

**Western Governors' Association WIPP Transportation Safety Program  
2009 Biennial Transport Evaluation Survey  
Recommendations and Actions**

**High Quality Drivers and Carrier Compliance**

**Recommendations/Actions:**

- DOE and the Western states should assist Colorado in getting the current Motor Carrier Audit Program revision finalized so Colorado can resume their audits of CAST.
- Colorado and New Mexico, as Co-Lead States for this Section of the Guide, should develop recommendations to bring to the TAG and DOE to ensure the objective for this section is met, including:
  - Working with Tennessee to implement an audit program of Visionary Solutions that is consistent with the Colorado audits of CAST.
  - Evaluate and determine the feasibility of DOE's recommendation that DOE conduct the audits of both motor carriers in New Mexico using program elements in their surveillance form from the proposed Motor Carrier Audit Database. **(Note: at the WGA meeting on March 26, 2009, DOE staff indicated that they were interested in further discussion to try and resolve this long-standing issue.)**
  - Evaluate and determine the feasibility of the offer from DOE's Environmental Management program to consolidate the WGA/SSEB Motor Carrier Audit Program with the Headquarters Motor Carrier Evaluation Program.
  - Prepare a draft revision of Section 1 of the Guide for review and finalization by the TAG.
- DOE should work with the WGA and TAG to ensure that its WIPP carriers are treated equitably and that both carriers are audited by the states. This has been an on-going issue throughout the entire period of WIPP shipments.
- DOE should ensure that its audit information is readily shared with the states.

**Independent Inspections**

**Recommendations/Actions:**

- DOE needs to continue to support the CVSA inspector training program so that the states are able to maintain an adequate number of trained inspectors.
- DOE needs to maintain the progress it has made in reducing last-minute schedule changes, which often result in inefficient use of the inspectors' time and results in the expenditure of unnecessary overtime.

## **Bad Weather and Road Conditions**

### **Recommendations/Actions:**

- DOE should continue to carefully scrutinize road and weather conditions prior to dispatch and closely follow its procedures in making the decision as to whether or not to dispatch a shipment. If it is likely that the shipment will not make it all the way to WIPP, the shipment should not be dispatched. DOE should also more freely share with the states their documentation on the decision-to-ship when conditions are less than ideal.
- The states should continue their check of road and weather conditions both prior to dispatch and in front of en route shipments.
- The states should document their need for funding for additional weather surveillance systems to be added to remote locations on routes that are frequently used in the winter. DOE and the states should work together to determine where these may be needed and install new equipment when funds are available. **(Note: at the WGA meeting on March 26, 2009, DOE staff indicated that they were willing to allow use of program funds for this purpose and to discuss this further.)**
- States should discuss conditions that don't fall within the "Watches" and "Warnings" to prevent a shipment from occurring, but are less than ideal. Any new recommendations should be taken to DOE for further discussion. **(Note: at the WGA meeting on March 26, 2009, DOE staff indicated that they were willing to discuss this issue further.)**

## **Safe Parking During Abnormal Conditions**

### **Recommendations/Actions:**

- DOE needs to continue its practice of holding shipments at originating sites when weather and road conditions are marginal.
- DOE needs to communicate frequently with the states when trucks are entering or leaving safe parking.
- The states need to communicate with DOE on when conditions are acceptable to have a truck leave safe parking.

## **Advance Notice of WIPP shipments, Shipment Tracking, and Shipment Status Information**

### **Recommendations/Actions:**

- DOE needs to maintain the progress it has made in TRANSCOM reliability and the accuracy of the 8-week schedule.
- DOE should consider format changes in the 8-week schedule to make it easier to delineate shipments from various sites and to make it easier to identify changes from one schedule to the next.

- Given the reliance by most states on the 8-week schedule, DOE needs to continue sharing this detailed schedule with the contacts deemed appropriate by the states. **(Note: at the WGA meeting on March 26, 2009, DOE staff indicated that they had believed that the states were in support of DOE's plans to limit detailed schedule information. DOE agreed to review specific requests for the more detailed schedules.)**

## **Medical Preparedness**

### **Recommendations:**

- DOE must continue to make hospital training available, in accordance with the WIPP Land Withdrawal Act.
- The states should discuss whether the hospital training curriculum meets their collective needs. If not, they should work with DOE to develop or incorporate a more useful training curriculum.

## **Security Plan**

### **Recommendations/Actions:**

- DOE needs to try and resolve NTS access issues with NTS on behalf of the State of Nevada.

## **Emergency Response Plans and Procedures**

### **Recommendations/Actions:**

- Each state should continue to update their emergency response plans.
- Each state should periodically test their emergency response plans and procedures.

## **Emergency Response Equipment**

### **Recommendations/Actions:**

- DOE needs to maintain equipment support for the states, consistent with the WIPP Land Withdrawal Act.

## **Training and Exercises**

### **Recommendations/Actions:**

- DOE needs to maintain STEP/MERRTT training and WIPPTREX/TRAX exercise support for the indefinite future, in accordance with the WIPP Land Withdrawal Act.
- **(Note: at the WGA meeting on March 26, 2009, DOE staff indicated that they would like additional states to host WIPPTREX exercises.)**

## **Public Information and Participation**

### **Recommendations/Actions:**

- DOE needs to provide continued support in Public Information Officer and Risk Communication training. **(Note: at the WGA meeting on March 26, 2009, DOE staff indicated that they would be willing to provide some risk communication training through a program from Oak Ridge. However, the training class may be limited to Carlsbad.)**

## **Highway Routing of WIPP Shipments**

### **Recommendations/Actions:**

- DOE needs to ensure that its carriers follow the designated routes and that if route deviations are necessary, that the states are consulted in advance.
- DOE needs to resolve the temporary re-routing issue with New Mexico. **(Note: at the WGA meeting on March 26, 2009, the TAG and DOE staff agreed to develop criteria for alternative/emergency routing.)**
- DOE, California and Nevada need to continue to work together to open the new route on Interstate 80.

## **Overall Transport Safety Program**

### **Recommendations/Actions:**

- DOE and WGA need to work with California to try and resolve their funding/cash flow issues **(Note: this issue has since been resolved.)**
- DOE, WGA, and Western States need to continue the dialogue on improving stakeholder engagement. Additionally, DOE and the states need to communicate relevant information with each other in a timely fashion.
- DOE and WGA need to work with the states of California, Nevada, New Mexico, Texas and Colorado on funding issues to properly prepare and maintain response capability along their routes.
- DOE and WGA need to discuss with Oregon the uncertainty of Hanford shipments in the next 5 years and what a reasonable level of preparedness is along the route. **(Note: this issue has since been resolved.)**
- DOE needs to re-open discussion related to the distribution of detailed shipping schedules. **(Note: this issue has since been resolved.)**