Office of Logistics Management
Transportation Strategic Plan

Presented to:
Nuclear Waste Technical Review Board

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Presentation Outline

- Overview of Transportation Project Development Structure
- Status of each project, current planning basis and schedule for major procurements
- Status of Nevada Rail Alignment Environmental Impact Statement (EIS) and connection with the Repository Supplemental EIS
- Collaborative planning with stakeholders on key transportation program elements
  - National Transportation Plan
  - Route development (and impacts that Nevada corridor selection has on national routes)
  - Nuclear Waste Policy Act (NWPA) Section 180(C) policy and grant application process
- Conclusions
Building the Transportation System

- The Office of Logistics Management (OLM) is responsible for designing and developing a safe, secure and efficient transportation system

- OLM manages two major system projects in developing the transportation infrastructure:
  - National Transportation
    - Cask Systems
    - Rolling Stock
    - Support Facilities
  - Nevada Transportation
    - Rail alignment environmental impact statement (RA-EIS)
    - Design & construction of a rail line to Yucca Mountain
- Transportation fleet will include rail and truck casks
- OLM will procure transportation casks and ancillary equipment for initial operating capabilities
- Development, fabrication, delivery and training on use of modified or new casks will take five to seven years
- Investments will be made far enough in advance to support training and dry runs with the cask assets
The lead time for developing, testing and fabricating railcars compliant with Association of American Railroads Standard, S-2043, *Performance Specification For Trains Used To Carry High-Level Radioactive Material* is similar to the lead time required for casks.

OLM is partnering with the Navy on conceptual design and prototyping of the rail security escort car – that work is underway.

Although the order of ~ 200 rail cars (cask, buffer and security) is large for DOE, it is a small procurement by railcar vendor standards.

As with casks, OLM will procure railcars necessary for initial operating capabilities far enough in advance to support training.
Support Facilities Planning Basis

- Original OLM baseline plan includes construction of new facilities:
  - An integrated fleet management facility for storage and maintenance of casks and rolling stock, as well as for training
  - A transportation operations center providing real-time tracking of shipments and logistical services

- Logistics and transportation facility location will impact operating costs
  - Systems engineering studies are planned to optimize facility locations for operations
  - Review of commercial and DOE maintenance capabilities will continue as a back-up option
Nevada Transportation

- Critical Decision-1 in June 2004 approved the Nevada rail acquisition strategy and project definition
- Project Execution Plan (PEP) was completed in December 2006
- Project planning baseline and PEP Rev. 1 for Mina will be completed by June 2007
- OLM has developed a request for information from potential rail design and construction vendors for publication this winter
- Nevada rail acquisition strategy will be updated after meetings are held with vendors
Nevada Rail Development Status

• Caliente corridor selected from five corridor options in the Repository EIS based on fewer potential land-use conflicts

• Conceptual design for Caliente was complete; Draft RA-EIS ready to be issued on schedule and within budget

• Mina corridor was not considered in the Repository EIS due to objections from the Walker River Paiute Tribe

• In May 2006, Tribe removed objection to studying the impacts of nuclear waste shipments across their lands

• Inclusion of the Mina route in the RA EIS was announced in October and will allow the Tribe to make a more informed, final decision on a ROW

* Nevada Rail Corridors Analyzed in the Final Repository EIS Plus Mina
Nevada Transportation Project
Key Milestones and Events

- 2007 - Issue draft RA EIS
- 2008 - Issue final RA EIS and RA record of decision
- 2008 - Start final Nevada rail design
- 2008 - Receive Bureau of Land Management right-of-way
- 2009 - Start Nevada rail line construction
- 2014 - Nevada rail operational
National Transportation Plan

- OLM is preparing a comprehensive national spent fuel transportation plan that accommodates state, local and tribal concerns to the extent possible
  - One of four strategic OCRWM program objectives

- Elements of the plan include
  - Requirements
  - Infrastructure development
  - Institutional outreach
  - Operations

- OCRWM plans to collaborate on development of the plan and to issue a draft for public comment later this year
Approach to Developing Routing Process

• Routing process will:
  – Identify national suite of routes
  – Provide information for NWPA Section 180(c) pilot programs and determination of funding allocation for states and tribes
  – Coordinate with supplement to the Yucca Mountain final EIS
  – Support planning of transportation operations and security

• The approach to developing routes includes:
  – Create the Route Development Collaborative Approach
  – Establishing a Routing Topic Group
    ◦ Membership is comprised of representatives from TEC Working Group member organizations
    ◦ Participation from states, tribes, local officials and private sector
Graph Indicating National Routing Implications of Corridor Selection

* Data from the YM FEIS based on bare fuel rail cask shipments
Proposed schedule for routing analysis

- **Routing Process Plan**  
  September 2006

- **Form Routing Topic Group**  
  October 2006

- **Initiate discussions with carriers**  
  November 2006

- **Establish draft routing criteria**  
  February 2007

- **Review and revise criteria based on stakeholder input**  
  April 2007

- **Finalize routing criteria**  
  June 2007
Section 180(c) Implementation

- Draft 180(c) Policy and Grant Application developed with stakeholder input
  - State, tribal, and local officials, emergency response associations and nuclear and transportation industry represented

- NWPA only authorizes the Department of Energy (DOE) to provide funding to supplement existing emergency preparedness capabilities

- Section 180(c) pilot program will be conducted at prior to the distribution of planning grants

- Planning grants will be available to states and tribes five years prior to shipments starting

- Formula-based training grants three years in advance of shipments
Conclusions

• Developing a comprehensive national spent fuel transportation system is an OCRWM Program priority

• The updated program schedule supports the collaborative development of the transportation system

• Collaboration with stakeholders is integral to implementing a transportation system that is safe, secure, efficient and merits public confidence