoaque Tribal Police)
Nebraska	State Patrol Troop Communications Center- Lincoln, NE	(402) 479-4921 (402) 471-4545 (alternate)

**Appendix 8 – Summary of DOE, Tribal and State, 24-Hour Notification Numbers
(Numbers are used for emergency and 2-hour notifications)**

Tribe/State	Twenty-Four-Hour Notification Contact	Twenty-Four-Hour Notification Number
Nevada	Nevada Highway Patrol	(775) 687-5300 or (775) 687-4240
New Mexico	New Mexico State Police	(505) 827-9300
Ohio	Bureau of Environmental Health and Radiation Protection/DOH AND 24-hour notification: Emergency Management Agency	DOH: (614) 644-2727 EMA: (614) 889-7150
Oregon	Emergency Management Agency's Duty Office	(503) 378-6377
Pennsylvania	Emergency Management Agency	(717) 651-2001 or Pager (800) 859-8177
Pojoaque, Pueblo of	Tribal Police	(505) 455-2295
San Ildefonso, Pueblo of	Ask for Bureau of Indian Affairs on-duty Uniform Officer	(505) 455-2295 (Pojoaque Tribal Police)
Shoshone-Bannock Tribes	Tribal Police	(208) 238-4001
South Carolina	Emergency Management Division	(803) 737-8500
Tennessee	Emergency Management Agency	(800) 262-3300 or (615) 741-0001
Tesuque, Pueblo of	Tribal Police	(505) 988-9190
Texas	Texas Division of Emergency Management	(512) 424-2277
Utah	Perry Port of Entry	(435) 734-9414

**Appendix 8 – Summary of DOE, Tribal and State, 24-Hour Notification Numbers
(Numbers are used for emergency and 2-hour notifications)**

Tribe/State	Twenty-Four-Hour Notification Contact	Twenty-Four-Hour Notification Number
Washington	Yakima Communications (primary contact numbers) (509) 249-6752 (509) 249-6700 Plymouth Port of Entry (Secondary contact number) (509) 734-7034	(509) 249-6303 (509) 734-7034 (off-hours)
West Virginia	Twenty-four hour notification contact and number is the West Virginia Division of Homeland Security and Emergency Management at 304-558-5380	
Wyoming	Highway Patrol 24-Hour Notification Center	(307) 777-4321

Appendix 9 – Document Hierarchy for WIPP Transportation Activities

DOCUMENT	TITLE/DESCRIPTION	
Waste Isolation Pilot Plant Land Withdrawal Act, P.L. 102-579 (as amended)	In addition to other provisions, establishes (Section 16) requirements for transportation of TRU waste to and from WIPP.	
Title 10 Code of Federal Regulations	Part 71	Packaging and Transportation of Radioactive Material U.S. Nuclear Regulatory Commission
Title 40 Code of Federal Regulations	Part 262	Standards Applicable to Generators of Hazardous Waste
	Part 263	Standards Applicable to Transporters of Hazardous Waste
Title 49 Code of Federal Regulations	Part 107	Hazardous Materials Program Procedures
	Part 171	Hazardous Material Regulations: General Information, Regulations, and Definitions
	Part 172	Hazardous Materials Table, Special Provisions, Hazardous Materials Communications and Emergency Response Information, Training Requirements and Security Plans
	Part 173	Shippers-General Requirements for Shipments and Packaging
	Part 177	Carriage by Public Highway
	Part 382	Controlled Substances and Alcohol Use and Testing
	Part 383	Commercial Driver's License Standard; Requirements and Penalties
	Part 385	Safety Fitness Procedures
	Part 386	Rules of Practice for Motor Carrier Intermodal Equipment Provider, Broker, Freight Forwarder and Hazardous Material Proceedings
	Part 387	Minimum Levels of Financial Responsibility for Motor Carriers
Parts 390-399	Federal Motor Carrier Safety Regulations	
DOE Orders	225.1A	Accident Investigation
	151.1C	Comprehensive Emergency Management System
	153.1	Radiological Assistance Program
	435.1, Chg. 1	Radioactive Waste Management

Appendix 9 – Document Hierarchy for WIPP Transportation Activities

DOCUMENT	TITLE/DESCRIPTION
	460.1B Packaging and Transportation Safety 460.2A Departmental Materials Transportation and Packaging Management M 460.2-1A Radioactive Material Transportation Practices Manual 200.1 Information Technology Management 231.1A, Chg. 1 Environment, Safety and Health Reporting 10 CFR §830.120 Quality Assurance Requirements 414.1C Quality Assurance
Supplemental Stipulated Agreement with New Mexico	An agreement resolving certain New Mexico State off-site concerns (dated December 27, 1982).
Western Governors' Association (WGA) WIPP Transportation Safety Program Implementation Guide	Contains protocols, principles, and agreements between the WGA and DOE for safe transportation of transuranic waste to WIPP through its client states' jurisdiction.
Southern States Energy Board (SSEB) Transportation Planning Guide for the DOE's Shipments of Transuranic Waste	Contains protocols, principles, and agreements between the SSEB and DOE for safe transportation of transuranic waste to WIPP through its client states' jurisdiction.
CSG Midwest Planning Guide for Shipments of Radioactive Material through the Midwestern States	Contains protocols, principles, and agreements between the SSEB and DOE for safe transportation of transuranic waste to WIPP through its client states' jurisdiction.
DOE/CBFO	98-3103 <i>TRU Waste Transportation Plan</i> 94-1007 <i>Response to Abnormal Transportation Occurrences and Incident Accident Response Team Activation</i> 10-3448 <i>Recovery Guide for TRU Waste Packages</i>
DOE/WIPP	03-3233 <i>Waste Isolation Pilot Plant TRU Waste Transportation Security Plan</i>