

Joint Meeting of the Radioactive Materials Transportation Committee and the Transuranic Waste Transportation Working Group

Hyatt Regency St. Louis at the Arch
St. Louis, Missouri
May 25, 2023

Meeting Summary

The Southern States Energy Board's (SSEB) Joint Meeting of the Radioactive Materials Transportation Committee and the Transuranic Waste Transportation Working Group occurred on May 25, 2023. The event was held at the Hyatt Regency St. Louis at the Arch in St. Louis, Missouri in conjunction with the 2023 National Transportation Stakeholders Forum (NTSF) Annual Meeting.

Mr. Christopher Wells, Director of Nuclear Programs for the Southern States Energy Board, addressed the group, spoke concerning a few administrative matters and provided general logistical announcements. Additionally, Mr. Wells relayed to the members the meeting would be short because program updates had been delivered to the entire audience during the NTSF Closing Session. More specifically, he noted the gathering would consist of only a few formal PowerPoint presentations in addition to possible quick visits from federal agency partners to address programmatic questions and/or concerning issues. Following these comments, Mr. Wells introduced Ms. Denise Brooks of Texas who was serving as the Chairman of the Transuranic Waste Transportation Working Group. Afterwards, Ms. Brooks formally commenced the meeting by initiating the introduction of all meeting participants. Following introductions, she began calling forth the presenters as listed on the meeting agenda.

Mr. James Mason, Institutional Affairs Manager at the U.S. Department of Energy's Carlsbad Field Office (DOE-CBFO) was the first speaker to address the Committees. He was accompanied by Mark Bollinger, CBFO Manager and Mr. Bobby St. John of the Salado Isolation Mining Contractors. Mr. Bollinger provided the keynote presentation during the Opening Plenary of the NTSF and his appearance at the SSEB Meeting gave members an opportunity to ask additional questions and get to know him on a more personal level. After Mr. Bollinger's opening remarks, Mr. Mason discussed TRU-waste transportation in the region including ongoing transportation from the Oak Ridge National Laboratory and the Savannah River Site. After the presentation, Mr. Mason fielded questions and informed the Committees about a contingent from Texas who journeyed to the WIPP site in late February/early March. Staff representing

the State Energy Conservation Office and the Department of State and Health Services toured the Waste Control Specialist facility in Andrews County, Texas before proceeding to Carlsbad, New Mexico to visit the WIPP site. While at WIPP the group had the opportunity to see the initial development of WIPP University. The property continues to be restored into a training site for the WIPP program to include classroom courses and hands-on field exercises such as modified or full versions of a WIPPTREX. The site will also be a great resource for first responder training, TRANSCOM Training, and workshops for WIPP state program managers and financial personnel regarding grants and cooperative agreements. Groups who visit WIPP University could also tour the WIPP site as a part of their regimen. During the visit, the group also talked about WIPPTREX planning and received insight regarding efforts for the creation of a law enforcement MERRTT module.

Ms. Katie Morton of the Commercial Vehicle Safety Alliance (CVSA) was slated as the next speaker, but due to unforeseen circumstances was unable to attend. Mr. Wells was informed by Mr. Carlisle Smith, Director of the CVSA Level VI Program, the SSEB Committees would receive a programmatic update at the upcoming winter meeting.

The next presenter to address the group was Mr. Randy Dillon of Bennett Heavy & Specialized. As their name indicates, Bennett Heavy & Specialized is a transportation carrier with expertise in campaigns involving huge shipping packages and unique configurations. He provided a broad overview of the company's safety and compliance record which included regulatory training, security training, driver qualifications, risk analysis and permitting and registration. Next, he explained how the company views each shipment as a distinct event. Preliminary planning and function specific training is employed to consider every possible accident scenario in order to achieve a safe and efficient transport. For the remainder of the presentation, Mr. Dillon displayed slides with photographs of a hazardous materials shipping campaign conducted for the Department of Defense. The images highlighted the sheer size of the package, rigging, trailer conveyance, coordination, communication and contingency planning.

The Transportation Emergency Preparedness Program (TEPP) Review was given by Dan Mills of TRG Incorporated. He informed the Committees he would provide an overview of the TEPP mission, training taken place to date, activities scheduled for the near future, training program revisions, improvement projects and available website resources. He displayed a national chart with the FY 2023 training courses as well as the number of students who have received credit. Afterwards, Mr. Mills showed a slide specifically with the training statistics in the southern region for FY23 which indicated a total of 1258 student who had received instruction. He compared and contrasted with another slide which provided a 6-year training historical perspective.

Mr. Mills also spoke about the TEPP Products and how they could benefit the end user. The Model Needs Assessment is a self-assessment measure used to determine jurisdictional readiness for a response to a radioactive materials transportation accident. Model Procedures help remedy procedural weaknesses and TEPP also provides exercise scenarios which provide guidance to plan a radiological preparedness training event.

He provided an update of the TEPP Improvement Projects including continued agency cooperation with the National Fire Protection Association regarding hazardous materials/weapons of mass destruction applicable standards and practices. Other components of the Improvement Projects included the use of RadResponder in advanced TEPP classes and partnering with the Office of Secure Transport (OST) to have their agents assist with training on the OST classified shipment module. He noted TEPP has ventured into the rail environment by working with the Rail Workers Hazardous Materials Training Program to create a "Rail MERRTT" program. TEPP continues to partner with WIPP to provide support for the MERRTT training and WIPPTREX exercises. He continued by showing various slides which contained job aids such as flatsheets containing key information readily available for a variety of topics. Lastly, Mr. Mills gave the attendees an overview of the online MERRTT Refresher designed to test and maintain participants knowledge and awareness when responding to an accident involving radioactive material. He provided a website address to find the online refresher in addition to the many other TEPP resources.

Mr. Ed Ketusky, Transportation Project Manager for NAC International (NAC) spoke to the Committees regarding "Advances in the Storage and Transport of Radioactive Material". He began by giving an overview of NAC International. NAC has a wealth of experience in the field including a fleet of fabricated transportation casks, consulting on packaging and transport, dry storage, and partnerships with interim storage facilities and concepts. He showed diagrams of a variety NAC casks and how they were used for different waste streams and decommissioning projects. He talked about the applicability of hardware for modal choices such as the STC Cask for heavy haul transport, MAGNATRAN for rail shipments and the NAC-LWT for highway movements.

Next, Mr. Ketusky began discussing the latest trends or advancements in the transportation arena. He explained how NAC was developing new Type B packages which they coined the "Optimus Family". The Optimus L and H offer versatility for moving different and challenging forms of waste, addressing space requirements and providing interchangeability/standardization/reconfiguration processes. He provided illustrations with the specifications of each container and described technical considerations such as the outer shield vessel and the impact limiter system. In conclusion, he noted the Optimus packages will provide a remedy to address the needs associated with the operation of advanced reactors.

The final speaker for the SSEB Radioactive Materials Transportation Committees Meeting was Mike Valenzano, Senior Project Manager for ORANO. He provided an update to the intermodal transport from the Crystal River Nuclear Plant in Florida to Waste Control Specialist in Andrews, Texas. He described a process which would include the packaging of four components: reactor vessel closure head; and reactor internals segmented into three components. Next, he addressed the transportation logistics. He showed a picture and diagram of the extremely large transporter which would move the packages from the mausoleum to the barge slip and be used for heavy haul transport to WCS. Mr. Valenzano proceeded to show a graphical depiction of the barge transport to be used for the second phase, which involved a deep-water direct passage from Florida to Texas. He displayed potential routes from the port of entry in Texas to WCS. Lastly, he provided a schedule for the various phases of the transportation campaign and briefly discussed the security and regulatory preparations applicable to escorting, tracking, response, weight and code of federal regulation requirements.

The remaining portion of the meeting consisted of a round table discussion to highlight the activities of all states in attendance. After all states had provided an update, Mr. Wells reported on the status of activities at SSEB.

The final order of business at the meeting was the announcement of the location and date of the next meeting of the Radioactive Materials Transportation Committee and the Transuranic Waste Transportation Working Group. Since the group continues to meet in conjunction with the NTSF for their Spring meeting, it was reported they would convene for the winter gathering in the December timeframe. Potential locations included Ashville (NC) or Tampa (FL).

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