

U.S. DEPARTMENT OF ENERGY
FOREIGN RESEARCH REACTOR SPENT NUCLEAR
FUEL SHIPMENTS
TRANSPORTATION PLAN
FOR MOTOR CARRIER TRANSPORT
SAVANNAH RIVER SITE TO IDAHO NATIONAL
ENGINEERING AND ENVIRONMENTAL LABORATORY

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TRANSPORTATION PLAN

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FOREIGN RESEARCH REACTOR SPENT NUCLEAR FUEL SHIPMENTS

TRANSPORTATION PLAN

FOR MOTOR CARRIER TRANSPORT SAVANNAH RIVER SITE TO IDAHO NATIONAL ENGINEERING AND ENVIRONMENTAL LABORATORY

1.0 Introduction

The U.S. Department of Energy (DOE) is committed to the safe, efficient, and cost effective transportation of all materials that support its various programs and activities. DOE strives to ensure that its hazardous materials (including radioactive), hazardous substances, and hazardous and mixed wastes are handled and transported in compliance with all applicable rules and regulations.

The Final Environmental Impact Statement (EIS) on a Proposed Nuclear Weapons Nonproliferation Policy Concerning Foreign Research Reactor Spent Nuclear Fuel [the final EIS DOE/EIS-218F of February 1996, and as stated in the Record of Decision (ROD) issued May 13, 1996, and as amended on May 28, 1996 and July 25, 1996] determined that approximately 19.2 MTHM (metric tons of heavy metal) of U.S. origin foreign research reactor (FRR) spent fuel located at research reactors in Africa, Australia, Europe, Asia, North America, and South America be returned to DOE's Savannah River Site (SRS) in South Carolina managed by DOE's Savannah River Operations Office (DOE-SR) and the Idaho National Engineering and Environmental Laboratory (INEEL) managed by DOE's Idaho Operations Office (DOE-ID). About 18 MTHM of aluminum-based FRR spent fuel will be transported to SRS and about one MTHM of Training, Research, Isotope, General Atomics (TRIGA) FRR spent fuel will be transported to INEEL. A quantity of the TRIGA spent fuel will be transported from overseas TRIGA reactors via the Naval Weapons Station port in Charleston, South Carolina, to SRS and subsequently cross-country to INEEL. These shipments are projected to occur not more than twice a year for the remainder of the program through May 13, 2009.

This Plan describes the responsibilities and activities of DOE Headquarters (DOE-HQ), DOE-SR, and DOE-ID, the Transportation Services Contractor, States, Tribal Authorities, and other federal agencies that will be involved in the movement of TRIGA fuel rods and pins from SRS to INEEL in a safe and efficient manner. The transportation activities from Charleston to SRS are outlined separately in the *U.S. Department of Energy Foreign Research Reactor Nuclear Spent Fuel Shipment Transportation Plan for Rail and Motor Carrier Transport from Charleston, South Carolina to the Savannah River Site*.

Based on an evaluation of transportation options for movement of the spent fuel overland from SRS to INEEL, DOE has concluded that no significant impact would result from use of any of the potential ports of entry or modes of ground transport analyzed in the EIS and ROD.

This Transportation Plan has been prepared by DOE in cooperation with the U.S. Department of Transportation (DOT), the Nuclear Regulatory Commission (NRC), the States and Tribes through

whose jurisdictions these shipments will travel, the Southern States Energy Board (SSEB), the Western Governors' Association (WGA), and the Council of State Governments' Midwestern Office (CSG-MW), the Transportation Services Contractor and the commercial carrier.

2.0 Background

In the 1950's, as part of the "Atoms for Peace" program, the United States (U.S.) provided assistance in the peaceful application of nuclear technologies to various countries that had agreed not to develop nuclear weapons. This assistance included the provision of highly enriched uranium for use in research reactors worldwide. After being irradiated in the reactors, the spent nuclear fuel was transported to the U.S., where it was reprocessed to extract the uranium remaining in the irradiated fuel. In this way, the U.S. maintained control of the highly enriched uranium, which otherwise could be used to make nuclear weapons.

To reduce the danger of nuclear weapons proliferation, the U.S. began a program in 1978 aimed at minimizing and eventually eliminating the use of highly enriched uranium in civilian reactor programs worldwide. The program was directed at replacing the highly enriched uranium used in the research reactors with low enriched uranium, which is not directly usable in nuclear weapons. Research reactors are of particular interest because the major civilian use of highly enriched uranium is as fuel in research reactors. If research reactors worldwide were to convert to low enriched uranium fuels, highly enriched uranium essentially would be eliminated from use in civil commerce. The U.S. accepted U.S. origin highly enriched uranium spent fuel from foreign research reactors until the program was allowed to expire in 1988.

In consultation with the Department of State, DOE prepared an Environmental Impact Statement on a new proposed FRR spent nuclear fuel policy. The goal of the proposed long-term policy is to recover enriched uranium exported from the United States, while giving the FRR operators sufficient time to develop their own long-term solutions for storage and disposal of spent fuel. As previously stated the final Environmental Impact Statement was issued on February 16, 1996, and a Record of Decision was issued on May 13, 1996.

In the case of reactors located in countries with high-income economies, as defined in the final EIS, the U.S. will take title to the spent nuclear fuel when it reaches the U.S. port of entry. In the case of reactors located in countries with other-than-high-income economies, as defined in the final EIS, the U.S. may take title to the spent nuclear fuel at locations other than the port of entry into the U.S. The title transfer locations are specified in the contracts with the reactor operators.

3.0 Purpose

This Transportation Plan identifies responsibilities, requirements and procedures to ensure the successful, safe and efficient transportation of TRIGA foreign research reactor spent nuclear fuel from SRS to INEEL. The Transportation Plan summarizes transportation activities, organizational responsibilities, emergency preparedness guidelines, and other methods for achieving safe transport.

DOE is entering into contracts with foreign reactor operators to remove up to one MTHM of TRIGA

spent fuel containing U.S. origin enriched uranium. In the case of reactors located in countries with high-income economies, as defined in the final EIS, the foreign research reactor will contract a shipper for transportation of the spent fuel from the research reactor to INEEL. DOE's contracts with the foreign research reactors require that their shippers comply with the requirements of this Transportation Plan. Responsibility for transportation arrangements and coordination activities for delivery to INEEL from other-than-high-income countries will remain with the DOE and their Transportation Services Contractor.

4.0 Logistics Overview

The handling, packaging and transport of foreign research reactor spent nuclear fuel will be accomplished through a system of sequential steps resulting in the safe and efficient receipt of spent nuclear fuel.

Motor carriage has been selected as the mode of transportation. Highway transportation offers several benefits for these cross-country shipments including: avoidance of downtown and/or congested areas, less time in transit, ease of rerouting if necessary, rapid access for response purposes, and economic benefits. When practical, the convoy concept will be utilized for the shipments. DOE, in consultation with affected parties, will determine convoy configurations on a shipment-by-shipment basis. The highway routes that may be used during this campaign are illustrated in Appendix 8.1. These highway routes from SRS to INEEL were selected in accordance with DOT regulations as published in 49 Code of Federal Regulations (CFR) 397.101 and 397.103 and NRC regulations as published in 10 CFR 73. DOT and NRC regulations for the routing of Highway Route Controlled Quantities (HRCQ) of radioactive materials (which includes spent nuclear fuel) require the use of the Interstate Highway System unless a state has legally designated alternative preferred routes (49 CFR 397.101). If a determination to use rail is made in the future, this Plan will be revised to incorporate rail procedures and requirements. Any reconsideration of routes or modes will require DOE to reopen the planning process and include affected States and Tribes.

This Transportation Plan details roles and responsibilities for organizations involved in the shipment from SRS to INEEL. All transportation arrangements are to be made and coordinated by a shipping agent under contract to the foreign research reactor owners or representatives of the DOE Transportation Services Contractor. All parties will comply with the requirements of this Transportation Plan. Empty transport packages will be forwarded by the package owners under the owner's transportation plan.

For the purposes of this plan, the following definitions will be used:

Incident – Any deviation from normal operations or activities that has a lower potential to result in an emergency. Examples would include flat tires, inspection violations, mechanical breakdowns, driver illness, unplanned stops or detours, and severe weather.

Accident – A deviation from normal operations or activities associated with a hazard, (spent nuclear fuel) which has a greater potential to result in an emergency. Examples would

include physical damage to the transport vehicle or physical damage caused by the transport vehicle.

Emergency – An emergency is the most serious event and consists of any operational, civil, natural-phenomenon, or security occurrence, which could endanger or adversely affect people, property, or the environment.

4.1 Organizational Responsibilities

DOE Headquarters (DOE-HQ): DOE-HQ sets overall spent nuclear fuel program management responsibility and policy for transportation; resolves policy questions; issues guidance; develops and provides oversight for implementation of the Mitigation Action Plan; and provides information for use in transportation activities. In addition, the Assistant Secretary for Environmental Management will provide final approval for shipments to be made. (The purpose of the Mitigation Action Plan is to provide a plan to minimize the likelihood that any individual involved in the transportation and handling of spent fuel from foreign research reactors will receive a radiation dose in excess of the 100 mrem per year regulatory limit set in 10 CFR 20 for radiation exposure to a member of the general public. The Mitigation Action Plan is not applicable to workers that are certified as radiation workers and are monitored during potential periods of exposure to spent fuel.) As the responsible government agency for this program, DOE-HQ will assure overall program coordination with involved organizations and agencies as outlined in this Plan. DOE-HQ has committed to assist the corridor States and Tribes to prepare for these shipments and to support SRS and INEEL in implementing their portions of the program. DOE-HQ points of contact are provided in Appendix 8.3.

Office of Integration and Disposition, EM-20: EM-20 provides information about crosscutting transportation activities within DOE and serves as the corporate information resource on transportation. EM-20 provides technical support for routing, packaging and other similar issues, and supplies fact sheets and other generic transportation information materials for use by the program office and States and Tribes. Additionally EM-20 manages and coordinates TRANSCOM operations, training of TRANSCOM users, and participates with other DOE-HQ and field office staff in planning for shipments and resolving transportation issues and concerns from internal and external parties. Transportation staff points of contact for EM-20 and field office personnel located at Albuquerque are provided in Appendix 8.3.

DOE-Savannah River Operations Office (DOE-SR)/Westinghouse Savannah River Company (WSRC) and DOE-Idaho Operations Office (DOE-ID)/Idaho National Engineering and Environmental Laboratory (INEEL): DOE-SR and DOE-ID share the overall program management for the transfer of spent nuclear fuel from the foreign reactor facilities to the INEEL.

DOE-SR is responsible for the operational and programmatic oversight of the transport of the spent nuclear fuel from the Port of Charleston to SRS. WSRC is responsible for the movement of

containers at SRS from rail to truck, if necessary. DOE-SR is responsible for interfacing and coordinating with the State of South Carolina and Georgia for detailed planning activities and pre-departure inspections, and will share the radiation surveys and Commercial Vehicle Safety Alliance (CVSA) vehicle inspection results with corridor States/Tribes, as requested. DOE-SR will actively support DOE-ID in planning for the overland transportation activities from SRS to INEEL.

DOE-ID is responsible for operational and programmatic oversight of the transport of TRIGA fuel from the foreign research reactors to the Port of Charleston, from SRS to INEEL, and for receiving and storing the spent nuclear fuel at the INEEL. DOE-ID is responsible for interfacing with the affected States and Tribal Authorities pertaining to all planning activities that involve or impact the shipments. DOE-ID is also responsible for obtaining final approval for the shipment to be made from the Assistant Secretary for Environmental Management.

The transportation activities from Charleston to SRS are outlined separately in the *U.S. Department of Energy Foreign Research Reactor Nuclear Spent Fuel Shipment Transportation Plan for Rail and Motor Carrier Transport from Charleston, South Carolina to the Savannah River Site*.

DOE-SR and DOE-ID points of contact are provided in Appendix 8.3.

Reactor Operators/Shipping Agents for Countries with High-Income Economies: The foreign reactor operators and their shipping agents have the responsibility to coordinate and arrange all foreign and domestic activities associated with the spent nuclear fuel movement from the foreign reactors in high-income countries to INEEL. The foreign reactor operators and their shipping agents have the responsibility to remove and transport the empty packages from INEEL ensuring compliance with all applicable regulations [including federal and International Atomic Energy Agency (IAEA)]. The reactor operator/shipping agent will ensure that all activities of the agent, agent's personnel, vessel (ship) operator and commercial carrier personnel (and their respective sub-contractor personnel) are performed in a manner consistent with this Transportation Plan and the Mitigation Action Plan. The shipping agent will request route approval from the Nuclear Regulatory Commission for one of the highway routes shown in Appendix 8.1 and select a motor carrier having a rating of "satisfactory" under DOT's Motor Carrier Safety Rating Evaluation Program. The motor carrier must also have been satisfactorily evaluated under DOE's Motor Carrier Evaluation Program within the prior three years. The shipping agent shall provide to DOE a shipment specific security plan addressing as a minimum the identification of security provided (including required and additional escorts), and safe parking and inspection locations.

Transportation Services Contractor for Countries with Other-than-High-Income Economies: A Transportation Services Contractor under a task order contract to DOE-SR has the responsibility to coordinate and arrange all foreign and domestic activities associated with spent nuclear fuel movement from foreign reactors in other-than-high-income countries to INEEL. The Transportation Services Contractor has the responsibility to remove and transport the empty packages from INEEL ensuring compliance with all applicable regulations (including Federal and IAEA). The Transportation Services Contractor will ensure that all activities of its personnel, vessel (ship) operator and commercial motor carrier personnel (and that of their respective sub-contractor personnel) are performed in a manner consistent with this Transportation Plan and the Mitigation

Action Plan. The Transportation Services Contractor will request truck route approval from the Nuclear Regulatory Commission for one of the highway routes shown in Appendix 8.1 and select a motor carrier having a rating of “satisfactory” under DOT’s Motor Carrier Safety Rating Evaluation Program. The motor carrier must also have been satisfactorily evaluated under DOE’s Motor Carrier Evaluation Program within the prior three years. The Transportation Services Contractor shall provide to DOE a shipment specific security plan addressing as a minimum the identification of security provided (including required and additional escorts), and safe parking and inspection locations. In shipments that contain spent nuclear fuel from both countries with high-income economies and countries with other-than-high-income economies, the Transportation Services Contractor will be responsible for coordinating with shipping agents representing high-income economy countries for the overland transportation of the shipment in the United States and include activities for overland transportation of all materials in its plan.

Department of Transportation (DOT)

Federal Motor Carrier Safety Administration (FMCSA): FMCSA prescribes minimum standards of financial responsibility for commercial motor carriers and enforces rules for carriers engaged in the transportation of hazardous materials. FMCSA establishes minimum qualifications for drivers of commercial motor vehicles and establishes and enforces rules for the management, maintenance, operation, and driving of commercial motor vehicles. FMCSA also is responsible for designating Highway Route Controlled Quantity routes and for assisting state routing agencies with designating alternative routes.

Research and Special Programs Administration (RSPA): RSPA promulgates regulations for hazardous materials in applicable portions of the DOT regulations (49 Code of Federal Regulations, Parts 100-199). RSPA serves as the U.S. Competent Authority for actions pertaining to transport packaging in international commerce. RSPA is responsible for coordinating transportation and packaging requirements with IAEA.

Nuclear Regulatory Commission (NRC): The NRC will approve the port of entry and the routing plan submitted by the shipping agent. NRC may also inspect the route prior to domestic transportation. The importation of foreign research reactor spent nuclear fuel and the domestic movement of the transport packages by truck will be accomplished in accordance with NRC regulations in Code of Federal Regulations, Title 10, Part 110, and Part 73.

Commercial Motor Carrier: The carrier is a subcontractor to the Reactor Operator/Shipping Agent or the Transportation Services Contractor. The carrier is responsible for safely transporting the spent nuclear fuel packages and transport containers from SRS to INEEL and returning empty transport packages to the vendor or port of exit. This responsibility includes assuring all equipment is properly inspected and in good operating order, and working with corridor States and Tribes to arrange inspections and escorts as required.

Many important motor carrier requirements may be found in DOE Order 460.1, DOE Order 460.2, DOE M 460.2-1 49 CFR and 10 CFR. These requirements include, but are not limited to, the following:

- Carrier will be chosen by the Reactor Operator/Shipping Agent or the Transportation Services Contractor utilizing DOT and DOE guidance, such as the DOE's Motor Carrier Evaluation Program, which provides performance-based data on motor carrier safety fitness.
- Carrier is responsible for compliance with all applicable federal and state regulations.
- Carrier will ensure the shipping documentation is properly completed and that all required labeling, marking and placarding is applied per 49 CFR requirements before release from SRS.
- Carrier will ensure compliance with all applicable driver qualification, background checks, and training requirements to include increased security awareness training concerning hijacking and theft for transportation of HRCQ material.
- Carrier's drivers shall carry verification of their training and certificates in the cab of the vehicle and present them for inspection when requested by an appropriate authority.
- Carrier shall carry the Bills of Lading, including emergency response information and 24-hour emergency points of contact in each vehicle as required by federal regulations.
- Carrier will coordinate with state agencies and Tribes for inspections, permits, trip fees, and escorts in accordance with the requirements identified in this Plan.
- Carrier's drivers will inspect the vehicle and security of the load according to DOT regulations every 2 hours or 100 miles, whichever comes first. Carrier's drivers will stop to inspect tie downs within 25 miles of dispatch.
- Carrier and drivers will maintain communications via TRANSCOM from dispatch at SRS to arrival at INEEL. If TRANSCOM fails, driver will communicate with INEEL WCC via cell phone or any other means available, without jeopardizing security.
- Carrier is responsible for providing emergency recovery/restoration personnel, equipment, procedures and/or recovery of the transport vehicle in the event of a highway incident or accident.

The following identifies Motor Carrier responsibilities that are required specifically for the TRIGA foreign research reactor spent nuclear fuel from SRS to INEEL. These requirements are the result of decisions made by DOE based on the work of the Cross Country Transportation Working Group.

- Carrier is responsible for compliance with the requirements of this Transportation Plan.
- Carrier will provide a transportation plan identifying its activities to implement the requirements described in this Transportation Plan. The draft plan will be provided to DOE and then submitted for external review by the States and Tribes.
- Carrier will provide equipment and drivers at the SRS that will comply with all applicable

inspections, including the CVSA Level VI inspection (enhanced North American Standard).

- Carrier will ensure that acceptable weather and road conditions exist along the first 200 miles of the transport route prior to dispatch from SRS. Weather conditions along the entire route will be considered prior to dispatch. Carrier will monitor weather conditions while the shipment is in transit (see Section 6.0).
- Carrier's drivers must have logged a minimum of 100,000 miles in semi-tractor/trailer combination.
- Carrier will have policies in place for dealing with driver penalties and substance abuse.
- Carrier will work with DOE on a departure timeline that maximizes the addressing of special travel considerations provided by the States and Tribes. These special considerations are identified in Appendix 8.4. While the shipment is in transit, if it becomes apparent that the shipment timeline will conflict with one of these items, Carrier will notify INEEL Warning Communications Center (WCC) for direction, which may include proceeding to safe parking until the transport window reopens. Coordination among DOE, the State or Tribe affected, and the carrier will determine this course of action.
- Carrier will ensure effective communication with the truck crew on all events involving the shipment, including external public relations affairs/events that have potential impact on the shipment consistent with the Appendix 8.2, Public Communication Plan.
- Carrier will implement backup communications procedures in the event of TRANSCOM system failure, and provide a general description of the backup system in the carrier transportation plan.
- Carrier will develop contingencies for incidents or accidents including times to position cranes or recovery equipment and include such information in the carrier transportation plan.
- Carrier will ensure that drivers or transport equipment can be replaced within 24 hours.
- If a segment of the carrier's equipment (tractor or trailer) is placed out-of-service, separated or changed due to an incident or accident, then a new CVSA Level VI inspection will be undertaken and a new decal affixed by the state where the carrier's equipment is located.
- For convoy shipments: If one truck in a convoy stops unexpectedly while en route and cannot proceed, the other truck(s) in the convoy will continue to the nearest safe parking area as soon as practicable and await further direction.
- Carrier will utilize safe parking as described in the Security Plan. Vehicle(s) will be released from safe parking by DOE in coordination with the appropriate state or Tribal authority.
- Carrier will utilize only the service providers listed in the carrier's transportation plan.

Appendix 8.5 identifies shipment-specific items for the most current shipment of TRIGA foreign research reactor spent nuclear fuel from SRS to INEEL.

Corridor States/Tribes: The corridor States/Tribes have responsibility for establishing procedures and providing personnel and equipment to take charge of emergency situations if necessary.

- Although local agencies may be first responders, States/Tribes will serve as the principal contact for DOE.
- States/Tribes are responsible for insuring the health and safety of their residents and the environment, through such activities as preparing emergency response plans, designating alternative routes, and coordinating public information.
- Corridor States/Tribes may perform vehicle, package, and equipment inspections. These inspections, if conducted, will be in accordance with CVSA standards. Corridor States/Tribes will notify DOE of required and planned inspections for incorporation into this Plan and the timeline.
- In the event of unacceptable road or weather conditions, corridor States/Tribes have the authority to halt or delay the shipment and may designate a safe parking area.
- If the vehicle is directed into a safe parking area, the vehicle will remain at the parking area until released by DOE in coordination with the appropriate State or Tribal authority. The state/Tribal-designated authority will provide the necessary clearance to proceed through DOE. The corridor States/Tribes have the responsibility to develop procedures within their jurisdiction for designating authority to order shipments to stop or proceed.
- Corridor States/Tribes are responsible for notifying DOE-ID of any conditions that may impact a shipment within their jurisdiction. If such conditions arise after departure from SRS, States and Tribes will notify the INEEL Warning Communications Center (WCC).

Appendix 8.5 outlines State/Tribal actions specific to the most current shipment in the TRIGA foreign reactor spent fuel shipment campaign.

4.2 Typical Shipment Schedule

A shipment as referred to in this Plan, is defined as, for a set of containers traveling together under a single 10CFR73 notification, the period from the departure from SRS of the vehicle(s)/package(s) until the arrival at INEEL of the vehicle(s)/package(s).

Day 1	Transport packages arrive at SRS from Charleston (SC) port of entry
Day 2	Transport packages are transloaded to highway trailers. Transloading is not required for highway shipments from port of entry
Day 3	Inspections and shipping documentation prepared
Day 4	Vehicle(s)/transport package(s) depart by motor carrier to INEEL

Day 7 Window for vehicle arrival at INEEL

4.3 Advance Information/Tracking of Shipment

Written shipment notifications will be in accordance with 10 CFR 73, and DOE M 460.2-1. The shipping agent will provide written notification to the Governor's designee in the corridor States, Tribes, DOE-ID and DOE-SR not less than 7 calendar days prior to the departure of the shipment from SRS. The shipping agent will confirm by telephone the receipt of the written notification by the corridor States and Tribes not less than 5 calendar days prior to departure of the shipment from SRS.

The DOE TRANSCOM system will be utilized to track the shipment from SRS to INEEL. TRANSCOM is a DOE satellite and computer system developed for tracking certain radioactive materials shipments, which will provide DOE and the corridor States/Tribes with access to shipment status. Cellular or roadside phones, as specified by procedures in the TRANSCOM User Procedures Manual, will provide TRANSCOM backup.

States and Tribes tracking shipments through TRANSCOM will be able to view: the bill of lading, DOT Emergency Response Guidebook information, the shipment's route, points of contact for information, and messages, excluding date and time of departure.

Access to TRANSCOM for this shipment will be determined and prioritized by DOE-ID.

Each State/Tribe will have access to the TRANSCOM system from departure at origin until one hour following arrival at destination at INEEL, unless otherwise arranged with DOE-ID. TRANSCOM will update the position of the vehicle(s) every 15 minutes during normal system operations.

The INEEL WCC will provide each corridor state and tribe and DOE Regional Coordinating Office 24-hour emergency response point of contact (from Appendix 8.2) notification that the shipment has departed SRS and then a 2 hour "prior to entry" notification. The INEEL will also notify the 24-hour emergency response points of contact when the shipment arrives at INEEL.

The motor carrier's driver will provide notification to the INEEL WCC and TRANSCOM of any unscheduled vehicle stops enroute, including stops for severe weather, and will then provide another notification upon resumption of travel.

Any deviation from the approved route will comply with applicable regulations, state, Tribal, and local direction, and the carrier's operating procedures, and will be communicated to the INEEL WCC and to TRANSCOM. TRANSCOM will provide notification to the affected State /Tribal point of contact.

These and other notifications for these shipments are summarized in Appendix 8.6.

4.4 Emergency Management Considerations

Emergency management considerations are contained in Appendix 8.2

4.5 Additional Activities for Safe Routine Transport

- Transport vehicles will be inspected in accordance with enhanced CVSA requirements prior to departure from SRS. Subsequent enroute inspections by the corridor states may be in accordance with enhanced CVSA inspection standards.
- Shipments will be planned to occur in the mid-Spring to mid-Fall timeframe. Shipments outside this timeframe will be coordinated with the States and Tribes along the route to ensure appropriate pre-planning is accomplished and adverse weather contingencies are identified.
- Shipments will not be conducted during national holidays, on holiday weekends, or during major special events as identified in Appendix 8.4.
- States and Tribes will provide advance notification to DOE of major special events and circumstances that may impact transportation activities (Frontier Days, Fiesta Days, etc.). These are identified in Appendix 8.4. When possible, shipments will not be conducted during these events.
- Lessons learned will be conducted upon completion of each shipment. For the benefit of the corridor states, shipments will be coordinated with other DOE shipments through the affected corridor states.

5.0 Public Communications Considerations

Public communications considerations are addressed in Appendix 8.2.

6.0 Contingencies in the Event of Severe Weather

The carrier shall ensure that acceptable weather conditions exist prior to dispatch and during travel. No transport vehicle will be dispatched from SRS when severe weather conditions or adverse road conditions exist along the first 200 miles of the route that could significantly increase transportation risks. Weather conditions along the entire route will be considered before dispatching a shipment. Severe weather conditions include warnings issued by the National Weather Service such as dense fog advisories, tornado warnings, severe thunderstorm warnings, flash flood warnings, river flood warnings, high wind warnings, winter storm warnings, heavy snow warnings, blizzard warnings, blowing or drifting snow and freezing rain/drizzle situations. Adverse road conditions are those that prompt travel advisories which suggest that unnecessary travel be avoided. States and Tribes may provide advance weather information to the carrier via TRANSCOM. During transit, if weather conditions warrant, the drivers will park the vehicle at a state/Tribal designated parking area or at the first available parking area. The vehicle will remain at the parking area until released by DOE in coordination with the appropriate state or Tribal authority. Specific information pertaining to safe parking areas has been identified by the

corridor States/Tribes and is contained in the Security Plan.

In the event of a substantial unanticipated delay to a shipment en route (e.g., greater than two hours), the affected corridor states and tribes will be notified via TRANSCOM.

7.0 References

49 Code of Federal Regulations, Parts 100-199, 383, 387, 390 -399

10 Code of Federal Regulations, Parts 71, 73 and 110

Emergency Response Guidebook (ERG 2000)

Principles of Understanding between DOE and the State of South Carolina dated 10/28/80

Certificates of Compliance/Competent Authority for Transport Packages

Memorandum of Agreement between the U.S. Department Of Energy-Headquarters, U.S. Department Of Energy-Idaho Operations Office and U.S. Department of Energy-Savannah River Operations Office regarding Cross-Country Shipments Of Foreign Research Reactor Spent Nuclear Fuel

Transportation External Coordination/Working Group Routing Report

U.S. Department of Energy Foreign Research Reactor Nuclear Spent Fuel Shipment

Transportation Plan for Rail and Motor Carrier Transport from Charleston, South Carolina to the Savannah River Site.

Waste Isolation Pilot Plant Program Implementation Guide

Cesium Capsule Return Transportation Plan

TRANSCOM User Procedures Manual

Directory of State Agencies Involved with the Transportation of Radioactive Material

Final Environmental Impact Statement (EIS) on a Proposed Nuclear Weapons Nonproliferation Policy Concerning Foreign Research Reactor Spent Nuclear Fuel (the final EIS DOE/EIS-218F of February 1996)

EIS Record of Decision issued May 13, 1996 and amendments of May 28, 1996 and July 25, 1996

Mitigation Action Plan for the Implementation of a Nuclear Weapons Nonproliferation Policy Concerning Foreign Research Reactor Spent Nuclear Fuel, dated August 1996, or

latest revision.

Southern States Energy Board – Southern Mutual Radiation Assistance Plan for Emergency Response

Commercial Vehicle Safety Alliance – Levels of Inspection

Planning Guide for Shipments of Radioactive Materials through the Midwestern States, a publication of The Council of State Governments' Midwestern Office and the Midwestern Radioactive Materials Transportation Committee, updated December 2002.

TRANSPORTATION PLAN

8.0 APPENDICES

TRANSPORTATION PLAN

APPENDIX 8.1 **SHIPMENT ROUTES**

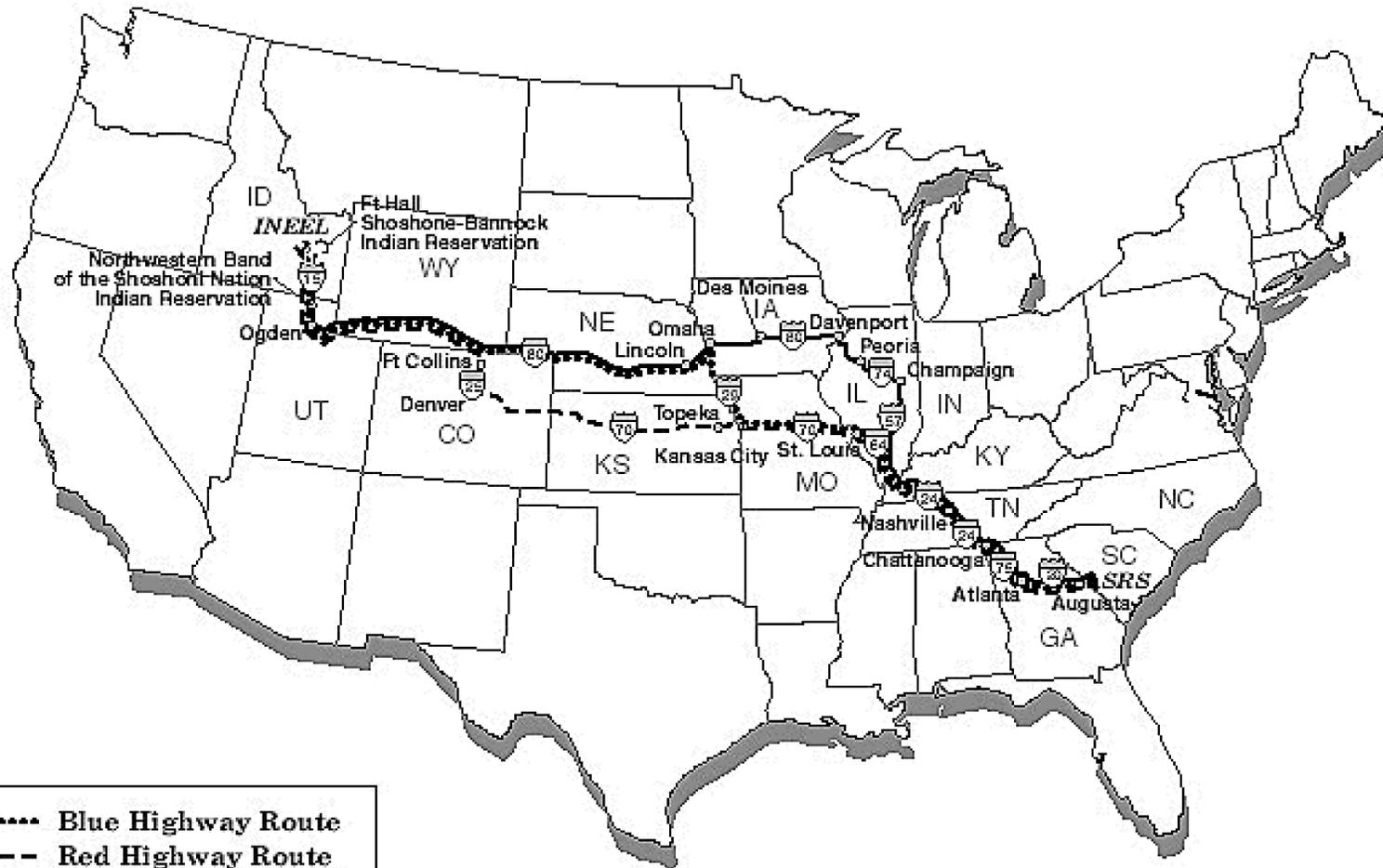
SHIPMENT ROUTE

DOE has identified three routes (“Red”, “Blue”, and “Black”) that meet the DOT/NRC requirement for minimizing time and distance and are acceptable in this FRR shipment campaign. These routes are shown on the map on the following page and specific descriptions follow.

These three routes are considered acceptable for these shipments according to DOT regulations 49 CFR 397. Prior to each shipment in this program, DOE will evaluate the highway route conditions for these three routes to assure the selected route meets DOT requirements. DOE does not anticipate using any route other than the three identified here.

The selected route will be submitted by the shipping agent or transportation services contractor to the Nuclear Regulatory Commission for approval, if needed. (NRC route approval covers a two year duration)

Highway Routes



- Blue Highway Route
- Red Highway Route
- Black Highway Route

55X01636.01.AIL

BLACK HIGHWAY ROUTE

Highway Routes

SRS local roads to SC 125

SC 125 to SC/GA 28

GA 28 to I-520

I-520 to I-20

I-20 to I-285

I-285 to I-75

I-75 to I-24

I-24 to I-57

I-57 to I-74

I-74 to I-474

I-474 to I-74

I-74 to I-80

I-80 to I-680

I-680 to I-80

I-80 to I-84

I-84 to I-15

I-15 to US 26

US 26 to US 20

US 20 to INEEL via local roads

Junctions

Jackson, SC

Beech Island, SC

Augusta, GA

Augusta, GA

Atlanta, GA

Atlanta, GA

Chattanooga, TN

Pulleys Mill, IL

Champaign, IL

East Peoria, IL

Peoria, IL

Green River, IL

Minden, IA

Omaha, NE

Echo, UT

Ogden, UT

Blackfoot, ID

Atomic City, ID

BLUE HIGHWAY ROUTE

Highway Routes

SRS local roads to SC 125

SC 125 to SC/GA 28

GA 28 to I-520

I-520 to I-20

I-20 to I-285

I-285 to I-75

I-75 to I-24

I-24 to I-57

I-57 to I-64

I-64 to I-255

I-255 to I-270

I-270 to I-70

I-70 to I-435

I-435 to I-29

I-29 to I-80

I-80 to I-84

I-84 to I-15

I-15 to US 26

US 26 to US 20

US 20 to INEEL via local roads

Junctions

Jackson, SC

Beech Island, SC

Augusta, GA

Augusta, GA

Atlanta, GA

Atlanta, GA

Chattanooga, TN

Pulleys Mill, IL

Mount Vernon, IL

Washington Park, IL

Edwardsville, IL

Champ, MO

Kansas City, MO

Kansas City, MO

Council Bluffs, IA

Echo, UT

Ogden, UT

Blackfoot, ID

Atomic City, ID

RED HIGHWAY ROUTE

Highway Routes

Junctions

SRS local roads to SC 125	Jackson, SC
SC 125 to SC/GA 28	Beech Island, SC
GA 28 to I-520	Augusta, GA
I-520 to I-20	Augusta, GA
I-20 to I-285	Atlanta, GA
I-285 to I-75	Atlanta, GA
I-75 to I-24	Chattanooga, TN
I-24 to I-57	Pulleys Mill, IL
I-57 to I-64	Mount Vernon, IL
I-64 to I-255	Washington Park, IL
I-255 to I-270	Edwardsville, IL
I-270 to I-70	Champ, MO
I-70 to I-435	Kansas City, MO
I-435 to I-70	Kansas City, MO
I-70 to I-470	Topeka, KS
I-470 to I-70	Topeka, KS
I-70 to I-270	Denver, CO
I-270 to I-76	Commerce City, CO
I-76 to I-25	Commerce City, CO
I-25 to I-80	Cheyenne, WY
I-80 to I-84	Echo, UT
I-84 to I-15	Ogden, UT
I-15 to US 26	Blackfoot, ID
US 26 to US 20	Atomic City, ID
US 20 to INEEL via local roads	

TRANSPORTATION PLAN

APPENDIX 8.2

DEPARTMENT OF ENERGY PUBLIC COMMUNICATION PLAN

Public Communication Plan

For The Department Of Energy's Transportation Of Foreign Research Reactor Spent Nuclear Fuel Shipments From Savannah River Site To Idaho National Engineering And Environmental Laboratory

Purpose:

Public and media communications relating to the shipment of foreign research reactor spent nuclear fuel from the Savannah River Site (SRS) to the Idaho National Engineering and Environmental Laboratory (INEEL) will focus on informing elected officials, the public and the media about the planned shipments and in emergency situations, if the need should occur, and providing the appropriate federal, state, and tribal points of contact.

This plan is directed toward ensuring the exchange of accurate and timely information among the Department of Energy (DOE), the foreign research reactor operators and their shipping agents, the states, the tribes, other federal agencies and the public about the cross-country shipment of foreign research reactor spent nuclear fuel. This will be accomplished by:

- Establishing public information points of contact for each participating federal state, and tribal agency and other organizations involved in accomplishing these shipments.
- Coordinating public information activities for the public and the media. The Idaho Operations Office (DOE-ID) will serve as the transportation plan contact for the foreign spent nuclear fuel shipment information on shipments from SRS to INEEL.
- Promoting communication among the foreign spent nuclear fuel shipment participants by keeping points of contact informed of issues and actions in the areas of responsibility.
- Facilitating access to information in the event of an accident or other incident.

DOE-ID is responsible for the development and implementation of the public communication plan for the cross-country shipment of foreign spent nuclear fuel to INEEL. The plan has been developed in coordination with Headquarters, state and federal agencies, and other participating organizations and distributed to those parties prior to the shipment date.

Roles and Responsibilities:

Office of Congressional and Intergovernmental Affairs and Office of Public Affairs (DOE-CI/PA)

Coordinates responses to national, state and tribal elected officials and to national and international media inquiries about the Department's nonproliferation policy and overall spent nuclear fuel management program.

Savannah River Operations Office (DOE-SR)

Serves as the primary point of contact for public and media inquiries from South Carolina and Georgia, and will coordinate with DOE-CI/PA, Idaho Operations Office and public information points of contact. Westinghouse Savannah River Company (WSRC) will assist DOE-SR in preparing responses and implementing this plan.

Idaho Operations Office (DOE-ID)

Serves as the primary point of contact for public and media inquires from all other affected States and Tribes, and coordinates with DOE-CI/PA and DOE-SR responses to public and media inquiries concerning cross-country foreign spent nuclear fuel shipments destined for Idaho National Engineering Environmental Laboratory (INEEL).

Other DOE Facilities Along Transportation Corridor

Coordinates with DOE-CI/PA, DOE-SR, and DOE-ID responses to public and media inquiries concerning cross-country foreign spent nuclear fuel shipments destined for INEEL.

Environmental Management National Transportation Program – Albuquerque

Provides standardized transportation public information materials for state and DOE use.

State Agencies And Tribal Authorities

Responds to public and media inquiries directly related to their responsibilities in accomplishing these shipments.

Southern States Energy Board (SSEB)

Coordinates flow of information between the Southern States and participating agencies and organizations about the transportation plan. Responds to public and media inquiries directly related to their role in accomplishing these shipments.

Western Governors’ Association (WGA)

Coordinates flow of information between the Western States and participating agencies and organizations about the transportation plan. Responds to public and media inquiries directly related to their role in accomplishing these shipments.

The Council of State Governments’ Midwestern Office (CSG-MW)

Coordinates flow of information between the Midwestern States and participating agencies and organizations about the transportation plan. Responds to public and media inquiries directly related to their role in accomplishing these shipments.

Nuclear Regulatory Commission

Responds to public and media inquiries directly related to their regulation of the shipment.

Department of Transportation

Responds to public and media inquiries directly related to their regulation of the shipment.

Federal Highway Administration

Responds to public and media inquiries directly related to their regulation of the shipment.

Commercial Motor Carrier

Provide assistance and support to DOE-SR and DOE-ID in coordinating information flow and providing technical staff as needed to respond to public and media inquiries and responds to direct inquiries.

Foreign Research Reactor Contracted Shipping Agents

Provide assistance and support to DOE-SR and DOE-ID in coordinating information flow and providing technical staff as needed to respond to public and media inquiries and responds to direct inquiries.

Congressional and State Notification:

DOE-ID will coordinate with DOE-CI/PA, EM-20 and DOE-SR the appropriate congressional, state and tribal notifications and respond to requests for additional information concerning the shipments.

Local Elected Officials Notification:

A DOE-ID representative(s) will be available to assist and to participate with State and Tribal agencies in responding to information requests from local elected officials. DOE-ID will coordinate response with DOE-CI/PA and appropriate program managers. Any DOE visit or briefing to elected officials will be coordinated through DOE-CI/PA.

Appropriate State and Tribal agencies will be provided the opportunity to participate and/or coordinate the event. If questions and concerns remain, the elected official will be directed to DOE-CI/PA by DOE-ID for further assistance.

Public Information and Media Response:

DOE and participating organizations will prepare and provide public information material to State and Tribal agencies for distribution and will respond promptly and courteously to public and media questions regarding the cross-country foreign spent nuclear fuel shipments. Any State or Tribal agencies may elect to distribute additional information packets through emergency response organizations, civic and service organizations, local government agencies, or other special interest groups. Copies of any publicly distributed informational materials related to the cross-country foreign spent nuclear fuel shipments should be provided to DOE-ID.

Where appropriate and time allows, DOE-ID will give State and Tribal agencies advance copies of news releases for review and comment prior to official release.

Upon Arrival At SRS

DOE-SR will use developed responses to answer media inquiries about the NWSC to SRS phase of the shipment within the guidelines of pertinent regulations. DOE-SR will coordinate media coverage and access to foreign spent nuclear fuel shipment activities on SRS as appropriate. DOE-SR will coordinate release of information with DOE-CI/PA, DOE-ID, Headquarters program managers and the EM Safeguard and Security Team. DOE-SR will redistribute that information to points of contact as appropriate.

Prior To Shipment

DOE-ID will coordinate with DOE-CI/PA, DOE-SR, Headquarters program managers and the Environmental Management (EM) Safeguard and Security Team the contents of responses to

media inquiries on the status of the cross-country foreign spent nuclear fuel shipment. Prior to release of any shipment information, DOE-ID will provide participating agencies and organizations a copy of the questions and answers as a courtesy. The information in these responses will be generic and is intended for DOE use only.

News releases may be developed and issued on an as-needed basis and will be coordinated with DOE-CI/PA and DOE-SR. A copy of all news releases will be provided to participating agencies before issuance, if possible. DOE-SR and DOE-ID will designate a communications representative and technical spokesperson to respond to inquiries as necessary or requested.

All participating agencies and organizations should report all media inquiries on the spent nuclear fuel shipment to DOE-ID in a timely manner. Each agency should provide any other material developed, appropriate information, fact sheets and audiovisual materials in responses to public and media inquiries and conduct appropriate interviews.

During Shipment

DOE-ID will use developed responses to answer media inquiries as appropriate and within the guidelines of pertinent regulations. DOE-ID will coordinate release of information with DOE-CI/PA, Headquarters program managers and the EM Safeguard and Security Team. All participating agencies and organizations should report any media rumors and unusual events relating to shipments to DOE-ID. DOE-ID will redistribute that information to points of contact as appropriate.

After Arrival At INEEL

DOE-ID will use developed responses to answer media inquiries as appropriate and within the guidelines of pertinent regulations. Media interest will be evaluated by DOE-CI/PA, DOE-SR, DOE-ID, Headquarters program managers and the EM Safeguard and Security Team to determine if a news release will be issued once the shipment is within the INEEL boundaries. News releases will be provided to participating agencies before they are issued if possible. DOE-ID will coordinate media coverage and access to foreign spent nuclear fuel shipment activities on INEEL as appropriate.

Emergency Procedures:

In event of a transport accident or incident, the on-scene local, state or tribal public information coordinator will provide DOE-ID timely information updates and copies of all news releases. This action will be accomplished according to established state, tribal or local emergency preparedness communication plans.

DOE-SR, DOE-ID and/or other DOE resources will assist state and local public relations personnel as needed when requested. The foreign reactor operators' shipping agents and escort participants will keep appropriate contacts informed of all extraordinary events that have potential for impact upon the shipment or could create potential media interest in the shipment.

The Commercial Motor Carrier will notify DOE-ID in the event of an incident.

Public Information Points Of Contact

Colorado Emergency Management Agency

Susan Jones-Hard (303) 692-3019
FAX: (303) 692-3683
susan.jones@state.co.us

Council of State Governments – Midwest

Lisa Sattler (920) 803-9976
FAX: (920) 803-9978
lsattler@csg.org

Department of Energy, Office of Congressional and Intergovernmental Affairs

Steve Lerner (202) 586-5470
FAX: (202) 586-1840
steve.lerner@hq.doe.gov

Department of Energy, Office of Public Affairs

Thomas Welch (202) 586-5806
FAX: (202) 586-5823

Georgia Department of Natural Resources

James Hardeman (404) 362-2675
FAX: (404) 362-2653
jim_hardeman@mail.dnr.state.ga.us

Georgia Emergency Management Agency

Lisa Ray (404) 635-7000
FAX: (404) 635-7205
lray@gema.state.ga.us

Georgia Department of Motor Vehicle Safety

Susan Sports (678) 413-8657
FAX: (678) 413-8661
ssports@dmvs.ga.gov

Idaho Environmental Quality Division

Kathleen Trever (208) 373-0498
(208) 373-0429
ktrever@deq.state.id.us

Idaho Operations Office

Brad Bugger (208) 526-0833
FAX: (208) 526-8789
buggerbp@inel.gov

Illinois Division of Nuclear Safety

Patti Thompson (217) 785-9877
FAX: (217) 542-4724
pthompson@idns.state.il.us

Iowa Dept. of Public Health

Kevin Teale (515) 281-6692
FAX: (515) 281-4958
kteale@idph.state.ia.us

Iowa Emergency Management Division

Kathy Stodola (515) 281-3231
FAX: (515) 281-7539
kathy.stodola@emd.state.ia.us

Iowa Emergency Management Department

Ellen Gordon (515) 281-3231
FAX: (515) 281-7539
ellen.gordon@emd.state.ia.us

Kansas Adjutant General's Department

Joy Moser (785) 274-1192
FAX: (785) 274-1622
joy.moser@ks.ngb.army.mil

Kentucky Emergency Management Agency

Stacy Haas-Floden (502) 607-1637
FAX: (502) 607-1670
bowmancr@BNGC.dma.state.ky.us

Missouri Emergency Management Agency

Susie Stonner (573) 526-9136
FAX (573) 634-7966
Sstonner@mail.state.mo

Missouri State Highway Patrol

C. T. Ricks (573) 526-6115
FAX: (573) 526-6383
ricksc@mshp.state.mo.us

NAC International

John Patterson (803) 652-7413
FAX: (803) 652-7451
nacaiken@aol.com

Nebraska Emergency Management

Tim Hergenrader (402) 471-7428
FAX: (402) 471-7433
tim.hergenrader@nema.state.ne.us

Nebraska Office of the Governor

Chris Peterson (402) 471-1967
(402) 471-6011
cpeterso@notes.state.ne.us

Nebraska State Patrol

Terri Teuber (402) 479-4985
FAX: (402) 479-4002
tteuber@nsp.state.ne.us

Nuclear Regulatory Commission, Region II

Ken Clark (404) 562-4416
FAX: (404) 562-4980
kmc2@nrc.gov

Nuclear Regulatory Commission, Region III

Jan Strasma (630) 829-9663
FAX: (630) 515-1096
rjs2@nrc.gov

Nuclear Regulatory Commission, Region IV

Breck Henderson (817) 860-8128
FAX: (817) 860-8210
bwh@nrc.gov

Savannah River Operations Office

Jim Giusti (803) 725-2467
FAX: (803) 725-4657
james-r.giusti@srs.gov

Shoshone-Bannock Tribes, Department of Public Safety

Reggie Thorpe / Wynona Boyer (208) 237-0137
FAX: (208) 237-0049
sbtdps@nicoh.com

South Carolina Department of Health & Environmental Control

Patrick Greene (803) 896-4099
FAX: (803) 896-4110
GreenePL@dhec.sc.gov

South Carolina Emergency Management Division

Joe Farmer (803) 737-8500
FAX: (803) 737-8570
jrfarmer@emd.state.sc.us

South Carolina State Law Enforcement Division

Katherine Richardson (803) 896-7156
(803) 737-9000
FAX: (803) 896-7248
krichardson@mail.sled.state.sc.us

Southern States Energy Board

Christopher Wells (770) 242-7712
FAX: (770) 242-0421
wells@sseb.org

Tennessee Dept. of Safety

Dana Keeton (615) 251-5131
FAX: (615) 253-2091
dmkeeton@mail.state.tn.us

Tennessee Emergency Management Agency

Kurt Pickering (615) 741-0482
FAX: (615) 741-0007
kpickering@tnema.org

Utah Department of Environmental Quality

Bill Craig (801) 536-4271
FAX: (801) 533-4097
bcraig@deq.state.ut.us

Utah Emergency Management

Paula Ernstrom (801) 538-3738
FAX: (801) 538-3770
pernstro@dps.state.ut.us

Western Governors' Association

William Mackie (303) 623-9378
FAX: (303) 534-7309
wmackie@westgov.org

Westinghouse Savannah River Company

Fran Poda (803) 725-0191
FAX: (803) 725-2336
frances.poda@srs.gov

Wyoming Department of Transportation

Lisa Murphy (307) 777-4010
FAX: (307) 777-4289
lisa.Murphy@dot.state.wy.us

Wyoming Office of Homeland Security

Kelly Ruiz (307) 777-4900
(307) 635-6017
kruiz@state.wy.us

TRANSPORTATION PLAN

APPENDIX 8.3

DEPARTMENT OF ENERGY TOPICAL AREA POINTS OF CONTACT

Department of Energy Topical Area Points of Contact

A. The points of contact for the Department of Energy (DOE), Savannah River Operations Office (SR) are:

- 1) Programmatic
Charles Messick
Spent Nuclear Fuel Program
U.S. Department of Energy
Savannah River Site
P.O. Box A
Aiken, SC, 29802
(803) 952-4520

- 2) Public Information
Jim Giusti, DOE-SR
Office of External Affairs
Same address as above
(803) 725-2467

- 3) Emergency Preparedness
Christina Edwards, DOE-SR
Radiation Protection and Emergency Management
Division
Same address as above
(803) 952-6613

- 4) Radiation Protection
Dick Huskin, DOE-SR
Radiation Protection and Emergency Management
Division
Same address as above
(803) 952-2575

- 5) Transportation
Roy McLain, DOE-SR
Site Services Division
Same address as above
(803) 725-2206

- 6) Security
Cindy Brizes, DOE-SR
Dorothy Tyler, DOE-SR
Internal Security Division
Same address as above
(803) 725-4170
(803) 725-3092

B. The points of contact for the Department of Energy (DOE), Idaho Operations Office (ID) are:

- | | |
|-----------------------------------|--|
| 1) Programmatic | Jim Wade
U.S. Department of Energy
Idaho Operations Office
850 Energy Drive
Idaho Falls, ID 83401-1563
(208) 526-6876 |
| 2) Public Information Support | Brad Bugger, DOE-ID
Same address as above
(208) 526-0833 |
| 3) Emergency Preparedness Support | Steve Morreale, DOE-ID
Same address as above
(208) 526-0199 |
| 4) Radiation Protection Support | Ken Whitham, DOE-ID
Same address as above
(208) 526-4151 |
| 5) Transportation Support | Miriam Taylor, DOE-ID
Same address as above
(208) 526-0176 |
| 6) Security Support | Robert Coombs, DOE-ID
Same address as above
(208) 526-2302 |
| 7) Tribal Coordination | Robert Pence, DOE-ID
Same address as above
(208) 526-6518 |

C. The points of contact for the Department of Energy (DOE), Headquarters Office (HQ) are:

- 1) Programmatic
Patty Bubar
Maureen Clapper
U.S. Department of Energy
EM-24/FORS/Rm 5B115
1000 Independence Avenue, SW
Washington, D.C. 20585
(202) 586-8013

- 2) Security
Leigh Gunn
U.S. Department of Energy
EM-5/GTN/Rm A327
19901 Germantown Road
Germantown, Maryland 20874
(301) 903-7431

D. The points of contact for the Department of Energy (DOE), Environmental Management National Transportation Program are:

- 1) Transportation
Judith Holm
U.S. Department of Energy
P.O. Box 5400
Albuquerque, New Mexico
(505) 845-4767

- 2) TRANSCOM
Tony Lucero
U.S. Department of Energy
P.O. Box 5400
Albuquerque, New Mexico
(505) 845-4545

TRANSPORTATION PLAN

APPENDIX 8.4

STATE/TRIBAL SHIPMENT SPECIFIC ACTIONS

State/Tribal Shipment Specific Actions

This appendix outlines state/Tribal items specific to the most current shipment in the TRIGA foreign reactor spent fuel shipment campaign.

STATE VEHICLE INSPECTIONS

1. South Carolina
 - South Carolina Transport Police will conduct an initial enhanced CVSA inspection (enhanced, Level VI, North American Standard Inspection) on the transport vehicles and drivers prior to departure from SRS.
2. Georgia
 - Georgia Public Service Commission may participate in joint point-of-departure enhanced inspections (enhanced, Level VI) with South Carolina at SRS.
3. Tennessee
 - Tennessee Commercial Vehicle Enforcement Division may perform a walk-around inspection (CVSA Level II inspection) on transport vehicles and drivers.
4. Illinois
 - Illinois State Police will conduct enhanced CVSA inspections (enhanced, Level VI) on transport vehicles and drivers. The inspection will take place at a place identified by the Illinois Division of Nuclear Safety.
5. Missouri
 - Missouri will conduct enhanced CVSA inspections (enhanced, Level VI) on transport vehicles and drivers at a designated area indicated by the Missouri State Highway Patrol (default designated area is the CVE Station at Foristell).
6. Iowa
 - Iowa will conduct random inspections of the transport vehicles.
7. Nebraska
 - Nebraska reserves the right to perform any vehicle or driver inspections in accordance with CVSA standards.
8. Wyoming
 - Wyoming will require that each transport vehicle have a current enhanced CVSA decal before entry. Wyoming reserves the right to perform announced or unannounced inspections.

9. Utah
 - Utah will require that each transport vehicle have a current enhanced CVSA decal before entry. Utah reserves the right to perform unannounced inspections.

10. Shoshone-Bannock Tribes
 - Shoshone-Bannock Tribal representatives may observe the enhanced CVSA inspection performed by Idaho State Police.

11. Idaho
 - Idaho State Police will perform enhanced CVSA inspections (enhanced, Level VI) on transport vehicles and drivers.

RADIOLOGICAL SURVEYS

1. South Carolina
 - The Division of Radioactive Waste Management, South Carolina Department of Health and Environmental Control may conduct a radiological survey to ensure compliance with state and federal transportation regulations.

2. Tennessee
 - The Tennessee Emergency Management Agency will perform a radiological survey.

3. Kentucky
 - The Radiation Health and Toxic Agents Branch will conduct a radiation survey at the Kentucky Welcome Center.

4. Illinois
 - The Illinois Division of Nuclear Safety will perform a radiological survey.

5. Missouri
 - Missouri will perform a radiological survey at a designated area indicated by the Missouri State Highway Patrol (default designated area is the CVE Station at Foristell). Inspection will be done by Department of Health and Senior Services, Environmental Services

CVSA AND RADIOLOGICAL SURVEY REPORTS

Illinois: Fax number: (217) 786-7223, attention: Tim Runyon

Iowa: Fax number: (515) 725-0318, attention: Don Flater

Kansas: Fax number: (785) 274-1426, attention: Frank Moussa

SPECIAL TRAVEL CONSIDERATIONS

The following items were provided to DOE for consideration during scheduling and shipment transit. DOE and the Motor Carrier will develop a departure timeline that maximizes addressing of these special considerations. DOE-ID will coordinate with the appropriate state or Tribe in the event that the shipment schedule cannot accommodate any of these items.

While the shipment is in transit, if it becomes apparent that the shipment timeline will conflict with one of these items, INEEL WCC will notify the affected state or Tribal 24-hour security point of contact and DOE for consultation. DOE prefers that the shipment proceed. However, the affected state or Tribe may request that the shipment go to safe parking until the transport window reopens.

1. Georgia
 - Avoid transit during NASCAR and other races at Atlanta Motor Speedway.
 - Avoid transit during rush hours in Atlanta (prefer nighttime travel).
 - Avoid transit during the Masters golf tournament in Augusta.
2. Tennessee
 - Avoid transit during rush hours in Chattanooga and Nashville.
 - Avoid transit during the River Bend Festival.
 - Avoid transit during the Nashville public entertainment events scheduled for Thursday nights during the spring/early summer.
 - Avoid transit during Nashville Titans home football games.
3. Kentucky
 - Avoid transit during Paducah Quilt Convention in the spring.
4. Illinois
 - Avoid transit during DuQuoin State Fair (August 23 through September 1).

- Avoid transit during evening rush hours in Peoria and Bloomington. Rush hours are 7 a.m.–9 a.m. and 4 p.m.–6 p.m.
5. Iowa
- Rush hours in Davenport, Des Moines and Council Bluffs are 6 a.m.–9 a.m. and 3:30 p.m.–6:30 p.m.
 - Avoid Iowa State Fair, August 7-17.
6. Missouri
- Avoid transit during specified rush hours in St. Louis, Columbia, and Kansas City. Rush hours in St. Louis are 6 a.m.–9 a.m. and 2 p.m.–7 p.m. (St. Louis metropolitan area begins on I-70 at the Illinois state line and continues to the Wentzville, Missouri area). Rush hours in Columbia are 7 a.m.–8 a.m. in the morning and 4:30 p.m.–6 p.m. (the urban area for Columbia are within the Columbia city limits on I-70). Rush hours in Kansas City are 7 a.m.–10 a.m. and 2 p.m.–6 p.m. in the evening (the urban area for Kansas City begins just east of Rt. 7 in Blue Springs and continues to Rt. 435 at I-29).
 - If necessary, shipments will go to designated safe parking areas to avoid specified rush hours. Safe parking areas will be designated along transportation routes and identified in the requisite shipment security plan.
 - Road and weather conditions will be monitored. In the event that unacceptable conditions arise during transit, the shipments will be directed to a designated safe parking area, or elsewhere as directed by State law enforcement officials, until conditions improve.
 - Limit speed to 60 mph in Missouri, unless lower speed limits are posted or as otherwise directed by law enforcement officials.
 - Missouri will provide information on major special events and circumstances that DOE will consider in setting shipment schedules, such as major athletic or music/entertainment events. DOE will avoid shipments during special events as specified by the State of Missouri.
7. Kansas
- Kansas City rush hours are 6 a.m.–9 a.m. and 3 p.m.–6:30 p.m. (Kansas City metropolitan area includes Wyandotte and Johnson counties).
 - Kansas Speedway races are July 5–6 and October 4–5. Renaissance Festival (Bonner Springs), weekends, August 30–October 13. Spring/summer concerts at Verizon Amphitheater.
8. Nebraska
- Extensive construction will occur on Interstate 80 between Omaha and Lincoln. Detours on Interstate 80 may restrict commercial motor vehicles. **Nebraska will be consulted on routing and detours prior to any shipment.** Detours may result in routing westward shipment from Interstate 80 to

Interstate 29 near Council Bluffs, Iowa, to the Nebraska City, Nebraska Exit. Shipments will proceed westbound on Nebraska State Highway 2 to the west edge of Lincoln, where travel can resume on Interstate 80.

- Avoid transit on Saturdays during University of Nebraska home football games (August 30; September 6, 13, 27; October 18, 25; November 15).
 - Avoid transit during Nebraskaland Days in June at North Platte.
7. Wyoming
 - Avoid transit during Frontier Days
 8. Utah
 - Avoid transit on Pioneer Day
 9. Shoshone-Bannock Tribes
 - Avoid transit during the Shoshone-Bannock annual celebration.
 - Avoid transit during Indian Day.
 - Avoid transit during Fort Bridges Treaty Day.
 10. Idaho
 - Avoid transit during the Eastern Idaho State Fair

PERMITS AND FEES

1. Georgia
 - Georgia imposes a hazardous material permit, which includes a trip permit and an annual permit. Each vehicle will require a separate permit. The trip permit may be a copy of a valid permit but the annual permit must be original.
2. Illinois
 - Illinois imposes fees for overweight truck permits and inspection and escort fees. Per 420 ILCS 5/4 subparagraphs 10 and 11, \$2500 per truck carrying spent fuel, high level waste, or transuranic waste, to be paid by the shipper. Routes greater than 250 miles: \$25 per mile surcharge for shingle cask truck, charged on the portion over 250 miles. Mileage in Illinois along the “Black” route is 417.6 miles, which will result in a fee of \$6,690.
3. Iowa
 - Iowa imposes fees for overweight truck permits and imposes a fee for each truck shipment of spent nuclear fuel. Per IAC 641-38.8(11) “a” (1) (Highway Transport), \$1,750 per truck carrying spent fuel, high level waste, or transuranic waste.

Routes greater than 250 miles: \$15 per mile surcharge for single cask truck shipments on the first truck only, charged on the portion over 250 miles. Cost for single truck shipment from Davenport through Council Bluffs will be \$2,590.

4. Nebraska
 - Following Neb. Rev. Stat. Sections 71-3523 to 71-35228, Nebraska imposes a \$2,000 fee per cask, which must be paid in advance.
4. Wyoming
 - Wyoming imposes fees for HRCQ shipments.
5. Idaho
 - Idaho requires a hazardous materials permit for each vehicle.

ESCORTS

1. Kentucky
 - The Kentucky Radiation Health and Toxic Agents Branch will escort the shipment while in Kentucky. The Kentucky State Police and Kentucky Vehicle Enforcement will also escort the shipment while in Kentucky.
2. Illinois
 - The Illinois State Police and the Illinois Division of Nuclear Safety will escort the shipment while in Illinois.
3. Missouri
 - The Missouri Highway Patrol will escort the shipment while in Missouri.
4. Iowa
 - Officers from the Iowa Department of Transportation's Motor Vehicle Enforcement Office will meet the shipments at the border and escort them throughout the state.
5. Nebraska
 - State law enforcement officials will meet the shipment at the Commercial Vehicle Permanent Scale Facility at Nebraska City to escort the transport vehicle through Nebraska.
6. Shoshone-Bannock Tribes
 - The Shoshone-Bannock Tribes may escort the shipment while on the Fort Hall Reservation, and may continue to follow the shipments to their destination at INEEL.

TRANSPORTATION PLAN

APPENDIX 8.5

SUMMARY OF GENERAL NOTIFICATIONS

Summary of General Notifications

Notification	Type	From	To Whom	Timing
10 Day Notification	Written	Shipping Contractor	NRC-HQ	No less than 10 calendar days prior to shipment departure from SRS
7 Day Notification	Written	Shipping Contractor	Tribal POCs and Governors' Designees	No less than 7 calendar days prior to shipment departure from SRS
5 Day Confirmation	Phone	Shipping Contractor	Tribal POCs and Governors' Designees	No less than 5 calendar days prior to shipment departure from SRS
Pre-Shipment Bill of Lading Info (excluding departure date and time)	TRANSCOM	TCC	TRANSCOM User Access List for this shipment	7 days prior to shipment departure from SRS
Bill of Lading	Fax	WCC	INEEL	At least 4 hours prior to departure of shipment from SRS
South Carolina CVSA Inspection Report	Hand	DOE-SR	Major Bruce Bugg, Georgia	Prior to departure of shipment from SRS
South Carolina CVSA Inspection Reports and WSRC rad departure surveys, as requested.	Fax	DOE-SR	Numbers provided by State and Tribal lead points of contact with request; DOE RCOs regions 2,5 and 6; NRC Region II	Prior to departure of shipment from SRS
Shipment Departure	Phone	WCC	State and Tribal 24 hr. number in Emergency Management Plan; DOE RCOs regions 2, 5, and 6; NRC-HQ; DOE-HQ	Upon departure from SRS
2 Hour Notification	Phone	WCC	State and Tribal 24 hr. number in Emergency Management Plan; DOE RCOs regions 2, 5, & 6	2 hours prior to shipment entering the state or DOE region
Position Information and Bill of Lading	TRANSCOM	TCC	TRANSCOM User Access List for this shipment	Bill of Lading info available 7 days prior to shipment departure. Then, generally, from shipment departure until 1 hour after shipment has left state, unless other agreement with DOE

Summary of General Notifications

Notification	Type	From	To Whom	Timing
Position Information in event of TRANSCOM failure (not able to receive position updates through Qualcomm)	Phone	WCC	State and Tribal 24 hr. number in Emergency Management Plan; DOE RCOs regions 2, 5, and 6; DOE-HQ	Every 2 hours or 100 miles until shipment departs area of access.
Position Information in event of TRANSCOM failure (not able to receive position updates through Qualcomm)	Phone	TCC	Individual TRANSCOM user	Every 2 hours or 100 miles until shipment departs area of access
Position Information in event of TRANSCOM individual user access problems or TRANSCOM failure	Phone	TCC	Individual TRANSCOM user	Every 30 minutes until access is restored or shipment departs area of access
Shipment Arrival	Phone	WCC	State and Tribal 24 hr. number in Emergency Management Plan; DOE RCOs regions 2, 5, and 6; NRC-HQ; DOE-HQ	Upon arrival at INEEL
Incident/Accident/Emergency	Cell Phone	Driver	INEEL WCC	Immediately - First Notification
Incident/Accident/Emergency	Cell Phone, TRANSCOM	WCC/Driver	Carrier Ops Mgr	Immediately upon notification to INEEL WCC - by conference call
Incident/Accident/Emergency	Phone	WCC	State and Tribe where shipment is located - State and Tribal 24 hr. number in Emergency Management Plan (request they immediately notify State Law Enforcement); 24 hr. security contact from the affected state/tribe; affected and downroute DOE RCOs; TCC; DOE-HQ; NRC-HQ; FBI, if security event	Immediately upon notification

Summary of General Notifications

Notification	Type	From	To Whom	Timing
Incident/Accident/Emergency	Phone	Carrier Ops Mgr	Carrier contacts, Shipping Contractor	Following notification from INEEL WCC
Incident/Accident/Emergency	Phone	WCC	States and Tribes down route - State and Tribal 24 hr. number in Emergency Management Plan	Upon understanding situation and expected delays
Schedule difference plus or minus 6 hours from original notification letter	Phone	Shipping Contractor	Governors' Designees and Tribal POCs from affected States, DOE-ID	Upon finding that schedule will be different
Media Inquiry during Shipment	phone	anyone	SRSOC	Upon receipt and response; SRSOC will contact Jim Giusti, DOE-SR, to assist
Media Inquiry during Shipment	phone	anyone	INEEL WCC	Upon receipt and response; INEEL WCC will contact Brad Bugger, DOE-ID, to assist

APPENDIX 8.6

DEPARTMENT OF ENERGY EMERGENCY MANAGEMENT PLAN

DEPARTMENT OF ENERGY (DOE) EMERGENCY MANAGEMENT PLAN

INTRODUCTION

The DOE Emergency Management Plan identifies emergency planning and preparedness considerations and establishes emergency response roles and responsibilities for incidents/accidents involving shipments of Foreign Research Reactor (FRR) Spent Nuclear Fuel (SNF) from the Savannah River Site (SRS) to the Idaho National Engineering & Environmental Laboratory (INEEL).

NOTIFICATIONS AND COMMUNICATIONS

In accordance with 10 CFR 73, the Idaho National Engineering and Environmental Laboratory (INEEL) Warning Communications Center (WCC) will serve as the designated communications center while the shipments are enroute from SRS to INEEL. At a minimum, the WCC will be staffed continuously on a 24-hour basis by at least one individual who will monitor the progress of the shipment and ensure notification of the appropriate agencies in the event of an incident/accident.

All notifications from the WCC are outlined and conducted in accordance with INEEL procedures. Additional requirements regarding notifications and communications are outlined in the Motor Carrier's Transportation Plan. Emergency Response contacts are included in Attachment 1 of this Appendix.

The WCC will monitor the progress of the shipment using TRANSCOM. The DOE TRANSCOM System provides tracking and communications for the shipments while enroute from SRS to INEEL.

The TRANSCOM system combines satellite communications, computerized database management, user networks, and ground communications to allow authorized users (DOE personnel, DOE contractors, other Federal agencies, and State and Tribal government agencies) to continuously monitor the location and status of these shipments. In the event of an incident/accident, the driver will notify the WCC, the TRANSCOM Control Center (TCC), and the Tri-State Motor Transit Company Operations Manager via TRANSCOM or other two-way communications equipment on the vehicle. The WCC will make the appropriate additional notifications.

The WCC will provide shipper-related emergency information and maintain a 24-hour emergency telephone contact list for technical advice and detailed information regarding these shipments.

EMERGENCY PREPAREDNESS

The State, Tribal, and local governments having jurisdiction over areas through which these shipments will pass have the responsibility for protecting the public and the environment and for establishing incident command should there be an incident/accident involving these shipments. The carrier for these shipments is responsible for providing emergency response assistance and recovery/restoration actions, if required. The appropriate State, Tribal, or local government authority will also have the responsibility for recovery/restoration oversight activities at the incident scene. DOE-ID will provide technical advice and assistance to these authorities and ensure that the carrier

of these shipments performs the necessary cleanup and site recovery/restoration activities.

To provide an adequate response for transportation incidents/accidents, State, Tribal, and local governments are responsible for developing emergency response plans and procedures; organizing, training, and deploying first responders; and negotiating mutual aid agreements for incidents/accidents close to jurisdictional boundaries.

To assist State, Tribal, and local agencies, DOE has developed planning and training materials through the Transportation Emergency Preparedness Program (TEPP) to help provide the incremental skills necessary for response to incidents/accidents involving DOE radioactive material shipments. The planning materials can be accessed through the DOE Office of Transportation and Emergency Management website, www.em.doe.gov/otem. In addition, each DOE Regional Coordinating Office (see Figure 1 of this Appendix) has appointed a TEPP Coordinator to ensure emergency planning and preparedness activities are integrated into the transportation planning process. The TEPP Coordinator can provide assistance to State, Tribal, and local agencies in preparing for DOE transportation activities (e.g., assist in using the TEPP planning products, coordinate delivery of DOE training, provide technical assistance, resolve emergency preparedness issues, etc.). DOE TEPP Coordinators are identified in Attachment 2 of this Appendix.

EMERGENCY REPOSE

The following establishes roles and responsibilities for the emergency response organizations supporting this plan:

Carrier

The driver, if able, will make emergency notifications, undertake first aid actions, initiate incident scene control, provide assistance to first responders, and undertake other emergency actions as described in the Motor Carrier Transportation Plan.

First Responders

First Responders, as defined by each corridor State/Tribe, will respond to the incident scene and initiate response actions in accordance with local plans and procedures and the *Emergency Response Guidebook* (ERG2000). Guide 165 applies to the materials involved in the FRR SNF shipments and provides information on potential hazards, public safety concerns, and emergency response actions. Emergency response information accompanying the shipping papers, normally available to responders in the vehicle or accessible via TRANSCOM, should also be consulted. The ERG2000 or other appropriate guidelines should be used for the initial response to other hazards that could be involved at the incident scene. In all cases, the Incident Commander for response to the cross-country FRR SNF shipments will be a local, State, or Tribal authority. If State, Tribal, or local responders have additional procedures that provide more specific guidance, then responders will follow those procedures.

State-Level Hazardous Materials (HAZMAT) or Radiological Response Teams

Many states maintain specialized HAZMAT and/or radiological response teams that may be activated to provide technical assistance and mitigation during emergencies. State teams are activated by the Incident Commander or other appropriate State or local authority.

DOE-ID Activities and Responsibilities

DOE-ID has lead responsibility for the safe and efficient transport of the FRR SNF from SRS to the INEEL. To support these shipments, DOE-ID will ensure the following activities are conducted:

- Ensure the shipments are monitored on a 24-hour basis by the WCC.
- Ensure all notifications are completed in accordance with established WCC procedures.
- Implement emergency response actions in accordance with established procedures if the Emergency Duty Officer in the WCC declares an Operational Emergency for an accident involving these shipments.
- For incidents/accidents, notify the Regional Coordinating Office of the affected region and request assistance in notification of and coordination with local, State, and Tribal authorities.
- Through the WCC, provide shipment specific technical information to affected local, State, and Tribal authorities.
- Provide radiological assistance, including deployment of RAP team(s), upon the request of DOE or the appropriate State or Tribal authority. Ensure the appropriate State or Tribal authority is notified prior to deployment of a Region RAP team.
- If an incident/accident occurs that requires a lengthy mitigation/recovery period, DOE-ID will coordinate with DOE-HQ and the appropriate DOE Regional Coordinating Office to identify additional DOE technical resources (programmatic, public information, and/or security personnel) to deploy to the incident scene. These DOE representatives will provide additional technical assistance and support to the responsible on-scene authority.
- If an accident occurs that warrants a response under a Federal Plan (e.g., the Federal Radiological Emergency Response Plan, National Contingency Plan, Federal Response Plan), DOE-ID will coordinate with DOE Headquarters and the Regional Coordinating Office in the affected region to designate a Federal On-scene Coordinator/Commander and conduct activities in support of that plan.

DOE Regional Coordinating Offices for Regions 2 (Oak Ridge), 3 (Savannah River), 4 (Albuquerque) and, 5 (Chicago)

- Notify the WCC of any incident/accident involving the FRR SNF shipment within their region.
- Assist DOE-ID in notification of and coordination with local, State, and Tribal authorities for incidents/accidents occurring within their region.
- Provide radiological assistance, including deployment of RAP team(s), upon the request of DOE or the appropriate State or Tribal authority. Ensure the appropriate State or Tribal authority is

notified prior to deployment of a RAP team.

- If an accident occurs that warrants a response under a Federal Plan (e.g., the Federal Radiological Emergency Response Plan, National Contingency Plan, Federal Response Plan), coordinate with DOE-ID and DOE Headquarters to designate a Federal On-scene Coordinator/Commander and conduct activities in support of that plan.

Regional Radiological Assistance Program (RAP) Team(s)

DOE's RAP is administered through eight regions. See Figure 1 of this Appendix. RAP teams provide radiological monitoring and assessment services and advice/consultation to assist in resolving incidents/accidents involving radiological materials. If DOE is called upon to provide this assistance, the actions of its RAP team(s) will be in accordance with DOE Order 5530.3 and the Regional RAP Response Plans. Activation of DOE RAP team(s) is through the appropriate Regional Coordinating Office. The RAP team(s) will take the following actions:

- Upon request of DOE or the appropriate State or Tribal authority, deploy to the incident scene. The DOE RAP Team Leader will report to the Incident Commander and/or the State or Tribal on-scene authority to provide radiological advice and/or assistance to resolve the incident/accident.
- Provide radiological monitoring services and compare/confirm findings with other radiological teams at the scene.
- Provide an assessment and evaluation of the radiological data and provide advice and consultation to mitigate the radiological consequences of the incident/accident.
- Provide a copy of all data collected to the Incident Commander and/or the State or Tribal on-scene authority.
- Provide information regarding the DOE response and support public information activities at the incident scene or Joint Information Center (if established).
- Request additional DOE Emergency Response Assets, if required.
- Provide access to additional DOE or DOE-contractor technical experts for advice on the characteristics of the materials, mitigation activities, the transport packages, etc.

RECOVERY

The carrier has primary responsibility for package and transporter recovery operations as described in the Motor Carrier Transportation Plan. Recovery will not begin until the emergency phase of any incident/accident is terminated, following a decision that no radiological or other hazard is present. Recovery operations will be coordinated with the Incident Commander and/or the State or Tribal on-scene authority. DOE-ID will assist the carrier in recovery operations, where appropriate.

ATTACHMENT 1

**Foreign Research Reactor Spent Nuclear Fuel
Emergency Response Contact List**

<u>Agency</u>	<u>Phone</u>
INEEL Warning Communications Center (WCC) Designated Communications Center	(208) 526-1515
DOE Region 2 Regional Coordinating Office - Oak Ridge Operations Office (AR, KY, LA, MO, MS, TN, VA, and WV)	(865) 576-1005
DOE Region 3 Regional Coordinating Office - Savannah River Operations Office (AL, FL, GA, NC, and SC)	(803) 725-3333
DOE Region 4 Regional Coordinating Office - Albuquerque Operations Office (AZ, KS, NM, OK, and TX)	(505) 845-4667
DOE Region 5 Regional Coordinating Office - Chicago Operations Office (IA, IL, IN, MI, MN, NE, ND, OH, SD, and WI)	(630) 252-4800
DOE Region 6 Regional Coordinating Office - Idaho Operations Office (CO, ID, MT, UT, and WY)	(208) 526-1515
DOE Headquarters Watch Office	(202) 586-8100
Nuclear Regulatory Commission (NRC) Headquarters	(301) 816-5100
TRANSCOM Control Center	(865) 576-0982
Motor Carrier Operations Center (Tri-State Motor Transit)	(800) 326-7112
NAC International	John Patterson (803) 652-7413
Colorado State Patrol Dispatch	(303) 239-4501

ATTACHMENT 1

Foreign Research Reactor Spent Nuclear Fuel Emergency Response Contact List (continued)

<u>Agency</u>	<u>Phone</u>
Georgia Emergency Management Agency	(404) 635-7200
Idaho State Communications Center (Alternate) Idaho State Police	(208) 334-4570 (800) 632-8000 (In state) (208) 846-7500 (800) 233-1212 (In state)
Illinois Emergency Management Agency, Division of Nuclear Safety, REAC Dispatch Center (Radiological Duty Officer)	(217) 785-0600
Iowa State Radio (Request EMD Duty Officer)	(515) 323-4360
Kansas Division of Emergency Preparedness (Operator on Duty)	(785) 296-3176
Kentucky – Division of Emergency Management	(800) 255-2587
Missouri Emergency Management Agency (Duty Officer)	(573) 751-2748
Nebraska State Patrol HQ Troop Area Communications Center	(402) 479-4921 (402) 471-4545 (alternate)
Shoshone-Bannock Tribes - Fort Hall Tribal Police Department (within the State of Idaho)	(208) 238-9890
South Carolina EMD Warning Point	(803) 737-8500
South Carolina DHEC Emergency Response	(803) 253-6488
South Carolina SLED	(803) 737-9000 (803) 737-7000
Tennessee Emergency Management Agency Operations	(615) 741-0001 (800) 262-3300 (In state)
Utah - Weber County Dispatch (Highway Patrol)	(801) 965-4622

ATTACHMENT 2

DOE Transportation Emergency Preparedness Program (TEPP) Coordinators

DOE Region 2 (AR, KY, LA, MO, MS, TN, VA, WV)	Brady Lester DOE Oak Ridge Operations Office (865) 576-8354 lesterpb@ornl.gov
DOE Region 3 (AL, FL, GA, NC, SC)	Cindy Brizes DOE Savannah River Operations Office (803) 725-4170 cindy.brizes@srs.gov
DOE Region 4 (AZ, KS, OK, NM, TX)	Stan Anderson DOE Albuquerque Operations Office (505) 845-6661 sanderson@doeal.gov
DOE Region 5 (IA, IL, IN, MI, MN, NE, ND, OH, SD, WI)	Noelle Kostecki DOE Chicago Operations Office (630) 252-2398 Noelle.kostecki@ch.doe.gov
DOE Region 6 (ID, CO, MT, UT, WY)	Stacey Madson DOE Idaho Operations Office (208) 526-1532 madsonsl@id.doe.gov

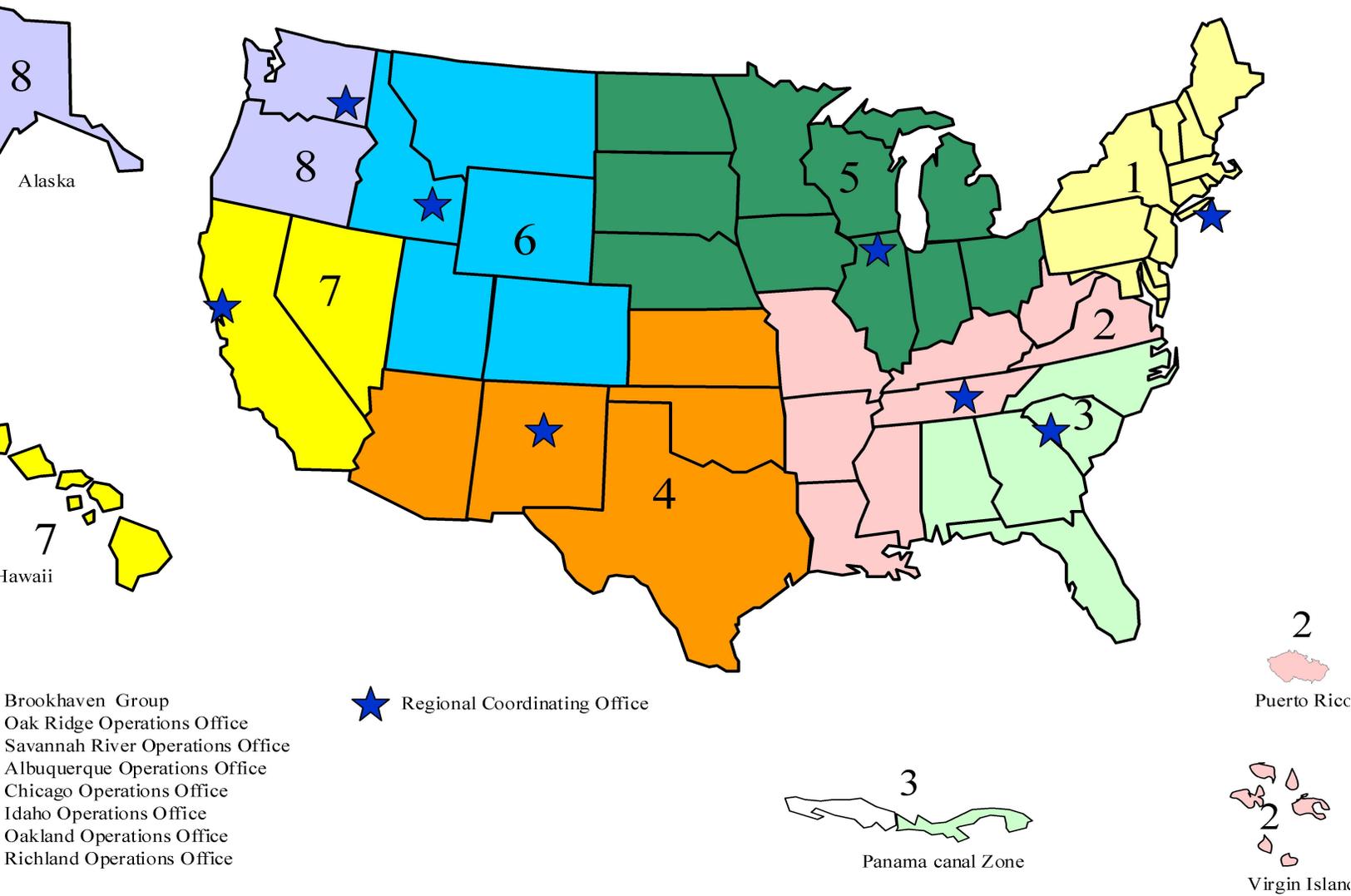


FIGURE 1 – Regional Coordinating Offices