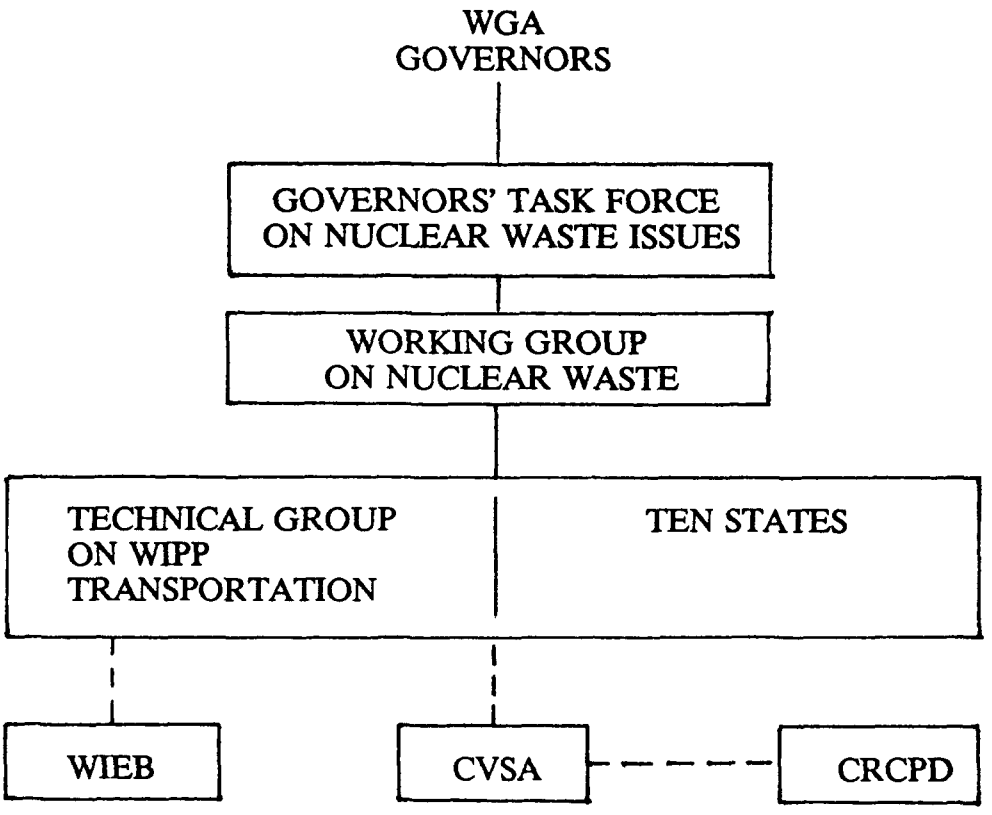
OBJECTIVE

SAFE AND UNEVENTFUL TRANSPORTATION OF NUCLEAR WASTE AND SPENT FUEL FROM CURRENT TEMPORARY STORAGE FACILITIES TO MORE SUITABLE INTERIM OR PERMANENT REPOSITORIES.


WGA
GOVERNORS
GOVERNORS' TASK FORCE
ON NUCLEAR WASTE ISSUES
WORKING GROUP
ON NUCLEAR WASTE
TECHNICAL GROUP
ON WIPP
TRANSPORTATION
TEN STATES
WIEB
CVSA
CRCPD

WESTERN GOVERNORS' POLICY POSITIONS

- THE GOVERNORS COMMITTED TO WORKING COOPERATIVELY WITH DOE

- THE CLEAN UP, TRANSPORT AND PERMANENT DISPOSAL OF RADIOACTIVE WASTE ARE VITAL CONCERNS TO THE GOVERNORS

- DOE HAS OVERALL RESPONSIBILITY FOR THE SHIPMENT OF NUCLEAR WASTE

- IT IS CONGRESS' INTENT THAT DOE, IN COOPERATION WITH CORRIDOR STATES, THE WGA GOVERNORS' TASK FORCE AND WIEB, PREPARE A COMPREHENSIVE NATIONAL TRANSPORTATION PLAN

WESTERN GOVERNORS' POLICY POSITIONS (CONTINUED)

- SHIPMENTS DURING THE FIVE YEAR TEST PERIOD FOR WIPP MUST ORIGINATE FROM THE IDAHO NATIONAL ENGINEERING LABORATORY, THE ROCKY FLATS PLANT AND THE HANFORD SITE

- DOE IS TO COOPERATE WITH AND FUND THE COOPERATE AND FUND CORRIDOR STATES TO ENSURE:
  - SAFE TRANSPORT
  - EMERGENCY PREPAREDNESS
  - PUBLIC EDUCATION AND CONFIDENCE

WESTERN GOVERNORS' POLICY POSITIONS (CONTINUED)

- FEDERAL FUNDING TO THE CORRIDOR STATES MUST CONTINUE FOR THE LENGTH OF THE WIPP SHIPPING CAMPAIGN
  - THE GOVERNORS BELIEVE THAT THE LAND WITHDRAWAL LEGISLATION IS THE MOST APPROPRIATE MEANS TO ENSURE THESE ACTIONS

REPORT TO CONGRESS

TRANSPORT OF TRANSURANIC WASTES TO THE WASTE ISOLATION PILOT PLANT

STATE CONCERNS AND PROPOSED SOLUTIONS

Developed Cooperatively through the
Western Governors' Association
Task Force on Nuclear Waste

Representing the States of:

Colorado
Idaho
New Mexico
Oregon
Utah
Washington
Wyoming

In Cooperation with the U.S. Department of Transportation

June, 1989

This report to Congress was prepared by the Governors' Task Force on Nuclear Waste through the Western Governors' Association. A staff level technical Working Group on Nuclear Waste, which includes a governor's representative from each of the seven western states, contributed to the document.

Funding for the report was made possible by a grant from the U.S. Department of Transportation through the Western Governors' Association. The report represents the opinions, concerns and priorities for actions of the seven western states.

TABLE OF CONTENTS

SUMMARY AND RECOMMENDATIONS

Background

The U.S. Department of Energy (DOE) is strengthening its commitment to safely manage nuclear weapons radioactive wastes. During most of the forty-five years in which wastes have accumulated, safe disposal has had a lower priority that weapons production.

Beginning in 1989, DOE plans to truck plutonium-contaminated transuranic (TRU) wastes through at least seven western states for disposal at the Waste Isolation Pilot Plant (WIPP) near Carlsbad, New Mexico. The seven states which will experience the greatest impact from these shipments are Colorado, Idaho, New Mexico, Oregon, Utah, Washington and Wyoming (Figure 1). The shipments are part of DOE's management and cleanup of dangerous wastes at weapons production sites. DOE is planning to make 22,000 truck shipments over twenty-five years.

Most citizens are frightened at the thought of nuclear wastes being transported through their communities. People fear an accident and do not trust the government to assure safe transport of waste.

To win and maintain public confidence, all levels of government must actively work to prevent accidents. At the same time, government must also be ready to promptly and effectively handle even the most minor mishap.

The governors of the seven states are concerned that DOE has not fully recognized the roles which state and local governments have in transportation safety and public education. DOE has stated that it must have Congressional direction and new money to recognize and accommodate broader state roles.

Responsibility, Accountability and Funding

Removal of U.S. nuclear weapons wastes from temporary storage sites and site cleanup is a national responsibility. The shipments to WIPP impose a substantial new burden on states along the routes.

Congress must provide funds to assist states in meeting the needs created by TRU shipments. The states ask Congress to include such funding in DOE's future budgets for the duration of the TRU waste shipping campaign. The cost is estimated to be at least $1.5 million in FY 1990 for the seven western states. Based on the states' work in 1990, WGA will be better able to estimate the costs for later years.

The western states' costs to work with DOE to implement the recommendations are in this report. The Task Force does not propose to finance safety programs for other hazardous materials with federal TRU funds. But, for efficiency, the safety program for TRU wastes will be integrated with states' safety programs for other hazardous materials.

The Task Force will develop a fair means by which funds can be shared among the seven western states as well as fund WGA to provide administrative and technical support for the program.

DOE is responsible and accountable for the safety of TRU shipments. State and local governments should be held harmless for the costs of preventing, preparing for, and handling accidents. DOE should clearly define its responsibility and accountability. Without that clear understanding, some state and local governments may refuse to respond to an accident.

The states propose an enhanced system of federalism which recognizes the police powers of the states and the responsibility of the federal government to safely dispose of defense wastes. This cooperative program requires that states preserve their authority to regulate and enforce the safe operation of their highway systems and to levy appropriate fees to fund these activities. Where practical, the states will explore opportunities for implementing uniform safety regulations and programs.

Specific Recommendations

Unique circumstances in western states that affect TRU transport are often not understood outside the West. There are long distances between population centers. Radiation experts and special equipment may be hundreds of miles (and many hours) from an accident scene. Western routes include mountain passes that can quickly become treacherous in both summer and winter. These unique circumstances put heavy burdens on the states to prevent accidents -- and to be ready to respond if one occurs.

Public officials and civic and business leaders along the routes must be informed about and understand the risks of transport. If they do not believe it will be safe, they may resist the transport program. Such resistance will jeopardize future efforts to transport and dispose of these wastes as well as high-level radioactive wastes.

This report summarizes the concerns of enroute states from three of the weapons facilities: Hanford, Washington; Rocky Flats, Colorado; and the Idaho National Engineering Laboratory, Idaho. The first shipments to WIPP for testing and demonstration are from these three sites.

The seven governors propose the following solutions to the concerns which have been raised. Some of these solutions are already being implemented. Dependable financial support from Congress will be required to provide the additional state transportation safety resources described in this report as needed to support the DOE TRU waste shipments.

Accident Prevention

- Ensuring high quality drivers and carrier compliance with regulation and contract requirements.
- Independent inspections of drivers, vehicles, and shipping containers.
- Keeping shipments off the road during bad weather and road conditions.
- Safe parking during abnormal conditions.
- Advanced notice of shipments.
- Access to information on shipment status.

Emergency Preparedness

- Mutual aid agreements among neighboring states and written agreements with federal agencies.
- Emergency response plans and procedures.
- Radiation detection and radiation protection equipment.
- Training and re-training of emergency responders.

Public Information

- Credible, ongoing state and federal public information and involvement programs.

This study was requested by Congress in the 1989 Energy and Water Appropriation Bill Report. The work for this report is financed through the Federal Highway Administration of the U.S. Department of Transportation (DOT) and the Western Governors' Association (WGA). This report was written by the WGA Task Force on Nuclear Waste with contributions from the Working Group on Nuclear Waste.

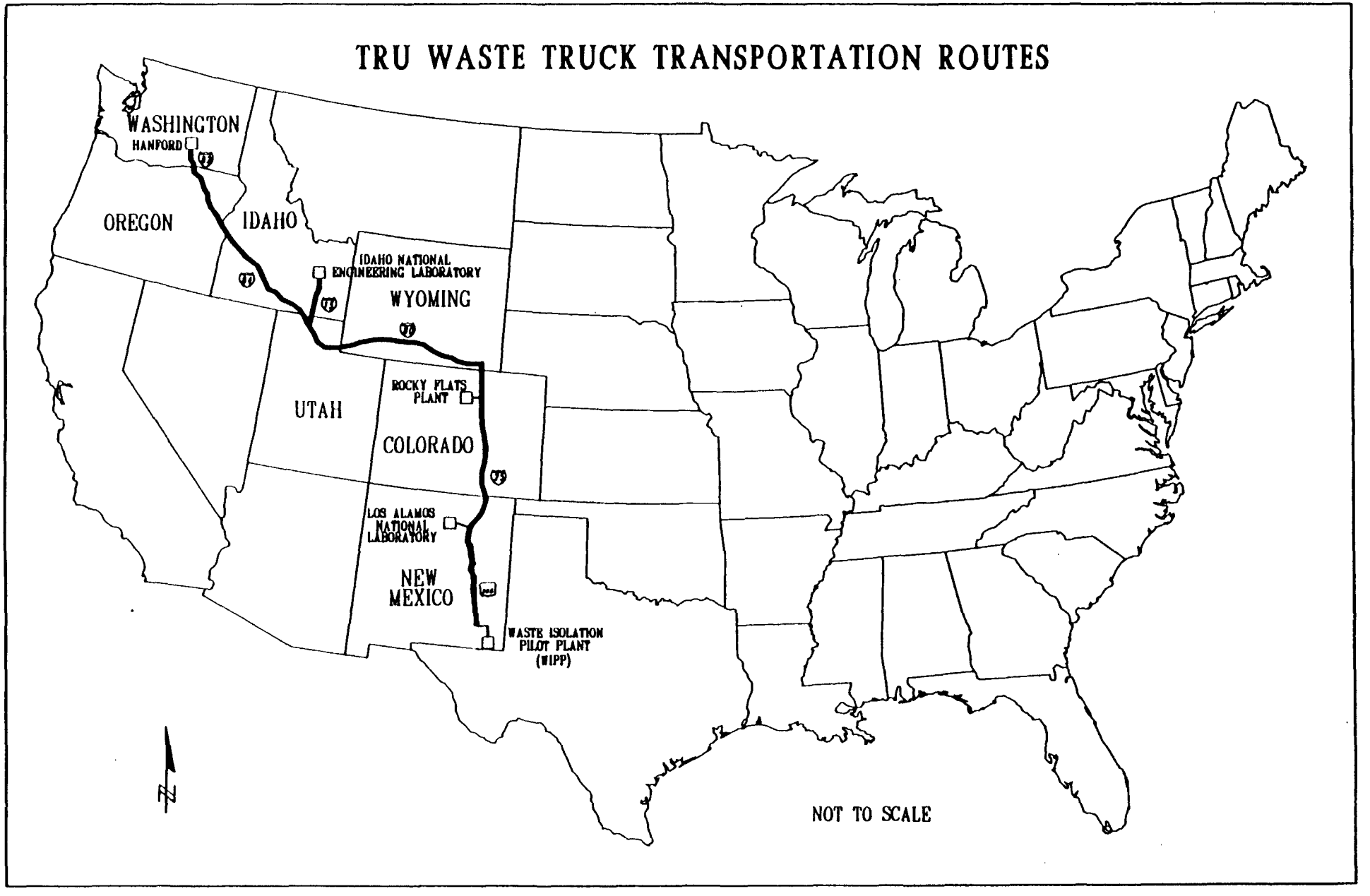


FIGURE 1

SEVEN WESTERN STATES ENROUTE TO THE
WASTE ISOLATION PILOT PLANT

THE ISSUES

To some extent, safety programs will vary from state-to-state. Preventing accidents should build on existing truck inspection programs and lines of communication and authority among state and local officials. Emergency preparedness should build on existing training, plans, and equipment. That will require the active involvement of state and local officials.

The safety programs should be uniform where possible among the states. The Task Force is committed to uniform inspection standards necessary for a truck to cross the seven states. Parking requirements, procedures for avoiding bad weather, and other safety controls should also be uniform where possible. The Task Force is committed to regional approaches to emergency preparedness.

The Task Force through the Working Group identified the following issues which need to be addressed. DOE and the states, in addressing these issues, will enhance the safety and public confidence in these shipments to WIPP.

Accident Prevention

A. Ensure High Quality Drivers and Carrier Compliance with Regulation and Contract Requirements

Most truck accidents can be prevented by a prudent truck driver. Public confidence in TRU waste transport will be enhanced by employing only drivers who meet high safety standards.

1. Drivers should have extensive safe driving experience with similar types of equipment, roads, and weather conditions.

2. Drivers must know about the specific route to be followed. They must be aware of hazardous areas, as well as safe parking areas, and procedures for their use.

3. Drivers should have driven over the specific route before hauling TRU waste.

4. DOT and DOE should monitor and enforce the carrier and drivers' performance in complying with regulatory and contract requirements.

5. States will independently monitor and evaluate the carrier and drivers' performance in complying with regulation and contract requirements. DOE should support this independent review.

6. Carrier and driver deficiencies should be rectified immediately. States should be involved in establishing procedures for resolving problems.

B. Independent Inspection of Drivers, Vehicles, and Shipping Containers

In 1988, more than one in three trucks inspected by states participating in the Commercial Vehicle Safety Alliance (CVSA) had violations serious enough to be

ordered off the road.[1] TRU waste should be transported on vehicles which are impeccably maintained.

1. States in which the shipment originates will inspect the driver, vehicle, and shipping container before the shipment leaves. DOE should facilitate this independent inspection.

2. Enroute inspections will be conducted during the test phase of the WIPP project. The need for and frequency of enroute inspections will be reassessed and determined by the states based on research proposed by the CVSA. That research proposal is now being considered by DOE. DOE should assure that the study begins soon and is funded to assure that TRU waste shipments will be inspected.

3. State inspectors will use uniform inspection criteria. The CVSA has developed special inspection criteria for radioactive waste shipments. It will be evaluated and refined as part of the research proposed by CVSA.

4. Inspectors must be trained to use the uniform inspection criteria. Development of training materials is proposed as part of the proposed CVSA research.

5. A common data base should be developed for evaluating carrier and driver performance. The data base will also be used by the states as part of the proposed CVSA study to evaluate the need for enroute inspections.

C. Keep Shipments Off the Road During Bad Weather and Road Conditions

The western states' mountain passes and severe weather often create hazardous road conditions for trucks. Weather conditions change quickly and unexpectedly. Conditions such as "ground blizzards" which are not related to weather predictions can occur. Road work, accidents, mud and rock slides, flooding, and other road hazards can also create dangerous driving conditions. TRU waste shipments should be kept off the road in dangerous driving conditions.

1. DOE should develop a general long-range shipment plan that minimizes the number of shipments exposed to severe weather.

2. Information about current road and weather conditions must be given to drivers and dispatchers before a shipment leaves.

3. Uniform criteria must be developed for halting a shipment enroute because of bad weather or road conditions.

4. States must be consulted before alternate routes are used.

---

[1] CVSA is a consortium of state and provincial agencies involved in the North American standard inspection of commercial vehicles, drivers and cargo. Notable reduction in motor carrier accidents has been achieved in CVSA member jurisdictions.

5. Uniform criteria should be written to be used to decide when a shipment that has been halted should be allowed to proceed.

D. Safe Parking During Abnormal Conditions

Each TRU transport truck will have a two-driver crew. Trucks will not stop except for routine fuel and driver services. However, under abnormal conditions the truck may have to be parked until conditions improve.

1. Criteria must be developed for choosing safe parking sites. The criteria should address, at a minimum:

   - Safety of vehicles and cargo.
   - Issues related to public visibility of the vehicle.
   - Driver access to food and lodging.

2. Criteria must be developed for when safe parking areas are to be used.

3. Safe parking areas should be identified in advance, to the extent possible. Available federal sites that meet the criteria should be considered.

E. Advanced Notice of Shipments

State officials need to know when a shipment is bound for their area. They need to know because they must make inspections and offer timely guidance on road conditions. They need to know to meet local requests for notice. And, they must be able to answer questions from the public.

1. DOE should provide the states annual and six-week schedules of projected shipments.

2. DOE should provide advance notice to states performing both point-of-origin and enroute inspections. Timely notice must be given so that state inspectors and drivers can rendezvous efficiently.

3. DOE should give notice to the other corridor states not performing inspections in the form requested by the states.

4. The notice process should be re-evaluated during the early years of the shipments. Real and perceived needs for information may change with experience.

F. Access to Information on Shipment Status

State officials must be able to check the status of a shipment in, or bound for, their area. Like advance notice, this is for safe operations and to answer public inquiries. DOE should not assume that the states are monitoring the satellite

tracking system - TRANSCOM. Costs for dedicated staff and telephone lines currently prohibit constant monitoring of the system.

1. DOE must provide states with the capability to use TRANSCOM. This includes adequate software, training, and funds for use of the TRANSCOM system throughout the shipping campaign. TRANSCOM must have sufficient telephone lines and capacity for states to connect without long delays. DOE should consider toll-free numbers, with reasonable limits to state use.

2. DOE must establish an active and immediate means to communicate with states for:

    - Notice of an accident.
    - Consultation on use of alternative route.
    - Notice of use of safe parking area.
    - Notice of other abnormal situations which require deviation from standard procedures.

Emergency Preparedness

A. Mutual Aid Agreements

State and local officials must be sure of the nature and availability of the help from the federal government. Emergency roles and responsibilities must be clarified between federal and state/local responders. Pooling emergency response resources will save money. States must also clarify how they can help one another near their borders.

1. DOE should work closely with each state to establish Memoranda of Understanding (MOU). It should clarify the responsibility and accountability of the DOE and other federal agencies. DOE should specify the availability of federal resources. The MOU should address:

    - Responsibilities during each phase of an emergency.
    - Who is liable?
    - Compensation for damages and indemnification of state and local costs.
    - DOE response times, capabilities, and commitments.
    - Cleanup standards and oversight.

2. States are writing mutual aid pacts. States may choose to make agreements with neighboring states, or as a region. DOE should support the development of these pacts.

B. Emergency Response Planning

Coordinated emergency response requires clear understanding of who does what, when, how, and with what equipment. TRU waste plans should be compatible with those in place for other hazardous materials. But procedures must detail the special actions needed for handling a TRU waste accident. Plans and procedures must be clearly explained in training for emergency responders.

1. States are upgrading plans and procedures to address TRU waste shipments. Federal funding should be provided to regularly evaluate and upgrade state plans based on experience gained in exercises and actual events.

2. DOE should work closely with states to provide emergency responders clear guidance in a form useful for field response. The materials should:

   - Identify the hazards for a full range of incidents.

   - Identify the type of accident that may result in a release.

   - Include protective action guidelines and emergency responder checklists specific for TRU wastes.

   - Provide sufficient detail for use in state emergency response planning.

C. Equipment

Detecting TRU wastes requires special equipment. It is not feasible to provide every emergency responder with this equipment. A first responder may have to take the personal risk to rescue an injured person from an accident without the benefit of detection equipment. But equipment must be available within a reasonable time to assess if TRU wastes have been released. In most cases, the equipment will confirm that the cask was not breached. This is vital to maintaining public confidence. An assessment of the cask should be performed in all but very minor accidents before the shipment continues.

1. DOE should work with the states to procure and maintain:

   - Basic radiological detection equipment to support first responders. Equipment must be geographically dispersed for reasonable response time.

   - Equipment for accident assessment and radiation protection for specialized response teams.

2. DOE and the states must work together to assure training includes the appropriate use of equipment.

D. Training and Re-Training

Emergency responders must know how to handle an accident. They must be aware of plans, procedures, equipment, and accidents likely to result in a release. They must know how to tell a TRU shipment from other radioactive materials. They must know how their response to a TRU accident differs from response to other hazardous and radioactive materials. They must know the characteristics of TRU wastes and health effects of exposure. They must know about back-up help from others. A fire or police chief's confidence in local crews' training is important to public acceptance of waste transport.

DOE must work closely with states on the following:

1. Reasonable opportunity for all responders to attend training and re-training should be provided. This includes first responders, emergency medical staff, on-scene commanders, technical response teams, and public information staff.

2. Training must be offered at convenient times and locations for maximum attendance and least disruption.

3. Training should be incorporated into states' "all hazards" training.

4. DOE and the states must prepare a plan for the most cost effective training over the life of WIPP. DOE must continue this training until state trainers are prepared and funded.

5. Emergency exercises must be included in training. The exercises must include local, state, and federal responders, so that they can practice working together.

When funding training programs, Congress should recognize the significant state and local contribution in the form of staff and salaries.

Public Information

Public confidence requires the highest reasonable standards for accident prevention and emergency preparedness. People concerned about the shipments must be actively informed of the high standards. The public must be allowed to contribute sound and reasonable advice.

1. DOE must support states in on-going public information programs.

2. DOE should consult with states on how to communicate with and involve the general public and government officials and on how to establish and maintain credibility.

PLANNED DISTRIBUTION OF STATE ASSISTANCE FUNDING

The seven states along the route from Hanford, Washington to the WIPP facility are eligible to receive federal funds under a DOT program to help ensure safe transportation of transuranic materials. Congress appropriated $1.0 million for this program in FY 89.

In order to achieve the objectives of the program DOT and the seven states requested WGA to administer and provide technical support for the program. The states agreed to equally share the cost for WGA's services, a total of $57,000. The states received an equal apportionment of the remaining $943,000 to fund individual programs.

The program is divided into two phases: issue and priority identification, and state project implementation to address specific state concerns. The first section of this report presented the regional concerns and priorities. This section summarizes how each state plans to use their portion of the funds. The same categories as used to describe the regional priorities are used for showing the states' plans to allow for comparison between the two sections.

The states believed that a lead state should be identified for each regional priority. The lead state will allocate the necessary resources from its program to address the priority and prepare the required technical products. The lead states are shown in Table A.

Six of the seven states have submitted workplans stating how they are going to use these funds. Table B shows each state's proposed program for meeting its specific needs. Utah's workplan had not been developed at this writing due to their State Legislature being in special session and the Utah Nuclear Waste Transportation Task Force not having met. Utah's Working Group representative was able to provide a list of priorities on which they would focus their resources. These are shown on the chart.

The seven states believe the funds are invaluable for preparing to meet the demands being placed on them by DOE's shipments. Future year funding will be required to maintain, retrain and replace personnel and equipment required to help ensure the safety and public confidence in these shipments over the twenty-five year shipping campaign.

Approximately 22,000 truck shipments are being planned over a twenty-five year period, making this the largest nuclear waste shipping program ever attempted. The western states support the safe transportation of these wastes from temporary storage facilities to an interim or permanent repository as stated in WGA's Policy Resolution 88-001. The cooperative program proposed in this report shares both the burden and the dedication of resources between the states and federal government to meet this goal.

Table A
State Lead Roles

Accident Prevention

1. Ensure High Quality Drivers - New Mexico
2. Conduct Inspections of Drivers, Vehicles and Shipping Containers - Washington and New Mexico
3. Protocols for Keeping Shipments Off the Road During Bad Weather and Road Conditions - Wyoming
4. Establish Criteria For Safe Parking Areas - Western Governors' Association
5. Notification of Shipments - Oregon
6. Shipment Status Information - Colorado

Emergency Response

1. Mutual-Aid Agreements - Idaho and Wyoming
2. Emergency Response Planning - Oregon
3. Training and Retraining - Oregon and Colorado
4. Equipment - Idaho

Public Education

1. Oregon and New Mexico

Regional Coordination:

1. Administration and technical support - WGA
2. Future funding and allocation formula - WGA

TABLE B

DISTRIBUTION OF FY 1989 DEPARTMENT OF TRANSPORTATION FUNDS

For the Safe Transportation of Transuranic Materials

Work Tasks	CO	ID	NM	OR	UT	WA	WY	TOTAL
Accident Prevention								
Ensure Quality Drivers			$15,000	$1,347	*			$16,347
Inspections			$9,500	$4,389	*	$15,000		$28,889
Protocols for Bad Weather & Rd Conditions	$12,000			$2,694	*		$5,000	$19,694
Safe Parking Criteria				$8,083			$500	$8,583
Advanced Notification				$8,083				$8,083
Shipment Tracking	$14,000	$8,500	$7,200	$2,694	*	$15,000	$2,960	$50,354
Emergency Preparedness								
Mutual Aid Agreements								
State-to-State				$10,777				$10,777
State-to-Federal							$4,000	$4,000
Emergency Response Planning	$21,000		$13,500	$20,207		$25,000	$7,000	$86,707
Training/Retraining	$47,000	$4,564		$12,213	*		$7,070	$70,847
Equipment	$6,000	$99,650	$28,000	$6,300			$49,324	$189,274
Public Education	$8,000	$3,000	$54,000	$26,943	*	$10,000		$101,943
State Coordination	$3,714	$19,000	$7,500			$30,036	$6,240	$66,490
Regional Coordination	$5,000			$30,984	*	$1,552	$22,400	$59,936
Other								
Indirect Costs						$38,126	$30,220	$68,346
Emergency Rpt	$18,000							$18,000
State Totals	$134,714	$134,714	$134,700	$134,714	$134,714	$134,714	$134,714	$942,984

* Utah will focus its funds on those issues indicated.
Specific distribution of funds will be made by the Utah Nuclear Waste Transportation Task Force.

Western Governors' Association
Resolution 88-001

July 12, 1988
Seattle, Washington

SPONSORS: Governors Bryan and Goldschmidt
SUBJECT: Nuclear Waste Transportation

A. BACKGROUND

1. This nation must dispose of significant amounts of nuclear waste which continue to be held in temporary storage facilities. These wastes include spent fuel from commercial power plant reactors, transuranic and high-level waste from plutonium production for nuclear weapons, and high-level waste from reprocessing spent fuel from military, research and commercial reactors. The inadequacy of temporary storage facilities and the need for final disposal of this waste has become an issue of national concern.

2. The U.S. Department of Energy (DOE) is charged by Congress with the safe and permanent disposal of these wastes. Disposal requires transporting unprecedented quantities of nuclear waste through western states to two disposal sites located in the West. In 1985, the Western Governors adopted a policy resolution which urged DOE to prepare and adopt a comprehensive transportation plan to guide all transportation decisions under the Nuclear Waste Policy Act (NWPA). To date, DOE has failed to prepare a national transportation plan for shipments to be made under either the Waste Isolation Pilot Plant (WIPP) or the NWPA programs.

3. Western corridor states are concerned that without a national transportation plan, prepared in cooperation with corridor states, the safe and uneventful transportation of these wastes cannot be accomplished in a timely and coordinated manner. Specific corridor state concerns include: selecting routes; ensuring safe drivers, vehicles, and cargo; imposing restrictions for bad weather and road conditions; notifying state officials; tracking shipments; designating safe parking areas; educating and informing the public; supplementing existing state revenue resources; and developing effective state and local emergency preparedness and response. Effective emergency preparedness and response requires integrated plans and procedures, radiation detection equipment, training, retraining, and periodic drills.

4. The DOE for thirteen years has been planning the construction of the Waste Isolation Pilot Plant (WIPP) in southern New Mexico. DOE is preparing to begin a twenty-five year shipping campaign to the WIPP site this fall. While DOE has worked with the state of New Mexico throughout the development of WIPP, it has only belatedly begun to work with the other western corridor states, through which this radioactive waste must be transported.

5. The enactment of the Nuclear Waste Policy Act (NWPA) of 1982 established a federal policy for the management and disposal of spent nuclear reactor fuel and high-level radioactive waste. Over objections by the Western Governors, the law was amended in 1987 to politically short-circuit the site selection process by designated Yucca Mountain, Nevada as the only site for characterization. Regardless of the ultimate site for a high-level repository, a scientifically sound and publicly acceptable process is needed for the transportation of nuclear wastes..

6. Corridor states have substantial responsibility in assuring the safety of their residents and for responding to any accident which might occur. In times of decreasing state budgets the agencies charged with this responsibility do not have the resources to do the job being placed on them by these federal programs.

B. GOVERNORS' POLICY STATEMENT

1. The objective of the Western Governors' Association is the safe and uneventful transportation of spent fuel and nuclear waste from current temporary storage facilities to more suitable interim or permanent repositories. The Western Governors are committed to working with Congress and DOE to achieve this objective.

2. The Western Governors urge Congress to take the following actions for attaining this objective by seeking:

   a. Authority for the Department of Energy to take the overall responsibly for shipments of nuclear waste. This responsibility includes the accountability for addressing the legal requirements of other federal agencies and for coordinating planning and shipping programs with corridor states, notwithstanding the distribution of legal authorities among federal agencies;

   b. Authority for the DOE to intensify efforts in resolving state concerns related to WIPP shipments. This authority should expressly recognize the right of the governor and legislature to structure their own institutions to best protect the health and safety of their residents and to properly respond to federal laws. DOE must fund state participation in resolving the concerns that require large state efforts. At least, these include: point-of-origin state inspections of drivers, vehicles, and cargo; and effective state and local emergency preparedness and response;

   c. Clarification of Congressional intent that DOE prepare in cooperation with corridor states, the WGA Task Force, and the Western Interstate Energy Board, a comprehensive plan and program for the transportation of nuclear waste shipped under NWPA; and

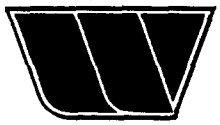
   d. Guidance to be given to DOE to initiate as a first step in the cooperative effort for NWPA shipments, the identification of national nuclear waste transportation corridors, as proposed by the Western Interstate Energy Board in its March 1988 resolution.

C. GOVERNORS' MANAGEMENT DIRECTIVE

1. The WGA Nuclear Waste Transportation Task Force, shall convey this resolution to Congress and DOE.

2. The WGA Task Force and Western Interstate Energy Board are to work with Congress and DOE to secure the commitments necessary to reach a high level of public confidence that nuclear waste can be transported in a safe and uneventful manner.

3. The WIPP shipping campaign is to be evaluated to identify federal-state issues which must be considered as part of the NWPA transportation planning process.



Western Governors' Association
600 17th Street
Suite 1705 South Tower
Denver, Colorado 80202-5442
(303) 623-9378