



# Plenary Summary Session

**Breakout Group Reports**  
**TEC Meeting**  
**Friday, April 23, 2004**

# [ Breakout Groups ]

- Communications/Lessons Learned
- Training
- Transportation Infrastructure Acquisition
- Security
- 180(c)
- Rail Topic Group and OCRWM Routing Approach



# Communications

# Session Overview

- Topic Group Background and History
- Transportation information products
  - Information Product Survey results
  - Alliance for Transportation Research Institute Assessments
- Discussion on future DOE communications
- Information Display

# Action Items: First Session

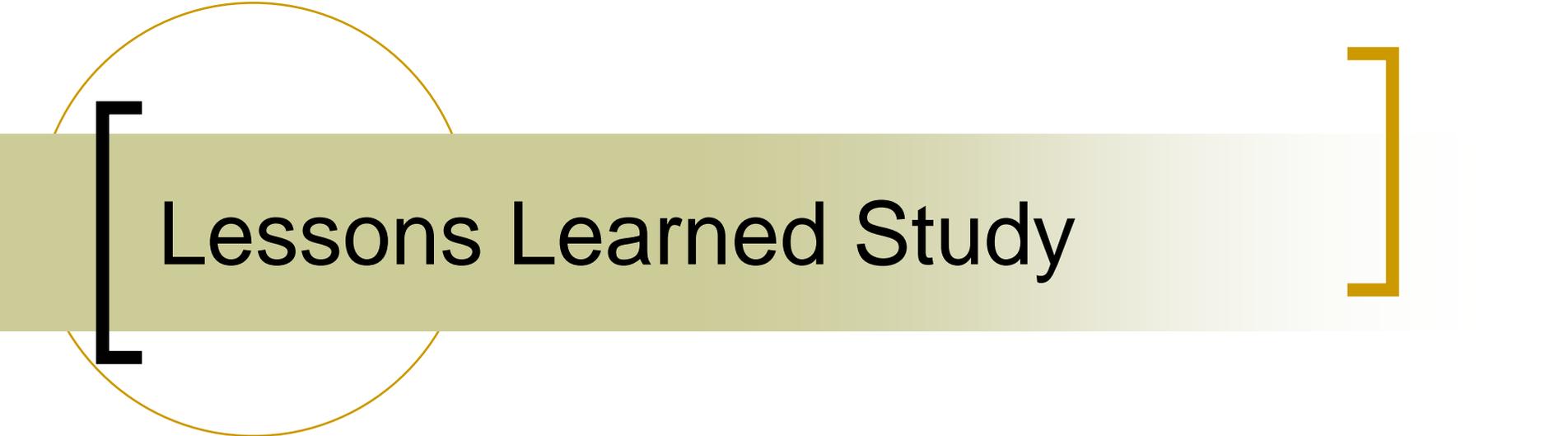
- Send transportation documents to J. Espinosa, ATRI/TREX
- Invite NRC to discuss available documents/info.
- Specify DOE OPSEC criteria
- Develop subset of references from Final EIS Yucca Mtn. for transportation—separate CD set
- If building info. set, define/categorize so that info. can be retrieved using search engines (smaller)

# Action Items: First Session

- 10 yr shipment projection
- Info. Prod. on historical shipments—give basis/common set of numbers
- Fact sheet on CVSA inspection rates for WIPP vs other heavy trucks/load info. on TREN
- Keep product user in mind

# Action Items: Second Session

- Revive topic group?
- Primer on overall RAD transportation
- Coordinate with TEPP on training products
- Videos
- TRES user assessment
- State info on TRES system with limited access on sensitive data
- Safety/security products



# Lessons Learned Study

# Lessons Learned

- Consider expanding scope
  - To include Naval, Commercial, European shipments
  - To include previous FRR shipments that were done prior to 1996
  - Current scope is good for EM, expanding it would better benefit RW
- No data relating to recovery and cleanup does not imply “all is well”
- Consider all shipment waste types including those that have been long term to ensure that routine does not lead to “sloppiness”

# Lessons Learned

- Ensure Tribal concerns are addressed in study
- Resource availability for answering survey and gathering data
- Study group idea was positively supported



Training

# Session Overview

- CVSA
  - Training now in modular format
  - Pilot study on enhanced inspections for WIPP shipments
    - Excellent safety results
- State of Idaho
  - MERRTT adoption/adaptation
  - Approved by state Bureau of Homeland Security
- Dept. of Homeland Security, Office of Domestic Preparedness
  - Training integration and approval
    - 40+ ODP training courses
    - Grant funding available
  - Established process for review and approval of non-ODP courses

# [ TEC Training Topic Group ]

- 1997: DOE completes analysis of responder training needs
- 1998: TEC supports development of responder training program

*Focus: develop comprehensive training program; incorporate TEPP's Model Procedures; specific to responder needs; easy to understand; easy to use*

# [ TEC Training Topic Group ]

- 2000: First MERRTT released
- 2002: MERRTT and WIPP training merger complete, OSHA review completed
- 2003: TEPP begins revision process
  - Improvements are based on instructor and student feedback from past 2 years
- 2004: Revisions complete
- 7,047 law enforcement, fire, EMS, hazmat, etc. trained at DOE-sponsored MERRTT sessions (1999 to 2004)

# [ Next Steps ]

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- Sunset group
  - Quality assurance, training program updates
    - Biennial basis through TEPP
    - Revisions vetted through state organizations and TEC membership
  - Recommendation made to consider forming Exercise Topic Group
  - Training Topic Group resurrection always an option



# Transportation Infrastructure Acquisition

# First Session Issues/Comments

- DOE and utility stakeholders need to re-establish dialogue despite lawsuits
  - Consider modifications to contracts ( i.e., waste acceptance process, dual purpose casks)
- DOE's current strategy is to build flexibility for the transportation infrastructure acquisition
- Commended on maximizing use of the private sector consistent with the NWPA
  - Not reinventing the wheel
  - Draws on extensive experience base
  - Benefit from their long safety record
- Significant interest in contingency planning if the rail spur is not completed by 2010 and beginning construction of the rail line before NRC issues repository construction authorization

# Second Session Issues/Comments

- What about dual purpose casks?
- What are the pros and cons of dedicated trains?
- Need more information about costs and benefits, what it entails, and in general how the AAR standard works
- Concerns about developing casks about fuel that has only been cooled for five years
- Who should be the lead agency for the EIS? What are the roles of the other agencies for developing the rail line?
- Could DOE benefit from the work by PFS on rail car design (e.g. static testing has been completed)?
- Should DOE consider uncertainties imposed by politics and litigation on development of Nevada rail?



Security

# Action Items

- How will information security impact public discussions as part of 180(c) and routing?
- How consistent will DOE's security program be with 10 CFR 73?
- Form a Security Topic Group
- Post information security questions on web site; ask for responses and additional questions
- Identify DHS activities to develop uniform clearances

# Questions: Information/Personnel

- What information will need to have controlled distribution?
- For vulnerability studies, how do we determine what information to divulge so that critical information is not provided to potential terrorists?
- What existing protocols or procedures can be used to inform RW security protocols for information management from a security perspective?
- What training requirements are needed for OPSEC and COMSEC procedures and protocols?
- How do we institutionalize OPSEC to ensure continuity and preservation of “corporate memory”?

# Questions: Information/Personnel

- Post 9/11, how can a balance be established for defining what information can be communicated openly and what must be communicated via a secure communication channel?
- What secure communication capabilities should be established?
- How can 180(c) information exchange be reconciled with COMSEC?
- How can COMSEC be designed to effectively accommodate turnover of personnel at all levels (RW, contractor and stakeholders)?

# Questions: Information/Personnel

- How can COMSEC accommodate the potential need for having cleared personnel?
- If RW uses Federal Escorts, what jurisdictional issues will need to be addressed at the state/tribal level?
- How can we keep the Classification Guide simple and easy to apply?
- What graded approach should be followed with respect to clearing personnel from diverse organizations with different responsibilities?
- When a security program is established, it needs to define how to deal with breaches in security.

# Questions: Information/Personnel

- What information needs to be safeguarded? How and to what level (this will be addressed in the Classification Guide)?
- How do we secure rail shipment information when the information is currently accessible from a variety of sources, including websites?
- How do we make protected information available to non-cleared emergency response personnel once an accident has occurred?
- How do we balance routing security with training of emergency response personnel along potential routes?

# Questions: Information/Personnel

- How do we define “need to know” versus what some would wish to know? How do we ensure adequate information is available for proper emergency response?
- Can a system be established to consolidate points-of-contact to keep emergency response simple?
- Would providing prospective shipment modules to the state contacts facilitate the integration between RW and the stakeholders?
- How do we expedite the process of obtaining clearance for stakeholders who have a need for a clearance? How do we determine the appropriate level of such a clearance?

# Questions: Operations/Hardware

- What level of risk is RW willing to accept in developing its security approach?
- What are RW's guiding principles on security/level of protection?



180 (c)

# [ 180 (c) ]

- Goals for 180 (c)
  - Needs to be simple
  - Measurable competencies
  - Adequate response at appropriate level
- Formula vs. Needs based
  - Take lessons learned from previous experience
- DHS funding doesn't preclude 180 (c) mandate
- What constitutes safe routine transportation?

# [ 180 (c) ]

- Maintain regional groups involvement
  - Coordination
  - Policy development
  - GC to revisit definition of “State”
- Equipment as an allowable cost for 180(c)?
  - Training vs. response
- Training
  - What training
  - Who trained
  - How delivered
- Topic Group



# Rail Topic Group and OCRWM Routing Approach

# Rail Topic Group Paper Issues/Comments

- Need to have a preliminary draft of the paper for the next TEC meeting
- Group would like to have more interaction and meetings to finalize paper
- Important to have an open forum at next TEC meeting
- Paper does not address the issue of dedicated trains or route designation
- Paper is only an informational document not a decision document

# [ Routing Approach ]

- Need to look at types/classes of traffic, traffic congestion, response capabilities
- Past experience has involved limited campaigns
- Repository will be the largest single campaign DOE has undertaken
- Focusing on logistics experience shippers believe that they need maximum flexibility in routing, specifically they need to consider all available routes and be allow do this

# [ Routing Approach ]

- Suite of routes may not be realistic due to security issues and other limitations
- Encourage DOE to recognize regional preferences on using a single route versus a suite of routes
- Routing process encompasses more than logistics; equity challenges and perceptions need to be considered
- The recent rail ROD and the NOI to prepare an EIS on the Caliente Corridor represent an important milestone; rail routing begins in earnest now

# [ Decision Analysis Tool ]

- Ruth Weiner of SNL demonstrated a decision aiding tool which could be applied to rail routing decisions
- Time did not permit the session attendees to receive hands on use of the tool
- Weiner demonstrated how the tool could be used to evaluate four alternative routes between Fernald and Caliente
- SNL should walk through data and talk about strengths and weaknesses of data

# [ Decision Analysis Tool ]

- SNL should review the DOT Mode Route study done in 1996/1997 which identifies more criteria
- SNL should clarify who makes the criteria decisions and weights the criteria
- Tool is useful to illustrate the importance of different criteria to different groups
- Tool does not necessarily reflect criteria used by the railroads in the routing decision