

## Section 4: Safe Parking During Abnormal Conditions

Lead States: Oregon, Wyoming

**The Issue:** Shipments may be delayed en route due to mechanical problems, bad weather or hazardous road conditions or other unanticipated problems.

**The Objective:** Identify and/or designate safe parking locations and criteria for selecting safe parking if a predesignated location cannot be safely reached.

**The Approach:** The Technical Advisory Group has approved a set of criteria for selecting safe parking areas for the WIPP shipments. The DOE-CBFO has agreed to use these criteria. A hierarchy has been developed to incorporate two factors: 1) the *desirability* of a particular type of parking area; and 2) the driver's *ability* to reach that parking area.

- 1<sup>st</sup> Choice: The DOE & U.S. Department of Defense (DOD) facilities are the most desirable parking areas for the WIPP shipments. However, it may not be possible for the driver to safely reach a DOE or DOD facility. The driver should then proceed down the hierarchy to select a parking area.
- 2<sup>nd</sup> Choice: Specific types of facilities (e.g. Ports-of-Entry) are likely to be more common than the DOE or DOD facilities. State-specific information on the types of facilities that are acceptable has been identified and provided to the DOE-CBFO and the drivers. If the driver cannot reach one of these facilities, the driver should use the 3<sup>rd</sup> Choice criteria.
- 3<sup>rd</sup> Choice: If facilities listed in the first or second tier cannot be reached safely, a series of avoidance factors are applied to select a parking area. No priorities have been assigned to these factors. It may not be possible to select a parking site that meets all of the criteria listed in the third tier and the driver in consultation with the affected state and the CMR operator, will select the most suitable location.

A detailed report describing the safe parking locations, preferred routes to these locations, and criteria for selecting parking locations for each state along the route, is included in the full Guide. Each state is encouraged to develop specific procedures to implement this section.

The criteria used to select safe parking locations and the number, type, and location of predesignated safe parking locations must continually be evaluated. The TRANSCOM Communication Center, CMR, and each state must have procedures in place to carry out the safe parking process. The use of the DOE and DOD parking locations must be evaluated based on the differing levels of security in place, to ensure that the drivers can obtain permission to use the location.

**Evaluation:** The evaluation process for safe parking will consist of two parts: an evaluation of the criteria for selecting safe parking locations and the ability of the drivers to obtain safe parking at predesignated locations. The lead states will work with the DOE-CBFO, carriers, and Western Corridor States to identify trips where safe parking was implemented and critical problems were encountered, to describe the reason for safe parking, to review the use of the procedures, appropriateness of the pre-designated locations and/or criteria, and to provide recommendations to improve the process. These reports will then be made at the next WGA WIPP Technical Advisory Group meeting or by conference call.

Table 4: Safe Parking During Abnormal Conditions

Lead States: Oregon, Wyoming

Documents	Responsible for Updates	Status
<b><i>Documents included in Guide</i></b>		
<i>Safe Parking Areas for WIPP Shipments (Rev. 7), States of Oregon and Wyoming, February 2008</i>	OR, WY	Final
<i>Interagency Agreement Between DOE &amp; DOD for Safe Parking at Military Installations, DOE/DOD, August 1989.</i>	DOE	Final
<i>Use of U.S. DOE and DOD Facilities as Safe Parking Areas Memorandum, DOE Transportation Management Program, June 1991.</i>	DOE	Final
<b><i>Reference material</i></b>		
<i>Guidelines for Selecting Parking Areas for WIPP Shipments, WIEB, January 1991.</i>	N/A	Final
<i>Criteria for Safe Parking Areas for WIPP Shipments, WIEB, June 1990.</i>	N/A	Final