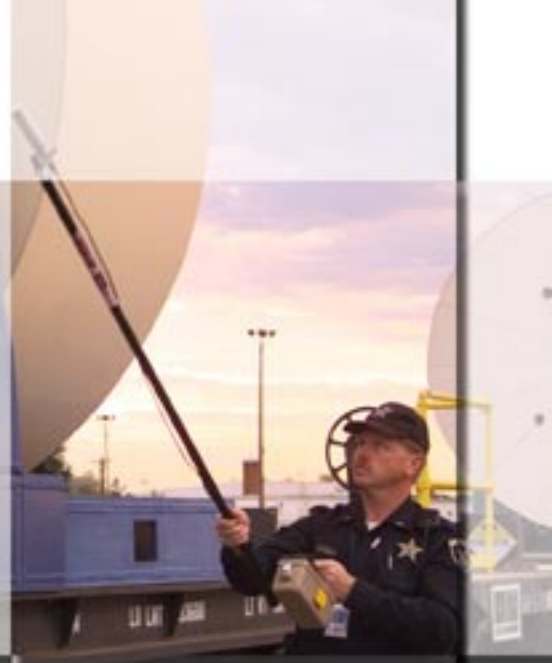


## Transportation Safety



### **What precautions does the government take in the transportation of spent nuclear fuel and high-level radioactive waste?**



**Routing** — DOT has established a process for selecting highway routes. DOE will work with states through regional organizations, and with tribes on a government-to-government basis, to identify suites of routes, including alternatives to preferred shipping routes. All states and tribes can — and some states already have — designated “preferred” highway routes.

The process for identifying rail routes that DOE expects to use begins with the routes identified in the *Final Environmental Impact Statement for a Geologic Repository for the Disposal of Spent Nuclear Fuel and High-Level Radioactive Waste at Yucca Mountain*. These routes are based on established railroad practices and reflect operational input from potential railroads. Although commercial rail lines are privately owned, DOE will work with rail carriers, states, and tribes to identify and evaluate rail routes through a collaborative process.

**Inspections** — Specially trained federal, state, or carrier inspectors perform equipment and radiological inspections before every shipment. Inspectors also ensure compliance with applicable safety standards. States may require inspections en route, and inspections are required at final destination points for truck shipments of spent nuclear fuel.

**Security** — To implement an effective security program for transportation, DOE is actively collaborating with DOT, NRC, DHS, and other agencies. DOE is also collaborating with international agencies and working groups; state, tribal, and local government representatives; industry associations; and technical advisory and oversight organizations. DOE’s security program includes physical security systems like alarms, sensors, armed escorts, and tracking devices; information and cyber security; materials control and accounting; personnel security, training, and management; and emergency response capabilities.

**Tracking** — DOE will coordinate in-transit operations, including tracking, security escorts, and communications. DOE will use

a satellite tracking system similar to the TRANSCOM system currently used in other DOE transportation programs.

**Notification of state and tribal officials**

— As required under DOE policy and the NWP, state governors and tribal leaders, or their designees, will be notified in advance of spent nuclear fuel and high-level radioactive waste shipments through their jurisdictions. Specific dates, times, and actual routes of shipments are safeguarded for security reasons. However, those with a need-to-know (such as state or tribal representatives, law enforcement and emergency response officials, and inspectors) will be informed of shipments before they enter a state or tribal land. All shipments will be closely

coordinated with state, tribal, and federal law enforcement agencies.

**Emergency preparedness** — The federal government has its own experienced teams of emergency responders, and currently funds a number of emergency preparedness activities for state, tribal, and local responders. DOE has highly trained special response teams from eight regional offices available to assist state, tribal, and local safety officials.

**Training** — States and tribes have and will continue to receive federal support specifically for training in preparation for DOE nuclear materials shipments. DOE will provide technical and financial assistance to states and tribes for training public safety officials in procedures for safe, routine transportation and emergency response situations.



*A Commercial Vehicle Safety Alliance certified inspector completes his inspection of a high-level radioactive waste shipment to a DOE-controlled site.*



*DOE transportation standard practices manual used in planning and implementing shipments of spent nuclear fuel and high-level radioactive waste.*