

Section 5: Advance Notice of WIPP Shipments, Shipment Tracking, and Shipment Status Information

Lead States: Idaho, Utah

The Issue: States need annual shipment schedules, advance notice of shipment dates, the status of shipments en route, and the ability to communicate indirectly with the drivers through the DOE Central Monitoring Room (CMR) and/or TRANSCOM Communications Center (TCC).

The Objective: Provide states with advance shipment schedules, an easy, reliable method to obtain shipment information, and a means of communicating with the drivers.

The Approach: Advance notice of the WIPP shipment dates, ongoing status of on-the-road shipments and other pertinent information are required for states to monitor shipments. This information is necessary for emergency response, implementing bad weather and road condition procedures, selecting safe parking when needed, scheduling inspections, and conducting public information programs.

The DOE-CBFO provides both an annual schedule and an eight week rolling schedule to the states. The annual schedule is provided twice yearly, by January 31 and July 31. The eight week rolling schedule, provided electronically, reflects shipment plans eight weeks in advance and is revised on a weekly basis. Advance notification requirements, developed cooperatively by the states and DOE-CBFO, are included in this Guide.

The DOE-CBFO notifies each state when shipments are two hours from its border. The notification is provided by telephone to the 24-hour contact number for that state. The DOE-CBFO also notifies the point of origin state two hours prior to departure.

TRANSCOM is used to track shipments. The Western Corridor States have been given computer systems to use the TRANSCOM system. The DOE has provided training for identified TRANSCOM users in each state.

In the event TRANSCOM is not functioning properly while shipments are en route, the DOE has agreed to follow backup tracking and notification procedures that are also contained in this Guide (Backup Procedures When TRANSCOM Is Not Working). In the event TRANSCOM is not functioning properly prior to the dispatch of a shipment, the DOE-CBFO will hold the shipment for two hours while attempting to restart TRANSCOM through the TRANSCOM Communications Center. After two hours, the DOE-CBFO will contact the state-of-origin and the states the shipment will travel through, to notify them of the situation. With each state's concurrence, the DOE-CBFO will dispatch the shipment and follow tracking and notification procedures as described in this Guide.

If prior to dispatch, the TRANSCOM hardware on a tractor is found to be inoperable, the following actions will be taken:

- The drivers will troubleshoot the system.
- If the drivers cannot correct the problem, they will seek technical advice from their support staffs or a Qualcomm dealer (where available).
- If the unit is still inoperable, it will be replaced if a spare unit is available. Spare units will be kept at the INL and the Hanford Site. As of July 2008, DOE was working to ensure that all sites shipping on a weekly basis will have spare units.
- If the unit cannot be easily repaired or replaced (within 24-hours) the shipment will be dispatched with prior notification to the affected states. "Back-up procedures when TRANSCOM is not working" outlined in this Guide will be followed.

Communications with States and Tribes: In order to ensure an adequate response by properly trained personnel, the DOE-CBFO has prioritized notification procedures to the states and tribes.

Route Deviation: In light of the potential security concerns created by an off-route shipment, as soon as the DOE-CBFO becomes aware of any unscheduled route deviation, the DOE-CBFO will notify the affected state's 24-hour contact number (state 24-hour contact numbers are provided in the appendix). If a state is made aware of any unscheduled route deviation, the affected state will notify the DOE-CBFO. After consulting with the DOE-CBFO, the driver will turn around at the next appropriate location unless directed otherwise by the DOE-CBFO. If the shipment will be off route for more than 20 minutes, the driver should park at the nearest safe location and consult with the DOE-CBFO before proceeding. The DOE-CBFO will consult with the affected state before directing the driver on how to proceed.

Driver Medical Emergency: As soon as the DOE-CBFO is made aware of a medical emergency which requires immediate attention, the DOE-CBFO will notify the affected state's 24-hour contact number. If the medical emergency makes it likely the shipment will be stopped, the DOE-CBFO will consult with the affected state's law enforcement designee before directing the other driver on how to proceed.

Accident: As soon as the DOE-CBFO is made aware of an accident involving a WIPP shipment, the DOE-CBFO will notify the affected state's 24-hour contact number. The DOE-CBFO will consult with the state before making a determination on whether the shipment may proceed.

Other: With regard to transportation occurrences or other incidents or events not resulting in a route deviation, driver medical emergency, or accident, the DOE-CBFO will notify the affected state(s) and WGA in accord with DOE policies and procedures (e.g. Radioactive Material Transportation Practices Manual and the Office of Environmental Management (EM) Offsite Transportation Event Notification and Reporting). Any uncertainty as to whether a notification should or should not be made will be resolved by making the notification. For example, an occurrence, which might

generate public and/or media attention or could cause the dispatch of state, tribal, or local law enforcement or medical emergency response personnel, whether ultimately needed or not, would warrant notification.

Holiday Restrictions: For reasons related to heavy traffic or limited availability of emergency personnel, shipments of transuranic waste will be restricted from traveling on the following holidays: New Year's Day, Good Friday/Easter, Memorial Day, Independence Day, Labor Day, Thanksgiving, and Christmas. For weekend or three-day Federal/State holidays shipments are to arrive at the WIPP site by 2000 hours Mountain Time (MT) on the Friday of a three-day holiday weekend (and by 2000 hours MT on Thursday for Good Friday/Easter). Shipments may resume after midnight on the day following the holiday or holiday weekend.

Thanksgiving will be treated similarly with shipments arriving at the WIPP site by 2000 hours MT on the Wednesday before Thanksgiving and not resuming until after midnight on Sunday. When a holiday falls on either a Monday or Friday (i.e., New Year's Day, Independence Day, and Christmas) the shipments are to arrive by 2000 hours MT the day before and the holiday treated as a three-day holiday weekend.

Shipments which depart from a site in anticipation of completing the trip within these time frames but are delayed en route prior to a holiday will either be completed (assuming weather and road conditions are acceptable) or be held in safe parking. These situations will be treated on a case-by-case basis and in consultation with states along the route.

State Holidays: The States and tribes may identify specific holidays and/or events which should be avoided. In designating state, tribal and local holidays and/or events, the states will base the designation on the following criteria:

1. The holiday and/or event will generate significant vehicular and/or pedestrian traffic affecting travel and safety along the route to be used by the WIPP shipment.
2. The holiday and/or event will require the allocation of a significant amount of local law enforcement and/or emergency response resources and personnel, thereby reducing the capability to respond adequately to an incident involving a TRU Waste shipment.

The WGA will request that the states provide a schedule of the state specific holidays and/or events planned for the following year beginning October 1 and ending September 30. The schedule will be compiled and submitted to the DOE-CBFO by September 1.

Evaluation: The TRANSCOM user's group, consisting of representatives from the states, tribes and DOE, was initially formed to guide the development of the new internet based TRANSCOM. Since that time the committee has continued to meet

annually to review the program and to recommend changes to the system. To ensure the Western States' advance notice needs and issues are addressed, Lead States will gather input from other, member states regarding TRANSCOM issues annually by January 31. The compiled list will be presented at the next user's group meeting. This joint effort between the DOE and states has produced a reliable system that performs well. The TAG's continued participation in this committee will help ensure that the system is improved and upgraded to meet Western states' needs.

The states will also conduct a biannual program review that addresses specific elements of advance notification. Results from this review will provide valuable feedback to the DOE and states on program performance.

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Lead States: Idaho, Utah

Documents	Responsible for Updates	Status
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<i>Documents included in Guide</i>		
<i>Advance Notice Information Requirements, Idaho.</i>	ID/UT	Final
<i>Back-up Procedures When TRANSCOM Is Not Working, Oregon, February 2008.</i>	ID/UT	Final
DOE Office of Environmental Management (EM) Offsite Transportation Event Notification and Reporting. DOE-EM, April 2008.	DOE	Final

<i>Reference material</i>		
<i>TRANSCOM Control Center Procedures.</i>	DOE	Final
<i>Central Monitoring Room Procedures.</i>	DOE	Final
<i>TRANSCOM Requirements Specification, Prepared for Transportation Technologies Group, Engineering Coordination and Analysis Section, Chemical Technology Division, Oak Ridge National Laboratory, Oak Ridge, Tennessee, December 12, 1994.</i>	DOE	Draft
DOE Radioactive Material Transportation Practices Manual (DOE M 460.2-1). June 2008	DOE	Final