Waste Isolation Pilot Plant
“Lessons learned over 4 years”

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WIPP Mission

- Cleanup Country’s transuranic waste sites
- Permanently dispose of 6.2 million cubic feet transuranic waste from 25+ sites
  - Approximately 19,000 truck shipments
  - World’s largest type “B” container fleet
WIPP Accomplishments

To Date (1-19-04)

- Loaded trucking miles traveled: 2,305,647
- Waste containers safely disposed in the underground: 56,534
- Cubic meters of waste safely disposed in the underground: 17,353
- Shipments received: 2,281
- Years of operation: 4.8
- Truck accidents (no injuries, minor damage): 2
- Releases to the environment: 0

1999  2000  2001  2002  2003

ANL  Hanford  INEEL  LANL  RFETS  SRS
Current Shipping Corridors

Total Shipments
(as of 1-19-04)

2,281

Hanford

Idaho National Engineering and Environmental Laboratory (INEEL)

Nevada Test Site (NTS)

Los Alamos National Laboratory (LANL)

Rocky Flats Environmental Technology Site (RFETS)

Waste Isolation Pilot Plant (WIPP)

Savannah River Site (SRS)

Argonne (ANL-E)
WIPP’s Current Type-B Container Fleet

- TRUPACT-II: 79
- HalfPACT: 15
- RH 72-B: 12
- CNS 10-160 B: 1

107 - to date
111 - total
“What Works”
Safety and Security

- Advance Planning and Activities
  - Excellent long-term State and Tribal relations
  - Cooperative development of safety protocols
  - Enhance inspection criteria development
  - Emergency response training and exercises
  - Public information
“What Works” --- continued

Safety and Security

- Transportation
  - Cooperative development of the transportation plan
  - Treating all loaded shipments alike
  - Continuous monitoring (TRANSCOM)
  - Security enhancements to tractors
  - Tandem shipments
  - Point of origin CVSA Level VI inspections
“What Works” --- continued

Safety and Security

- **State Activities**
  - CVSA inspections – point of origin
  - State inspectors trained in CVSA
  - Driver background checks by state police
  - Coordination of emergency response training and exercise
  - Public outreach
  - Consensus development through regional groups (WGA, SSEB, CSG-MW, and CSG-NE)
“What Works” --- continued

Safety and Security

- Carrier Contracts
  - Multiple contracts
  - Dedicated drivers and equipment
  - Salaried drivers vs. paid per mile
  - Safety incentives
  - Two-person driving teams
  - Continuous monitoring of shipment by drivers
  - Strong working relationship with DOE and DOE’s contractors
“Challenges”
Safety and Security

- Transportation
  - Management / Responsibility of shipping schedules
  - Inconsistencies and problems at shipping sites
    - Waste availability
    - Procedures and implementation
    - Quality Assurance
  - Regulation changes, i.e. new DOT service hours
  - Impact of en route CVSA Level VI inspections
    - Security
    - Schedule
    - Public perception
  - State escorts
“Challenges” --- continued

Safety and Security

- Shipping containers
  - Long lead time procurements
  - On-time delivery

- Carrier contracts
  - Common expiration dates
  - Fixed price contracts with no escalation clause
  - Qualified drivers
Contact

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