

SECTION C – DESCRIPTION/SPECIFICATIONS

**Performance Work Statement
for
Transportation Service for Waste Isolation Pilot Plant (WIPP)
in support of the
U. S. Department of Energy (DOE)
Carlsbad Field Office (CBFO)**

1. SCOPE

1.1. This effort is for the transport of contact-handled (CH) and remote-handled (RH) transuranic (TRU) wastes. The contract effort requires providing facilities, personnel, and equipment to provide a local terminal and transportation and maintenance services. Contractor-provided equipment will include tractors and necessary support equipment listed in 3.3. The Government will assign the number of trailers specified in Section B in each individual task order as Government Furnished Property (GFP) for hauling Contact Handled (CH) and Remote Handled (RH) Transuranic Waste before shipments are initiated under the contract.

1.2. The Contractor shall provide transportation services necessary to support WIPP, including: transportation of mixed and non-mixed CH- and RH-TRU waste, asbestos, and polychlorinated biphenyl (PCB) contaminated TRU waste from generator sites to WIPP; transportation of CH- and RH-TRU waste between generator sites as listed in Appendix 1 (TRU Waste Storage Sites, Locations and Mileage); transportation of training units or empty shipping packagings to training/exercises, public awareness events; and, other equipment as designated by CBFO and maintenance of GFP. Unless otherwise directed by the On-Call CBFO Transportation Manager, the WIPP Shipping Coordination Office, the WIPP Central Monitoring Room (CMR), or authorized law enforcement official, the Contractor shall use the CBFO designated highway routes. The CMR shall be notified of any deviation from the designated highway routes.

1.3. Under no circumstances shall the Contractor enter into a motor carrier brokerage or intermodal arrangement without prior CBFO approval.

2. BACKGROUND

2.1 Established in 1989, the Department of Energy's (DOE) Office of Environmental Management (EM) is charged with addressing the environmental legacy of over 50 years of nuclear weapons production and government sponsored research. In order to continue and build upon the momentum of the first 20 years of the EM program, and within the broader context and in support of Administration and Departmental policies, strategies, and initiatives, EM has developed the "Roadmap for EM's Journey to Excellence" (Rev. 0, December 16, 2010). That document builds upon and integrates DOE Management Principles, EM Core Values, EM Priorities, EM's vision, and EM's mission by establishing four programmatic and three management-related goals, as follows:

Programmatic Goals

Goal 1: Complete the three major tank waste treatment construction projects within the approved baselines

Goal 2: Reduce the life-cycle costs and accelerate the cleanup of the Cold War environmental legacy

Goal 3: Complete disposition of 90 percent of the legacy transuranic waste by the end of 2015

Goal 4: Reduce the EM legacy footprint by 40 percent by the end of 2011, leading to approximately 90 percent reduction by 2015

Management Goals

Goal 5: Improve safety, security, and quality assurance towards a goal of zero accidents, incidents, and defects

Goal 6: Improve contract and project management with the objective of delivering results on time and within cost

Goal 7: Achieve excellence in management and leadership, making EM one of the best places to work in the Federal government

In the performance of this contract, the Contractor shall support and implement actions in furtherance of the "Roadmap for EM's Journey to Excellence" and achievement of the above goals. Goals 2 through 5 have direct relevance to this

contract in that the reduction of the EM legacy footprint is not possible without achievement of the transportation component as all Transuranic Waste is transported by commercial motor vehicle. Contract-specific actions will be established, monitored, evaluated and verified in accordance with the terms and conditions of this contract. For information purposes only, the "Office of Environmental Management FY 2011 Performance Agreement with the Assistant Secretary" is included with this contract at Section J, Attachment D which provides more background regarding the EM Journey to Excellence.

2.2. Approximately 169,000 cubic meters of mixed and non-mixed CH-TRU waste and approximately 7,000 cubic meters of mixed and non-mixed RH-TRU waste may be shipped to the WIPP site from numerous DOE facilities and programs. Since WIPP began disposal operations in March 1999, DOE has made over 8,700 CH-TRU, over 440 RH-TRU and over 100 intersite TRU waste shipments.

2.3. CH-TRU waste, which meets the WIPP Waste Acceptance Criteria (WAC), will be transported in the Transuranic Package Transporter (TRUPACT) Model's II and III or HalfPACT. The TRUPACT-II, TRUPACT-III and HalfPACT are Nuclear Regulatory Commission (NRC) certified Type B shipping packagings. Up to three TRUPACT-IIs or HalfPACTs or a single TRUPACT-III can be transported on DOE designed and furnished trailers. Currently, DOE has 84 certified TRUPACT-IIs and 15 HalfPACTs and a fleet of 69 TRUPACT-II/HalfPACT trailers for transportation of TRU waste. DOE maintains the TRUPACT-IIs in accordance with the Certification of Compliance issued by the NRC. Each TRUPACT-II has the capacity to transport up to fourteen 55-gallon drums; eight 85-gallon drums; six 100-gallon drums; two standard waste boxes; or one 10-drum overpack. However, due to size, weight, and contents of the waste to be transported, not all shipments planned can accommodate three fully loaded TRUPACT-IIs. For this reason, CBFO developed a shorter, lighter version of the TRUPACT-II called the HalfPACT. The HalfPACT provides for more efficient shipment of heavy waste packages. The HalfPACT holds up to seven 55-gallon drums; three 100-gallon drums; one standard waste box; or four 85-gallon drums. TRUPACT-III was developed to transport large boxes, which may result in overweight shipments. Overweight shipments require state permits prior to dispatch. During this contract period there will be 6 TRUPACT-IIIs and trailers.

2.4. RH-TRU waste, which meets the WIPP WAC, is transported in the RH-72B cask or the 10-160B cask. DOE has 12 RH-72B NRC certified casks and trailers. DOE owns one 10-160B cask and trailer. The 10-160B is an overweight cask that can hold up to ten 55-gallon waste drums, which is an overweight shipment. One cask at a time will be transported on a Government furnished trailer. The RH-72B is designed to hold one RH canister. The canister can be directly loaded with waste, three 55-gallon drums of waste, or three 30-gallon cans of waste. RH-TRU waste shipments began in 2007.

2.5. Waste destined for WIPP will originate from the sites around the United States as listed in Appendix 1. The waste at some sites may be shipped to another site designated by DOE (intersite shipments) or shipped directly to WIPP. Although the majority of the shipments to WIPP will not fall within the definition of a Highway Route-Controlled Quantity (HRCQ) [49 CFR Part 173.403(1)], DOE, in conjunction with the states, has determined that all TRU waste shipments will use the "preferred highway" system required for shipments meeting the definition of HRCQ.

3. TRANSPORTATION SERVICES

3.1. GENERAL SERVICES

3.1.1. Quality Work Practices/Records

The Contractor shall perform the work in a quality manner to assure compliance with all requirements of the contract and all applicable regulations. For the purpose of this contract, "quality manner" is defined as work performed that complies with all requirements of the contract and all applicable regulations. The contractor shall comply with all documents and regulations listed in section 6. Applicable regulations include those issued by the Department of Transportation (DOT) at title 49 of the Code of Federal Regulations (CFR), those issued by the Occupational Safety and Health Administration (OSHA) at title 29 of the CFR, those applicable to hazardous waste transportation at 40 CFR part 263 and any applicable regulations promulgated by the Department of Homeland Security (DHS) as well as applicable state, tribal and local regulations. Work not covered by the contract terms and conditions, and DOT, or other applicable regulations, shall be performed using methods and techniques that are recognized by the trucking industry as good commercial practices. All records required to show compliance shall be maintained at a terminal office located within 70 miles of the WIPP site.

3.1.2. WIPP Site Operations

Shipments to WIPP will be delivered to a pre-determined staging area to be identified by the CBFO. The Contractor shall ensure there is an adequate number of inspected/maintained GFP trailers to support the Transportation Schedule. The CBFO is responsible for moving the trailers once they are delivered to the WIPP site designated staging area.

3.1.3. Generator Site Operations

At the generator site, the Contractor will be directed to perform one of several possible actions with regards to equipment movements. The Contractor could be directed to (1) drop off a trailer with empty packagings at a designated area and pick up a trailer with loaded packages for shipment, (2) drop off a trailer with empty packagings at a designated area and wait for packagings to be loaded prior to making a shipment, (3) drop off a trailer with empty packagings at a designated area and leave the generator site with no trailer, or (4) make other equipment movements. The Contractor shall allow for:

- Site security check-in and badging
- Security inspections
- Site radiation surveys
- Trailer movements on site as required
- Shipping papers review and acceptance
- Transporting trailers assigned to other carriers as directed
- Commercial Vehicle Safety Alliance (CVSA) North American Standard Level VI inspections and Out-of-Service Criteria
- Maintenance or repairs to the tractor or trailer
- Shipment preparation activities
- Tractor unhooking and hooking to trailers
- Acceptance of shipment in accordance with DOT requirements

3.1.4. Training Exercises and Public Awareness Events

3.1.4.1. The Contractor shall transport the trailer and shipping packagings to the designated site and provide support to training exercises. Training exercises are conducted 3 to 6 times per year and are up to two days in duration, excluding transit time. The Contractor's drivers may be required to participate in training exercises.

3.1.4.2. The purpose of the training exercises is to demonstrate that participating federal, state, local, tribal, Contractor, and DOE emergency preparedness systems are capable of responding cooperatively and effectively to a transportation emergency involving a DOE shipping packaging/package.

3.1.4.3. The Contractor shall also provide support for public awareness events such as public meetings, conferences, and training programs (also called "road shows"). The drivers may be required to interact with the public to explain their role and responsibilities for TRU waste shipments while displaying the tractor/trailer. CBFO is expected to schedule 10 to 20 events per year.

3.1.5. Dual Driver Service

3.1.5.1. The Contractor shall provide two drivers qualified under DOT Hazardous Materials (HAZMAT) and driver requirements specified in 3.5 for each mixed or non-mixed TRU waste shipment. If a driver becomes incapacitated enroute, the Contractor shall make every effort to replace the driver, via the most expedient means available, with a fully qualified driver; however, at a minimum, the replacement driver shall be fully qualified under the DOT HAZMAT standards with prior DOE approval.

3.1.5.2. When the Contractor is making non-radioactive/hazardous shipments (e.g., road shows, mobile loading units, or delivery of empty Type B packagings to the maintenance facility, terminal or site) a single driver who meets the DOT driver licensing, training, and physical qualification requirements may be used with prior DOE approval.

3.1.6. Driver Inspections

For all loaded and unloaded shipments, the drivers shall stop to make routine safety inspections of the tractor, trailer, and packagings/packages in compliance with DOT and CBFO requirements; prior to departing the site of origin; within the first 50 miles; and every 150 miles or every three hours while enroute, whichever is first. Drivers shall make appropriate notification and entries in their logbooks reflecting the purpose of the stop and document any findings and

corrective actions.

3.1.7. State/Tribal Agency Inspections

State agencies, along with some tribes, may perform pre- and post-trip inspections in accordance with the CVSA. Additionally, state agencies may perform inspections at the point of entry into the state and have the option to perform additional inspections along the transportation route. The Contractor shall coordinate and report findings resulting from these inspections to the CBFO in a detailed monthly report and summarized in an annual report as listed in Section J, Attachment B.

3.1.8. Transit Time and Direct Routes

Safety shall not be compromised in order to meet a given schedule. The Contractor shall provide on time delivery along designated transportation routes and maintain a monthly tractor-trailer set downtime rate of one-percent (1%) or less. The Contractor shall not make extended stops (greater than 30 minutes) enroute and shall deliver the shipment as expediently as possible. On-time delivery will be based on estimated transit time, which shall include time for driver and state inspections. On-time delivery of any movement of TRU waste is essential to the compliant and efficient operation of the TRU waste transportation and disposal system. The states have established transportation routes with CBFO concurrence. Any stoppage or deviation from the specified highway transportation routes or schedule shall be coordinated with WIPP CMR before it occurs (unless directions from law enforcement do not allow for prior notification).

3.1.9. Continuous Surveillance Service/Security

3.1.9.1. Continuous Surveillance Service shall be provided by the Contractor on all loaded (TRU waste) shipments. Continuous Surveillance Service is defined as:

A driver shall attend the tractor and trailer at all times unless the shipment is in safe parking as approved by DOE. A tractor and trailer is "attended" when at least one driver is with the tractor and trailer, awake, and not in a sleeper berth or at least one driver is within 100 feet of the tractor and trailer and has the tractor and trailer within his/her constant unobstructed view.

3.1.9.2. When circumstances require extended stops enroute, the Contractor shall ensure that the tractor and trailer is parked only at safe parking locations, in accordance with the TRU Waste Transportation Plan. The safe parking will be coordinated through the WIPP CMR.

3.1.9.3. A trailer with loaded shipping packages should remain connected to its designated tractor during the entire shipment. However, it may be disconnected if the Contractor is directed by authorized law enforcement, in which case the WIPP CMR must be notified immediately. Otherwise, it shall be disconnected only upon authorization from the WIPP CMR or when required for enroute maintenance. If a tractor is disconnected, the state in which the shipment is located must be offered an opportunity to perform a CVSA inspection before the shipment can resume.

3.1.10. Vehicle Communications and Tracking System

3.1.10.1. TRANSCOM provides the driving team with a digital message capability to communicate with the WIPP CMR. The TRANSCOM system is operated 24 hours a day, seven days a week.

3.1.10.2. All movement of tractors performing work under this contract shall be tracked by TRANSCOM with the exception of movements for maintenance purposes. CBFO will furnish the TRANSCOM signal and software. The Contractor shall furnish and install the TRANSCOM hardware and all the supporting equipment inclusive of Panic Button capability. The hardware must be fully compatible with TRANSCOM. The only unit that CBFO is aware of that is compatible with TRANSCOM is the Qualcomm MCP-200 unit or a unit with equivalent or better technical specifications as approved by the Contracting Officer.

3.1.10.3. Contractor drivers shall ignore any unauthorized messages. Unauthorized radio or telephone contact shall be terminated immediately. The WIPP CMR shall be notified immediately of such communications.

3.1.10.4. In the case of a TRANSCOM system failure, the driver hauling the loaded shipment shall call the WIPP CMR describing his or her approximate location every two hours and at state border crossings while enroute.

3.1.11. Hazardous Materials Communication

The Contractor shall verify that proper marking, labeling and placards are displayed on the vehicle by the generator site personnel at the site of origin. The Contractor shall also inspect and maintain the proper labels, markings, and placards enroute between site of origin and destination in accordance with DOT regulations.

3.1.12. DOE Issued Security Clearances

DOE issued L or Q Security Clearances will not be required during the performance of services for this contract. In the event L or Q clearances are required for any specific shipments, DOE will provide appropriately cleared escorts.

3.1.13. Safety

3.1.13.1. Incident Response Capability

In case of an incident during contract performance, drivers shall follow emergency procedures contained in the TRU Waste Transportation Plan. Drivers shall be capable of operating emergency response radiological equipment in the event of an accident. The Contractor shall be responsible for the restoration of the incident or accident site in the event of a radiological or hazardous waste incident/accident that occurred during the contractor's performance of the transportation services under this contract. The contractor is responsible for having the appropriate personnel or subcontractors respond to and remediate or restore the incident site and/or accident site in the appropriate or required timeframe. However, in no event shall such response time be more than 24 hours after the occurrence of the incident or accident, including timeframes required by law enforcement officials. The Contractor shall describe its approach to meeting the above requirements in the Contractor's Transportation Management Plan. This approach shall include the plans and/or methods and personnel and subcontracts, if any, that demonstrate that the contractor has the capability to and will respond with the appropriate personnel or subcontractors within the required timeframes. The Contractor's Transportation Management Plan shall be submitted in accordance with Section 4.1, "Transportation Management Plan" of this PWS and Section J.1, Attachment B, "Reporting Requirements Checklist."

3.1.13.2. Incident Documentation

3.1.13.2.1. For off-normal events, such as accidents or stops caused by protesters, the Contractor shall provide the Contracting Officer the information required in DOE Manual 231.1-1A Changes 1 and 2, Appendix C, Individual Accident/ Incident Report – DOE Form 5484.3, so that CBFO can formally enter it into the DOE tracking system. In addition, the Contractor shall provide the original digital media to the Contracting Officer. The contractor shall have spare video digital recording media in the tractor in order for the drivers to change out the digital media. The digital media shall be changed out after an off-normal event occurs so that the event and at least 60 minutes prior to the event has been recorded. This information is required as soon as it is available (no more than 24 hours following any incident unless otherwise approved by CBFO).

3.1.13.2.2. This information is required only if the incident occurred at a DOE location or during performance of contract activities. The Contractor may be required to participate and support any DOE accident/incident investigation at the direction of the CBFO.

3.1.13.2.3. The Contractor is responsible for incident reporting to DOT and OSHA.

3.1.14. Transition of Government Furnished Trailers

On request, the Contractor shall return to CBFO, Government furnished trailers that will pass the CVSA Level VI and CBFO inspection. Prior to returning the Government furnished trailers, the Contractor shall make any necessary repairs to the trailers to ensure compliance with CVSA Level VI and CBFO contractual requirements. The GFP will be delivered to the Contractor at the WIPP site.

3.1.15. TRANSPORTATION SCHEDULE

3.1.15.1. The Contractor will be provided a Transportation Schedule which will be continuously updated by CBFO and the WIPP Shipping Coordination Office. The Contractor shall support the WIPP Shipping Coordination Office in development of the schedule (see Appendix 3 for a sample Transportation Schedule). The Transportation Schedule is the mechanism by which the Contractor is notified of its shipment assignments. The Transportation Schedule includes but is not limited to the number of shipments, the Contractor assigned for each shipment, the point of origin and destination for each shipment, and other relevant information. Estimated departure times and arrival times for each shipment (including training exercises and public awareness events) will be specified in the Transportation Schedule.

The schedule may change for the shipments any time prior to the departure time specified in the Transportation Schedule. The Contractor will be notified by CBFO of the schedule changes prior to the departure time.

3.1.15.2. CBFO and/or the WIPP CMR may require the Contractor to delay a shipment from leaving WIPP or a generator site, or may delay a shipment enroute, if in the opinion of the CBFO and/or WIPP CMR, inclement weather along the route or other unforeseen events may compromise the safety of the shipment. The Contractor may also use his discretion to delay a shipment or as directed by state, regional, or local authorities for such reasons with timely notification to the CBFO and/or WIPP CMR. Delays due to Contractor's action/inaction are the sole responsibility of the Contractor.

3.1.15.3. The Contractor shall notify the Contracting Officer within one business day after receipt of the schedule and any updates if the number of tractors and/or drivers ordered under this contract is not sufficient to enable the Contractor to comply with the Transportation Schedule. CBFO will evaluate the Contractors' notification and take appropriate action.

3.1.15.4. CBFO and/or the WIPP CMR may redirect shipments and/or tractor teams prior to departure or while enroute.

3.1.16. CONTRACT TRANSITION

3.1.16.1 Within 60 days from the effective date of the task order for Contract Transition, the contractor shall complete all activities necessary for an orderly assumption of contract and task order responsibilities up to and including the start of performance of the task orders for Basic Transportation Services and Additional Transportation Services, as specified in Section B and in accordance with Section C.4.3.

3.2. TERMINAL SERVICES

3.2.1. The Contractor shall operate and maintain a terminal and maintenance facility within seventy (70) miles of the Waste Isolation Pilot Plant, near Carlsbad, New Mexico and provide and maintain a minimum of 11 tractors with two qualified drivers per tractor to support CH- and RH-TRU waste shipments over the designated routes. The Contractor shall retain capabilities to ship utilizing the specified number of tractor driving teams at all times. The Contractor shall retain sufficient driver tractor teams to account for equipment failure, sickness, vacations and other leaves of absences. The drivers shall be expected to drive up to the DOT maximum driver hour availability specified in 49 CFR 395.

3.2.2. The Contractor shall provide, as part of operating and maintaining the terminal, a support staff for logistical and scheduling support of the WIPP site to accommodate delivery of one or more tractor(s) and driving team(s) within a 4-hour notice as scheduled by the Department.

3.2.3. The Contractor shall provide logistical and scheduling support 24-hours, seven days per week. The support staff shall interact on a daily basis with the On-Call CBFO Transportation Manager and the WIPP Shipping Coordination Office to coordinate and schedule shipments and other transportation activities. Although the Contractor will normally be providing an inspected tractor and trailer to the WIPP pursuant to a Transportation Schedule, there will be occasions when this schedule may be modified with short notice. Trailers may be stored at the WIPP site and/or the Contractor's terminal and shall be inspected by the Contractor prior to departure.

3.2.4. The Contractor shall provide the capability to add up to 19 tractors with 38 qualified drivers and associated maintenance for additional tractors and up to 40 additional trailers at the request of CBFO as specified in Section B.

3.2.5 The terminal facility must have access control. Requirements that are applicable include, but not limited to DOE Physical Protection Manual, DOE Manual 470.4-2 Physical Protection, particularly Chapter IV, Paragraph 1, and 1a. and Paragraph 3 (all). The contractor is required to comply with the PWS and all required security measures contained in the solicitation, including those contained in statutes, regulations, directives, manuals, and orders.

3.3. TRACTOR SERVICES

3.3.1. The Contractor shall furnish the equipment necessary to transport CH- and RH-TRU waste shipments according to the following specifications.

3.3.1.1. The length and weight of the tractor provided by Contractor shall be such that the overall length and weight of tractor, trailer, and payload shall meet all applicable DOT requirements for normal single-trailer shipments. The

Contractor shall use tractors meeting the minimum specifications delineated below.

3.3.1.2. The Contractor shall not exceed the DOT weight limitation of 80,000 pounds except as described in Section C.2.2 and Section C.2.3. This weight limit applies to the loaded tractor, trailer, shipping packages, and payload. The Contractor shall be responsible for limiting the gross tractor weight to 19,700 pounds to ensure the DOT weight limitation is not exceeded.

3.3.1.3. The Contractor shall use a tractor that has sufficient horsepower to maintain speed limit on a 3% upgrade with a maximum load and governed to a maximum speed limit of 65-MPH.

3.3.1.4. The Contractor shall furnish and equip all tractors with safety equipment (including fire extinguishers, first aid kit, triangles, etc.), tire chains (cables), spare tire(s), and any other equipment deemed necessary by Federal or State laws. Safety equipment on all power units shall be in accordance with 49 CFR 393.95 "Emergency Equipment on All Power Units".

3.3.1.5. The Contractor shall furnish and equip all tractors with a satellite telephone; cellular telephone; TRANSCOM system inclusive of Panic Button capability; and a 40-channel two-way citizens band radio.

3.3.1.6. The Contractor shall furnish and equip all tractors with five-range, digital or analog survey meter equipped with two detectors [a Geiger-Mueller open and closed window detector for beta-gamma radiation from 0.001 milli-seiverts per hour (0.1 mrem/hr) to 2 milli-seiverts per hour (200 mrem/hr) and an open window, pancake detector to detect alpha-beta-gamma radiation at a level of 0-5,000 counts per minute.] Performance shall meet or exceed that of a Ludlum Model 3 or Model 14-C survey meter (i.e. Ludlum 2241-2 digital detector) equipped with N44-38 - energy compensated Geiger-Mueller and N44-9 pancake Geiger-Mueller detectors. The survey meter and detectors calibrations are the responsibility of the Contractor.

3.3.1.7. The Contractor shall equip each tractor with a mounted, continuous loop, digital, on-board, tamper-proof, closed-circuit video system to monitor events taking place immediately in front of the tractor. The video system must record a minimum of one-hour segments.

3.3.1.8. The tractors shall be equipped with anti-lock brakes, power steering, a sleeper, air-ride suspension, parking brakes on both rear axles, mud-flaps on both front and rear wheels, auxiliary braking system ("Jake brake"), and a low profile heavy duty sliding fifth wheel.

3.3.1.9. The tractors shall be equipped with electronic data logging that complies with DOT regulations for tracking driver hours of service, subject to approval of CBFO.

3.3.1.10 The tractor shall be equipped with one Recovery Strap per Recovery Guide for TRU Waste Packages, DOE/CBFO 94-1007.

3.3.1.11. The Contractor shall provide the capability to add up to 19 tractors at the request of CBFO as specified in Section B.

3.4. MAINTENANCE SERVICES

3.4.1. The Contractor shall provide all required tractor and trailer maintenance in accordance with the manufacturer's recommended maintenance or Contractor approved written procedures (CBFO approves trailer maintenance procedures), and CVSA. Routine or major maintenance shall be provided in a timely manner so as to avoid any delay in the Transportation Schedule. The Contractor shall ensure there is an adequate number of inspected/maintained GFP trailers to support the Transportation Schedule. In addition, the Contractor shall prepare a section within the Transportation Management Plan entitled Maintenance Program as referenced in 4.1 below to address each of the following areas of maintenance.

3.4.1.1. Pre- and post-trip inspections performed to ensure compliance with CVSA Level VI inspection standards.

3.4.1.2. A specific maintenance procedure shall be developed for each trailer type and tractor model, and a specific maintenance schedule for each tractor and each trailer. The trailer maintenance shall, as a minimum, meet the requirements of the trailer Operations and Maintenance (O&M) Manual. The contractor shall be required to complete a Driver Vehicle Inspection Record (DVIR) per DOT for each trip (pre and post) a trailer is used in the performance of this contract. If discrepancies are noted, an electronic version of the DVIR shall be provided to the CBFO and the other

carrier contractor in accordance with this PWS and Section J.1, Attachment B, "Reporting Requirements Checklist."

3.4.1.3. The Contractor shall maintain verifiable maintenance records and verifiable inspection records on each tractor and trailer. Maintenance records shall detail all maintenance actions taken on each unit. Inspection records shall include Contractor and state inspection results before, after, and, if applicable, during each shipment.

3.4.1.4. The Contractor shall be capable of replacing tractors within eight hours while enroute with a loaded shipment. In the event of an emergency requiring a replacement tractor, the replacement tractor shall meet all DOT requirements prior to being placed in service and pass a CVSA Level VI inspection prior to being placed in service. TRANSCOM would not have to be installed. However, communications must be maintained every two hours via the cell phone and/or satellite telephone. The state in which the tractor is replaced shall be provided an opportunity to perform a CVSA inspection.

3.4.1.5. The Contractor shall document equipment breakdowns, replacements, or operating difficulty enroute between the site of origin and destination. A monthly summary report shall be furnished to the CBFO.

3.4.1.6. Procedures for preventing enroute maintenance breakdowns shall be developed by the Contractor to maintain a one percent (1%) or less monthly tractor-trailer set downtime rate. Required stops for inspections, regularly scheduled stops, and regularly scheduled preventative maintenance are not considered in the downtime calculations specified by Section 3.4.1.8. The Contractor shall record the actual down time rate in the monthly summary report as previously referenced.

3.4.1.7. The Contractor shall receive approval from CBFO for color scheme and markings of tractors and trailers. Tractor color scheme shall be compatible with the Government furnished trailers.

3.4.1.8. The Contractor shall use the following formula to calculate downtime rates:

$$\text{Downtime Rate} = \frac{\text{Hours of Downtime}}{\text{Hours of Usage}} \times 100$$

"Hours of Downtime": total number of hours a tractor and/or trailer (equipment) is not available to make and/or complete a shipment in a contract month. INCLUDES mechanical breakdowns until the equipment is operational or replaced by an operational piece of equipment. DOES NOT INCLUDE delays due to inclement weather; generator site delays or WIPP site delays not caused by the carrier contractor; required stops for inspections; and regularly scheduled stops.

"Hours of Usage": total number of hours the tractors and trailers (equipment) were used to make and/or complete shipments in a contract month. INCLUDES the amount of time the equipment (i.e., tractors and trailers) is utilized as scheduled on the day of departure. DOES NOT INCLUDE delays due to inclement weather; generator site delays or WIPP site delays not caused by the carrier contractor.

This calculation shall be provided to the Government in the monthly summary report list in Section J.1, Attachment B.

3.4.1.9. If the Contractor exceeds 1 percent downtime rate as calculated above, this shall constitute one of the bases for issuance of a cure notice and/or termination for default and/or any other action the Department determines to be necessary including ordering work that would otherwise have been ordered from the contractor, from another WIPP transportation contractor, resulting in the contractor receiving less work than intended under the contract.

3.4.1.10. The Contractor shall provide the capability to provide maintenance for up to 19 additional tractors and 40 additional trailers at the request of CBFO as specified in Section B.

3.4.1.11. The Contractor shall be responsible for the operational maintenance of the packaging tie-downs. Additional detail is provided in WP 08-PT.04, the Packaging Trailer O&M Manual. The replacement packaging tie-downs and new packaging tie-down parts will be provided as Government furnished property.

3.5. DRIVER SERVICES

3.5.1. Driver Qualifications

3.5.1.1. The Contractor shall provide drivers that are U.S. citizens. Drivers shall meet all the DOT driver licensing, security, training and physical qualification requirements for drivers that will be hauling radioactive/hazardous shipments and the additional CBFO driver requirements as specified below.

3.5.1.2. At least 10 days prior to initiating the CBFO training program in Section 3.5.2, the Contractor shall demonstrate to the Contracting Officer, in writing, how each driver meets DOT requirements and the following additional general qualifications set forth below. The Contractor shall use the qualification checklist in Appendix 2 (Driver Qualification Checklist) and submit it to the Contracting Officer prior to any driver driving WIPP shipments. The CBFO reserves the right to reject any driver.

3.5.1.3. Drivers shall have logged a minimum of 100,000 miles per year in two of the last five years in a commercial semi-tractor trailer combination over-the-road operation or a minimum of 325,000 in five years. The carrier may request a review of driving hours of service when mileage records are not available. If a proposed driver has driven under the WIPP qualified driver program in the recent past and does not meet the mileage requirement the carrier may request a waiver of this requirement from the DOE Contracting Officer.

3.5.1.4. Drivers shall not have received a chargeable incident or be convicted of a moving violation in a commercial motor vehicle within the last five years. The Contractor shall consider the driving history of potential drivers for the past five years in their private vehicles and document the review. Drivers shall not have repeated chargeable incidents, repeated convicted moving violations, or a single Driving While Intoxicated (DWI) or Driving Under the Influence (DUI) conviction in their private vehicles in the last 10 years. Drivers shall not have been convicted of a felony.

3.5.1.5. Drivers shall be fingerprinted in accordance with DOT regulations and DOE Security. Drivers shall undergo a Drug/Alcohol screening immediately following any accident.

3.5.1.6. For the duration of this contract, the Contractor shall maintain a strict driver penalty system for moving violations and deviations from routes. A driver shall not be allowed to continue to transport waste under this contract under any of the following conditions:

- Conviction of a moving violation in a commercial motor vehicle
- Unauthorized second deviation from route
- Third failure to make mandatory WIPP CMR/TRANSCOM shipment notifications
- Chargeable accident in a commercial vehicle
- Second constant surveillance violation
- Maintaining repeated inadequate or deliberately fraudulent driver logs or other records
- Conviction of a felony
- Drug/Alcohol screening violation
- Conviction of a DWI or DUI in a commercial or private motor vehicle

Repeated or serious moving violations in a personal vehicle may also result in a driver not being allowed to continue to transport waste under this contract.

3.5.1.7. The Contractor shall establish written policies to ensure that drivers maintain a professional appearance at all times. The Contractor shall provide the drivers with a standard uniform. Uniforms shall be worn at all times while performing work under this contract.

3.5.2. Driver Training Program

3.5.2.1. The Contractor shall maintain a driver training program. Each driver prior to performing transportation services under this contract must successfully complete all DOT required training and the training described below.

3.5.2.2. CBFO will provide the following training to the drivers in Carlsbad or at the WIPP site upon award of the contract, if required, and as necessary thereafter:

<u>Type of Training</u>	<u>Estimated Duration</u>	<u>Refresher</u>
Operation of TRUPACT-II Tie Downs	2 hours	N/A
Use of Radiation Detection Instruments	1 hour	Annually
WIPP General Employee Training	2 days	Annually
Adverse Weather & Safe Parking Protocols	2 hours	N/A
Public Affairs Training	2 hours	N/A
WIPP First Responder & Incident Command Training	2 days	N/A
Radiation Worker Training	2 days	Annually
Use of TRANSCOM Tracking Systems	1 hour	N/A
Security	1 hour	Annually

3.5.2.3. The Contractor shall obtain Contracting Officer approval of its proposed training program within the Transportation Management Plan which shall include the training topics as listed in the table below. The contractor shall provide the training for these topics annually or as required.

<u>Type of Training</u>	<u>Estimated Duration</u>
Shipping Packaging/Package Recovery Procedures	4 hours
CVSA Level VI Training	3 weeks
Decision Driving Training	1 day
Use of Satellite Telephone and Hand Held Radio	1 hour
Quality Assurance	1 hour
Integrated Safety Management	1 hour
Electronic Log Book	2 hours
GPS Route Designation Equipment	1 hour

3.5.2.4 The Contractor shall provide the capability to train and qualify up to an additional 38 drivers at the request of CBFO as specified in Section B.

3.5.2.5. The WIPP Operations may undergo an annual maintenance outage during which time the contractor may be able to complete refresher training, however, the Contractor is still responsible for providing the required Transportation Services during such an outage, i.e. intersite shipments.

3.5.2.6 The Contractor is responsible for assuring drivers that performed driver services under a previous WIPP Transportation Services contract meet the training requirements specified in the PWS, in addition to the training required by the Contractor's own internal procedures, if any.

4. DATA/REPORT REQUIREMENTS/QUALITY ASSURANCE

4.1. TRANSPORTATION MANAGEMENT PLAN

The Contractor shall prepare a Transportation Management Plan detailing the operations to be undertaken in order to fulfill the requirements of this PWS. The Transportation Management Plan shall be submitted in accordance with this PWS and Section J.1, Attachment B, "Reporting Requirements Checklist" and shall be updated annually, or more frequently as changes necessitate. The Transportation Management Plan shall contain (at a minimum) the following topics:

- Management Organization
- Administration
- Permitting Program
- Driver Screening and Hiring
- Pre-trip and Post-trip CVSA Inspection requirements
- Emergency Response
- Emergency Procedures (Implementing DOE/CBFO-98-3103)
- Maintenance Program
 - Maintenance and Inspection Procedures
 - Proposed Maintenance Schedule

- Nationwide Maintenance Network
- Maintenance Personnel Qualifications
- Adequacy of Proposed Maintenance Support
- Enroute Replacement of Tractors
- Enroute Replacement of Trailers
- Security
- Driver Training
- Quality Assurance Records Management
- Plan for < 1% Vehicle Down Time Rate
- Safety Program/Integrated Safety Management
- List of insured equipment and proof of insurance in accordance with H.12 entitled "Lawful Performance, Operating Authority, and Insurance."
- Package Recovery
- Communications
- Quality Assurance
- Fitness for Duty with drug/alcohol screening for all incidents

4.2. SUB-TIER DOCUMENTS

The Contractor may develop and incorporate by reference sub-tier documents to the Transportation Management Plan.

4.3 TRANSITION PLAN

4.3.1. The Contractor shall prepare a Transition Plan from award date to assumption of contract responsibilities. The Transition Plan shall provide sufficient detail for all transition activities, including but not limited to: a schedule for orderly assumption of contract responsibilities, coverage of key functional areas during the transition period, and other transition activities such as acquisition of terminal and tractors, hiring and training of drivers, and development of required plans and procedures. The Transition Plan shall be submitted in accordance with this PWS and Section J.1, Attachment B, "Reporting Requirements Checklist".

4.3.2 If the Contractor does not receive the written notices specified in Section I clause "FAR 52.217-8 Option to Extend Services (NOV 1999)" and "FAR 52.217-9 Option to Extend the Term of the Contract (MAR 2000)", then within 60 days from the end date of the current contract or option ordering period specified in Section B, or current task order(s) performance period, whichever comes later; the Contractor shall submit a revision to the Transition Plan (herein referred to as the Exit Transition Plan), described above, to include its approach to adequately phase-out all contract and task order activities. Upon DOE approval of the Exit Transition Plan, the Contractor shall successfully complete the activities described in the plan by the end date of the contract or option ordering period specified in Section B, or task order(s) performance period, whichever comes later. The Exit Transition Plan shall be submitted in accordance with this PWS and Section J.1, Attachment B, "Reporting Requirements Checklist".

4.4 SECURITY PLAN

The Contractor shall provide a security plan that meets CBFO and the DOT requirements covering transportation and support facilities. This security plan shall be submitted in accordance with this PWS and Section J.1, Attachment B, "Reporting Requirements Checklist" to the contract subject to approval by CBFO.

4.5 GOVERNMENT FURNISHED PROPERTY REPORTING REQUIREMENTS

In accordance with FAR clause 52.245-1 entitled "Government Property (Aug 2010)", the following reports have been determined required under this contract:

1. Reports of loss, damage, destruction or theft of property per FAR 52.245-1 (f)(1)(vi); and
2. Final physical completion or termination inventory per FAR 52. 52.245-1 (f)(1)(iv).

4.6 QUALITY ASSURANCE PLAN

The Contractor shall submit a Quality Assurance (QA) plan in accordance with this PWS and Section J.1, Attachment B, "Reporting Requirements Checklist" that complies with the CBFO QA Program Document (QAPD DOE/CBFO-94-1012)

and DOT requirements. The QA Plan shall consist of the following elements at a minimum:

4.6.1. Organization

Effective implementation of a QA program is dependent on management functional responsibilities, levels of authority and lines of communication for activities affecting quality. Management is responsible for establishing and implementing policies, plans, and procedures that control the quality of work, consistent with the provisions of the CBFO QAPD.

4.6.2. Design Control

Design Control as pertinent to maintenance and repair of Government furnished property (fleet trailers and tiedowns) shall comply with the manufacturers' recommendations. Substitution of non-identical replacement parts or modification of parts on GFP shall be approved by CBFO prior to use.

4.6.3. Inspections, Procedures, and Drawings

Activities affecting work quality will be performed in accordance with guidance furnished in the Transportation Management Plan and the tractor and trailer O & M Manuals.

4.6.4. Document Control

The preparation, issue, and change of documents that specify quality requirements or prescribe activities affecting quality shall be controlled to assure that correct documents are being utilized, e.g., management plan, security plan, or quality assurance plan.

4.6.5. Identification and Control of Items

Controls shall be established to assure that only correct and accepted items are used or installed, including control of suspect counterfeit items as required by DOE Order 414.1.

4.6.6. Control of Processes

Processes affecting quality of items or services shall be controlled. Only individuals qualified in accordance with the Contractor's Transportation Management Plan shall perform maintenance of tractors and trailers.

4.6.7. Inspections

Inspections verifying conformance of an item or activity to specified requirements shall be planned and executed. Characteristics to be inspected and inspection methods to be employed shall be specified.

4.6.8. Inspection, Measuring and Test Equipment

Instruments and other measuring and test equipment for activities affecting quality shall be controlled, calibrated and adjusted to maintain accuracy within required limits.

4.6.9. Control of Non-conforming Items

Items that do not conform to specified requirements shall be controlled to prevent inadvertent installation or use by marking, tagging, segregation or other methods.

4.6.10. Corrective Actions

Conditions adverse to quality identified through assessments, audits, or incidents shall be documented and reported to the Contracting Officer and the Contracting Officer's Representative (COR). Corrective Action Reports (CAR) and Corrective Action Plans (CAP) shall be organized and implemented in the same manner as DOE/CBFO Procedure MP 3.1

4.6.11. Quality Assurance Records

Records that furnish documentary evidence of quality shall be specified, prepared and maintained. Records shall be protected against damage, deterioration, or loss. The contractor shall ensure records classified as Quality Assurance (QA) records under CBFO QA Program Document (QAPD DOE/CBFO-94-1012) are categorized appropriately and managed in accordance with CBFO QA Program Document, Section 1.5 (QAPD DOE/CBFO-94-1012) and are traceable to the applicable item, activity or facility.

4.6.12. Audits

Management assessments and annual audits are required to verify compliance with the quality program. The QA Manager or designee shall conduct the audits in accordance with written procedures or checklists.

4.7 INTEGRATED SAFETY MANAGEMENT SYSTEM (ISMS)

The contractor shall prepare and implement a graded approach for an Integrated Safety Management System. An ISMS description shall be submitted in accordance with DOE M 450.4, this PWS, Section I clause DEAR 970.5223-1 and Section J.1, Attachment B, "Reporting Requirements Checklist."

4.7.1 Job Hazards Analysis (JHA)

The contractor shall perform a written JHA for work performed at each DOE location. The JHA shall be submitted in accordance with this PWS and Section J.1, Attachment B, "Reporting Requirements Checklist." The JHA must be updated as appropriate and as required by the contract and submitted in accordance with this PWS and Section J.1, Attachment B, "Reporting Requirements Checklist."

5. REIMBURSABLE TRU WASTE TRANSPORTATION SERVICES

5.1. FUEL, STATE USE FEES AND PERMITS

Tractor fuel expenses which include chemicals such as diesel exhaust fluid (DEF) that are required by federal standards, state use fees, and permit expenses incurred in performance of this contract will be reimbursed.

5.2. NEW MEXICO GROSS RECEIPTS TAX

Actual expenses incurred and paid by the Contractor for the State of New Mexico Gross Receipts taxes that are specifically allowable and allocable to this contract will be reimbursed.

5.3. PER DIEM

If a training exercise/public awareness event requires the driver to be away from the terminal longer than 12 hours, per-diem expenses may be allowed. If circumstances enroute result in delays of 12 hours or longer, per-diem expenses may also be allowed. Any allowable per-diem incurred under this contract is reimbursable based on actual costs not to exceed the Government per-diem rates contained in the Federal Travel Regulations. Per-diem costs shall only be reimbursable under this contract while performing services under the contract.

5.4 MAINTENANCE OF ADDITIONAL, UNASSIGNED TRAILERS

The contractor shall provide required DOT maintenance and inspections for unassigned trailers such as mobile loading unit trailers, non-waste carrying trailers, or any other trailers identified by CBFO not included in the non-cost reimbursable line items in Section B (i.e. Section B.2.1.1 for the base period). Any allowable maintenance costs for unassigned trailers incurred under this contract will be reimbursable.

6. APPLICABLE STATUTORY AND REGULATORY REQUIREMENTS AND OTHER GUIDANCE

The Contractor shall comply with all applicable statutory and regulatory requirements (DOT, NRC, OSHA, RCRA, DHS), DOE Directives, and other guidance and agreements including but not limited to the following documents:

DOE Documents (Latest Revision Applies)	Document Date
• CH Packaging Trailer Operations and Maintenance Manual, WP 08-PT.04	3/15/07
• RH Packaging Trailer Operations and Maintenance Manual, WP 08-PT.13	11/19/11
• Quality Assurance Program Document; DOE/CBFO-94-1012	6/30/10
• DOE/CBFO Management Procedure 3.1, Rev. 11, Corrective Action Reports	12/30/10
• Recovery Guide for TRU Waste Packages, DOE/CBFO 94-1007	12/2009
• Southern States Energy Board's Transportation Planning Guide for the U.S. Department of Energy's Shipments of Transuranic Waste	1/2006
• TRU Waste Transportation Plan, DOE/CBFO 98-3103	8/2011
• Western Governors' Association Waste Isolation Pilot Plant Transportation Safety Program Implementation Guide	7/2008
• Waste Isolation Pilot Plant Incident/Accident Response Team Plan; WP 12-10	10/26/05
• Environment, Safety and Health Reporting Manual, DOE Manual 231.1-1A, Appendix C, Individual Accident/Incident Report, DOE Form 5484.3	6/12/07
• Commercial Vehicle Safety Alliance North American Standard Out-of-Service Criteria, http://www.cvsa.org .	
• DOE Physical Protection Manual, DOE M. 470.4-2 A	7/23/09
• DOE Integrated Safety Management Manual, DOE M 450.4-1	11/1/06
• DOE O 460.1C, Packaging and Transportation Safety	5/14/10
• DOE O 460.2A Departmental Materials Transportation and Packaging Management	12/22/04
• DOE M 460.2-1A Radioactive Material Transportation Practices Manual	6/4/08
• DOE Motor Carrier Evaluation Program (MCEP) Plan and Procedures, 2009 (revised version anticipated for release during calendar year 2011)	2009
• DOE/WIPP 03-3223 TRU Waste Transportation Security Plan (sensitive document to be released after contract award and only as authorized by the DOE/CBFO Security Officer)	

Applicable Statutes:

- 10 CFR 71 Packaging and Transportation of Radioactive Material
- 10 CFR 835, Occupational Radiation Protection
- 23 CFR part 658 Truck Size and Weight, Route Designations – Length, Width and Weight Limitations
- 29 CFR parts 1910 Occupational Safety and Health Standards, 1918 Longshoring Industry, 1926 Construction Industry
- 40 CFR part 263 Standards Applicable to Transporters of Hazardous Waste
- 49 CFR parts 100-185 Hazardous Materials Regulations
- 49 CFR parts 300-399 Federal Motor Carrier Safety Regulations

7. Appendices

Appendix 1 – TRU Waste Storage Sites, Locations, and Mileage

Appendix 2 – Driver Qualification Checklist

Appendix 3 – Sample Transportation Schedule

Appendix 4 – Government Furnished Trailers

Appendix 5 – Sample Tractor Inspection Checklist

APPENDIX 1

TRU Waste Storage Sites, Locations, and Mileage

Direct Shipments to WIPP Locations	Location	Distance to WIPP (miles)
Argonne National Laboratory-East (ANL-E)	Argonne, IL	1729
Bettis Atomic Power Laboratory (BAPL)	West Mifflin, PA	2191
Hanford Reservation (Hanford)	Richland, WA	1866
Idaho National Laboratory (INL)	Idaho Falls, ID	1541
Los Alamos National Laboratory (LANL)	Los Alamos, NM	398
Oak Ridge National Laboratory (ORNL)	Oak Ridge, TN	1440
Office of River Protection (ORP)	Richland, WA	1866
Savannah River Site (SRS)	Aiken, SC	1574
Intersite Shipping Locations	Location	Distance between Sites (miles)
Ames Laboratory (Ames)	Ames, IA	~1500
Argonne National Laboratory-East (ANL-E)	Argonne, IL	
Babcock & Wilcox - NES (B&W Lynchburg)	Lynchburg, VA	
Bettis Atomic Power Laboratory (BAPL)	West Mifflin, PA	
Knolls Atomic Power Laboratory (KAPL)	Niskayuna, NY	
Lawrence Livermore National Laboratory (LLNL)	Livermore, CA	
Nevada Nuclear Security Site (NNSS)	Mercury, NV	
NRD (LLC)	Grand Island, NY	
Paducah Gaseous Diffusion Plant (PGDP)	Paducah, KY	
Sandia National Laboratories (SNL)	Albuquerque, NM	
Separations Process Research Unit (SPRU)	Niskayuna, NY	
West Valley Demonstration Project (WVDP)	West Valley, NY	

NOTE: Intersite Shipments are defined as shipments from Intersite Shipping Locations to locations identified within the Direct Shipments to WIPP Locations column.

APPENDIX 2

Driver Qualification Checklist

CONTRACT DRIVERS APPLICATION REVIEW CHECKLIST

Page 1 of 2

Carrier Name _____ Review Date: ____/____/____

Drivers Name _____

This review is to establish that the applicant driver meets the minimum regulatory requirements and contract requirements. Documentation must be available to support the answers upon request. This form shall be submitted to the Contracting Officer (CO) and approved prior to the driver performing WIPP Shipments.

1. Driver verified as a U.S. citizen.
 YES NO
2. Application for employment is on file. (49 CFR 391.21)
 YES NO
3. Verify that a written record of contact with past employers exists. (49 CFR 391.21)
 YES NO
4. Driving record inquiry is on file. (49 CFR 391.25)
 YES NO
5. Previous employment inquiries are on file. (49CFR391.23)
 YES NO
6. Road test certification (49 CFR 391.31 or 33)
 YES NO
7. Medical Examination Certification (49CFR 391.41)
 YES NO
8. Annual certification of traffic violations (49CFR 391.27)
 YES NO
9. Annual review of driving records (49 CFR 391.25)
 YES NO
10. Drivers license (49 CFR 383.23) Class 'A' CDL with hazmat endorsement.
STATE: _____
 YES NO
11. Drivers shall have logged a minimum of 100,000 miles per year in two of the last five years in a commercial semi-tractor trailer combination over-the-road operation or a minimum of 325,000 in five years. (Contract Requirement)
 YES NO
12. Drivers shall not have received a chargeable incident or be convicted of a moving violation in a commercial vehicle within the last five years. The driving history for the past five years in their private vehicle has been reviewed and documented. Drivers shall not have repeated chargeable incidents, repeated moving violation convictions or a single DWI or DUI in their private or commercial motor vehicle in the last 10 years. (Contract Requirement)
 YES NO
13. Negative pre-employment drug testing results.
 YES NO

Drivers Name _____

CONTRACT DRIVERS APPLICATION REVIEW CHECKLIST

Page 2 of 2

- 14. a. Has the driver been convicted of a felony? (Contract requirement)
 YES NO
- b. Have you verified it with the State of New Mexico?
 YES NO
- 15. Finger print and background checks are complete.
 YES NO
- 16. Driver Training is complete. (Contract requirement)
 YES NO
- 17. Has Driver been issued Thermoluminescent Dosimeter (TLD)
 YES TLD# _____
 NO

Date Completed

- Operation of Packaging Tie Downs
- Use of Radiation Detection Instruments
- WIPP General Employee Training
- Adverse Weather and Safe and Safe Parking Protocols
- Public Affairs Training
- WIPP First Responder & Incident Command Training
- Radiation Worker Training
- Use of TRANSCOM Tracking Systems
- Security [49 CFR 172.704(a)(4) and (5)]
- Shipping Packaging/Package Recovery Procedures
- Commercial Vehicle Safety Alliance
- Enhanced Vehicle Inspector Training
- Decision Driving Training
- Use of Satellite Telephone and Hand Held Radio
- Quality Assurance
- HAZMAT and PCB Training [49 CFR 171.8,172.704(c), 177.816 and 397.10(e)]

Comments:

Reviewer:

Printed Name

Date

Signature

Approved:

Contracting Officer or Designated Representative (Printed Name)

Date

Signature

APPENDIX 3

Sample Transportation Schedule

**U.S. Department of Energy, Carlsbad Field Office
National TRU Program
Carlsbad, NM 88221**

WIPP Eight Week Rolling Schedule (Sample)

Departure	Shipment#	Trip	Carrier	Pkgs	Comments	Arrival
Thursday, January 27, 2011						
08:00	BTWP110042	Hanford to WIPP	VS	0	Bobtail back to WIPP after taking empty equipment from INL to Hanford. Contact Leslie Lewis 575-234-8230 or Jennifer Smith 575-234-8993 *intersite*	1/29/11 @ 0200
Friday, January 28, 2011						
08:00	MTEP10004	WIPP to EPD	WTS	3	TRUPACTs/halfPACTs/CASK to EPD for annual maintenance. Contact @ (575) 234-8230 or 234-8993.	1/28/11 @ 0900
13:00	EP110008	EPD to WIPP	WTS	1	Empty TRUPACTs/ HalfPACTs / CASK to WIPP NOTE these TRUPACTs are out of service. They are to be stored at WIPP indefinitely.	1/28/11 @ 1400
Saturday, January 29, 2011						
18:00	MTSR110003	WIPP to SRS	CAST	3	Empty TPs to SRS. Contact Leslie Lewis 575-234-8230 or Jennifer Smith 575-234-8993.	1/31/11 @ 0000
Sunday, January 30, 2011						
18:00	MTSR110004	WIPP to SRS	CAST	3	Empty TPs to SRS. Contact Leslie Lewis 575-234-8230 or Jennifer Smith 575-234-8993.	2/01/11 @ 0000
Monday, January 31, 2011						
06:00	BTIN110044	WIPP to INL	VS	0	Bobtail to INL to pick up shipment to WIPP. Contact 208-520-6249, if no answer, 208-557-7311, leave message.	2/01/11 @ 0600
06:00	BTIN110045	WIPP to INL	VS	0	Bobtail to INL to pick up shipment to WIPP. Contact 208-520-6249, if no answer, 208-557-7311, leave message.	2/01/11 @ 0600
08:00	MTINR11004	WIPP to INTEC	VS	1	Empty CASK to INTEC. Contact Randy Kendrick 208-521-4183 or Shawn Tighe @ 208-521-1769.	2/01/11 @ 0800
08:30	SR110001	SRS to WIPP	CAST	3	TRU Waste to WIPP. Contact CMRO @575-234-8457	2/01/11 @ 1630
18:00	MTSR110005	WIPP to SRS	CAST	3	Empty TPs to SRS. Contact Leslie Lewis 575-234-8230 or Jennifer Smith 575-234-8993.	2/02/11 @ 0000
20:45	TROR110002	WIPP to ORNL	VS	1	Empty RH trailer to Oak Ridge. Contact Billy Roberts 865-809-3126.	2/02/11 @ 0445
Tuesday, February 01, 2011						
04:00	MTLA110004	WIPP to LANL	CAST	2	Empty TPs to Los Alamos. Contact LANL @ 505-667-6211	2/01/11 @ 1300
08:30	SR110002	SRS to WIPP	CAST	3	TRU Waste to WIPP. Contact CMRO @575-234-8457	2/02/11 @ 1630
15:00	IN110001	INL to WIPP	VS	3	TRU Waste to WIPP. Contact CMRO @575-234-8457	2/03/11 @ 0100
15:00	IN110005	INL to WIPP	VS	3	TRU Waste to WIPP. Contact CMRO @575-234-8457 NOTE: Shipping sequence out of order at request of INL.	2/03/11 @ 0100
15:00	INR11002	INL To WIPP	VS	1	TRU Waste to WIPP. Contact CMRO @575-234-8457	2/03/11 @ 0100
18:00	LA110003	LANL to WIPP	CAST	2	TRU Waste to WIPP. Contact CMRO @575-234-8457	2/02/11 @ 0300
18:00	MTSR110006	WIPP to SRS	CAST	3	Empty TPs to SRS. Contact Leslie Lewis 575-234-8230 or Jennifer Smith 575-234-8993.	2/03/11 @ 0000
Wednesday, February 02, 2011						
04:00	MTLA110005	WIPP to LANL	CAST	2	Empty TPs to Los Alamos. Contact LANL @ 505-667-6211	2/02/11 @ 1300
06:00	BTIN110046	WIPP to INL	VS	0	Bobtail to INL to pick up shipment to WIPP. Contact 208-520-6249, if no answer, 208-557-7311, leave message.	2/03/11 @ 0600
06:00	BTIN110047	WIPP to INL	VS	0	Bobtail to INL to pick up shipment to WIPP. Contact 208-520-6249, if no answer, 208-557-7311, leave message.	2/03/11 @ 0600
08:30	SR110003	SRS to WIPP	CAST	3	TRU Waste to WIPP. Contact CMRO @575-234-8457	2/03/11 @ 1630
10:00	ORR11001	ORNL to WIPP	VS	1	TRU Waste to WIPP. Contact CMRO @575-234-8457	2/03/11 @ 1600

18:00	LA110004	LANL to WIPP	CAST	2	TRU Waste to WIPP. Contact CMRO @575-234-8457	2/03/11 @ 0300
Thursday, February 03, 2011						
04:00	MTLA110006	WIPP to LANL	CAST	3	Empty TPs to Los Alamos. Contact LANL @ 505-667-6211	2/03/11 @ 1300
08:30	SR110004	SRS to WIPP	CAST	3	TRU Waste to WIPP. Contact CMRO @575-234-8457	2/04/11 @ 1630
15:00	IN110006	INL to WIPP	VS	3	TRU Waste to WIPP. Contact CMRO @575-234-8457 NOTE: Shipping sequence out of order at request of INL.	2/05/11 @ 0100
15:00	IN110007	INL to WIPP	VS	3	TRU Waste to WIPP. Contact CMRO @575-234-8457 NOTE: Shipping sequence out of order at request of INL.	2/05/11 @ 0100
18:00	LA110005	LANL to WIPP	CAST	2	TRU Waste to WIPP. Contact CMRO @575-234-8457	2/04/11 @ 0300
Saturday, February 05, 2011						
18:00	MTSR110007	WIPP to SRS	CAST	3	Empty TPs to SRS. Contact Leslie Lewis 575-234-8230 or Jennifer Smith 575-234-8993.	2/07/11 @ 0000
Sunday, February 06, 2011						
18:00	MTSR110008	WIPP to SRS	CAST	3	Empty TPs to SRS. Contact Leslie Lewis 575-234-8230 or Jennifer Smith 575-234-8993.	2/08/11 @ 0000
Monday, February 07, 2011						
04:00	MTLA110007	WIPP to LANL	CAST	3	Empty TPs to Los Alamos. Contact LANL @ 505-667-6211	2/07/11 @ 1300
06:00	BTIN110048	WIPP to INL	VS	0	Bobtail to INL to pick up shipment to WIPP. Contact 208-520-6249, if no answer, 208-557-7311, leave message.	2/08/11 @ 0600
06:00	BTIN110049	WIPP to INL	VS	0	Bobtail to INL to pick up shipment to WIPP. Contact 208-520-6249, if no answer, 208-557-7311, leave message.	2/08/11 @ 0600
08:00	MTINR11005	WIPP to INTEC	VS	1	Empty CASK to INTEC. Contact Randy Kendrick 208-521-4183 or Shawn Tighe @ 208-521-1769.	2/08/11 @ 0800
08:30	SR110005	SRS to WIPP	CAST	3	TRU Waste to WIPP. Contact CMRO @575-234-8457	2/08/11 @ 1630
18:00	LA110007	LANL to WIPP	CAST	3	TRU Waste to WIPP. Contact CMRO @575-234-8457	2/08/11 @ 0300
18:00	MTSR110009	WIPP to SRS	CAST	3	Empty TPs to SRS. Contact Leslie Lewis 575-234-8230 or Jennifer Smith 575-234-8993.	2/09/11 @ 0000
Tuesday, February 08, 2011						
04:00	MTLA110008	WIPP to LANL	CAST	3	Empty TPs to Los Alamos. Contact LANL @ 505-667-6211	2/08/11 @ 1300
08:30	SR110006	SRS to WIPP	CAST	3	TRU Waste to WIPP. Contact CMRO @575-234-8457	2/09/11 @ 1630
15:00	IN110002	INL to WIPP	VS	3	TRU Waste to WIPP. Contact CMRO @575-234-8457 NOTE: Shipping sequence out of order at request of INL.	2/10/11 @ 0100
15:00	IN110003	INL to WIPP	VS	3	TRU Waste to WIPP. Contact CMRO @575-234-8457	2/10/11 @ 0100
15:00	INR11003	INL To WIPP	VS	1	TRU Waste to WIPP. Contact CMRO @575-234-8457	2/10/11 @ 0100
18:00	LA110007	LANL to WIPP	CAST	3	TRU Waste to WIPP. Contact CMRO @575-234-8457	2/09/11 @ 0300
18:00	MTSR110010	WIPP to SRS	CAST	3	Empty TPs to SRS. Contact Leslie Lewis 575-234-8230 or Jennifer Smith 575-234-8993.	2/10/11 @ 0000
20:45	MTORR11003	WIPP to ORNL	VS	1	Empty CASK and trailer to Oak Ridge. Contact Billy Roberts 865-809-3126.	2/10/11 @ 0445
Wednesday, February 09, 2011						
04:00	MTLA110009	WIPP to LANL	CAST	3	Empty TPs to Los Alamos. Contact LANL @ 505-667-6211	2/09/11 @ 1300
06:00	BTIN110050	WIPP to INL	VS	0	Bobtail to INL to pick up shipment to WIPP. Contact 208-520-6249, if no answer, 208-557-7311, leave message.	2/10/11 @ 0600
06:00	MTIN110001	WIPP to INL	VS	3	Empty TPs to INL. Contact 208-520-6249, if no answer, 208-557-7311, leave message.	2/10/11 @ 0600
08:00	MTINR11003	WIPP to INTEC	VS	1	Empty CASK to INTEC. Contact Randy Kendrick 208-521-4183 or Shawn Tighe @ 208-521-1769.	2/10/11 @ 0800
08:30	SR110007	SRS to WIPP	CAST	3	TRU Waste to WIPP. Contact CMRO @575-234-8457	2/10/11 @ 1630
18:00	LA110008	LANL to WIPP	CAST	3	TRU Waste to WIPP. Contact CMRO @575-234-8457	2/10/11 @ 0300
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04:00	MTLA110010	WIPP to LANL	CAST	3	Empty TPs to Los Alamos. Contact LANL @ 505-667-6211	2/10/11 @ 1300
08:30	SR110008	SRS to WIPP	CAST	3	TRU Waste to WIPP. Contact CMRO @575-234-8457	2/11/11 @ 1630
10:00	ORR11002	ORNL to WIPP	VS	1	TRU Waste to WIPP. Contact CMRO @575-234-8457	2/11/11 @ 1600
15:00	IN110004	INL to WIPP	VS	3	TRU Waste to WIPP. Contact CMRO @575-234-8457 NOTE: Shipping sequence out of order at request of INL.	2/12/11 @ 0100
15:00	IN110008	INL to WIPP	VS	3	TRU Waste to WIPP. Contact CMRO @575-234-8457 NOTE: Shipping sequence out of order at request of INL.	2/12/11 @ 0100
15:00	INR11004	INL To WIPP	VS	1	TRU Waste to WIPP. Contact CMRO @575-234-8457	2/12/11 @ 0100

APPENDIX 4

Government Furnished Trailers

All DOE TRUPACT trailers meet CVSA level VI inspection criteria. A joint inspection will be conducted by the DOE, the new carrier and old carrier contractors prior to turnover of the trailers.

Identifier	Manufacturer	Model	Serial Number	TRL Number	LIC Number		TYPE
S020251	REINKE	4410218CC	4C6CC44223109117	323	E-28282		CH TRUPACT
S020247	REINKE	4410218CC	4C6CC4421A1070017	327	E-28186		CH TRUPACT
S020248	REINKE	4410218CC	4C6CC442431090118	326	E-28278		CH TRUPACT
S020249	REINKE	4410218CC	4C6CC442731090114	322	E-28277		CH TRUPACT
S020253	REINKE	4410218CC	4C6CC442531090113	321	E-28276		CH TRUPACT
S020255	REINKE	4410218CC	4C6CC442331090112	320	E-28275		CH TRUPACT
S020256	REINKE	4410218CC	4C6CC442231090120	328	E-28280		CH TRUPACT
S020888	REINKE	3810218CC	4C6CC382121010194	308	E-28287	2 PLACE	CH TRUPACT
S020889	REINKE	3810218CC	4C6CC382821010192	306	E-28273	2 PLACE	CH TRUPACT
S020890	REINKE	3810218CC	4C6CC382X21010193	307	E-28272	2 PLACE	CH TRUPACT
S020891	REINKE	3810218CC	4C6CC382821010189	303	E-28257	2 PLACE	CH TRUPACT
S020892	REINKE	3810218CC	4C6CC382X21010212	309	E-28258	2 PLACE	CH TRUPACT
S020893	REINKE	3810218CC	4C6CC382621010191	305	E-28259	2 PLACE	CH TRUPACT
S020894	REINKE	3810218CC	4C6CC382421010190	304	E-28094	2 PLACE	CH TRUPACT
S020764	REINKE	ATCT-42	4C6CC442821080075	301	E-28098		CH TRUPACT
S020765	REINKE	NONE	4C6CC382321090078	302	E-28099	2 PLACE	CH TRUPACT
S020022	REINKE	4410218CC	4C6CC442931090129	337	E-201209		CH TRUPACT
S020023	REINKE	4410218CC	4C6CC442731090128	336	E-201208		CH TRUPACT
S020024	REINKE	4410218CC	4C6CC442331090126	334	E-201206		CH TRUPACT
S020028	REINKE	4410218CC	4C6CC442X31090124	332	E-28285		CH TRUPACT
S020029	REINKE	4410218CC	4C6CC442531090127	335	E-201207		CH TRUPACT
S020030	REINKE	4410218CC	4C6CC442131090125	333	E-201205		CH TRUPACT
S020250	REINKE	4410218CC	4C6CC442931090115	323	E-28271		CH TRUPACT
S020252	REINKE	4410218CC	4C6CC442031090116	324	E-28281		CH TRUPACT
S020847	REINKE	4410218CC	4C6CC442631090122	330	E-28284		CH TRUPACT
S020973	REINKE	4410218CC	4C6CC442731010410	376	E-28266		CH TRUPACT
S020974	REINKE	4410218CC	4C6CC442031010409	375	E-201243		CH TRUPACT
S020980	REINKE	NONE	4C6CC442531120386	352	E-201229		CH TRUPACT
S021018	REINKE	NONE	4C6CC442131120384	350	E-201227		CH TRUPACT
S021019	REINKE	NONE	4C6CC442331120385	351	E-201228		CH TRUPACT
S020981	REINKE	3810218CC	4C6CC442631120395	361	E-201232		CH TRUPACT
S020982	REINKE	3810218CC	4C6CC442231120393	359	E-201230		CH TRUPACT
S020983	REINKE	3810218CC	4C6CC442431120394	360	E-201231		CH TRUPACT
S020984	REINKE	3810218CC	4C6CC442031120392	358	E-201238		CH TRUPACT
S020985	REINKE	3810218CC	4C6CC442731120390	356	E-201236		CH TRUPACT
S020986	REINKE	3810218CC	4C6CC442031120389	355	E-201235		CH TRUPACT
S021020	REINKE	3810218CC	4C6CC442931120391	357	E-201237		CH TRUPACT
S021021	REINKE	3810218CC	4C6CC442X31120397	363	E-201240		CH TRUPACT
S021022	REINKE	3810218CC	4C6CC442831120396	362	E-201239		CH TRUPACT
S021023	REINKE	3810218CC	4C6CC442131120398	364	E-201241		CH TRUPACT
S021024	REINKE	3810218CC	4C6CC442731120387	353	E-201233		CH TRUPACT
S021025	REINKE	3810218CC	4C6CC442931120388	354	E-201234		CH TRUPACT
S020960	REINKE	3810218CC	4C6CC442031010412	378	E-201215		CH TRUPACT

Identifier	Manufacturer	Model	Serial Number	TRL Number	LIC Number	TYPE
S020961	REINKE	3810218CC	4C6CC442631010401	367	E-201216	CH TRUPACT
S020962	REINKE	3810218CC	4C6CC442131010399	365	E-201217	CH TRUPACT
S020963	REINKE	3810218CC	4C6CC442X31010403	369	E-201218	CH TRUPACT
S020964	REINKE	3810218CC	4C6CC442931010408	374	E-201219	CH TRUPACT
S020965	REINKE	3810218CC	4C6CC442431010400	366	E-201220	CH TRUPACT
S020966	REINKE	3810218CC	4C6CC442731010407	373	E-201221	CH TRUPACT
S020967	REINKE	3810218CC	4C6CC442331010405	371	E-201222	CH TRUPACT
S020968	REINKE	3810218CC	4C6CC442831010402	368	E-201223	CH TRUPACT
S020969	REINKE	3810218CC	4C6CC442131010404	370	E-201224	CH TRUPACT
S020970	REINKE	3810218CC	4C6CC442531010406	372	E-201225	CH TRUPACT
S020971	REINKE	3810218CC	4C6CC442231010413	379	E-201226	CH TRUPACT
S020972	REINKE	3810218CC	4C6CC442931010411	377	E-201242	CH TRUPACT
S020025	REINKE	4410218CC	4C6CC442031090133	341	E-201247	CH TRUPACT
S020026	REINKE	4410218CC	4C6CC442231090134	342	E-201248	CH TRUPACT
S020850	REINKE	4410218CC	4C6CC442831090123	331	E-28286	CH TRUPACT
S020851	REINKE	4410218CC	4C6CC442931090132	340	E-201246	CH TRUPACT
S020852	REINKE	4410218CC	4C6CC442431090121	329	E-28283	CH TRUPACT
S020027	REINKE	4410218CC	4C6CC442431090135	343	E-201249	CH TRUPACT
S020849	REINKE	4410218CC	4C6CC442531090130	338	E-201244	CH TRUPACT
S020241	REINKE	4410218CC	4C6CC442731100141	349	E-201210	CH TRUPACT
S020242	REINKE	4410218CC	4C6CC442531100140	348	E-201211	CH TRUPACT
S020243	REINKE	4410218CC	4C6CC442731100138	346	E-201212	CH TRUPACT
S020244	REINKE	4410218CC	4C6CC442931100139	347	E-201213	CH TRUPACT
S020245	REINKE	4410218CC	4C6CC442331100136	344	E-201241	CH TRUPACT
S020246	REINKE	4410218CC	4C6CC442531100137	345	E-201250	CH TRUPACT
S020848	REINKE	4410218CC	4C6CC442731090131	339	E-201245	CH TRUPACT
MLU Trailers						
S022620	TRANSCRAFT		1TT E5320 5 71082211	N/A	E-22802	MLU
S022621	TRANSCRAFT		1TT E5320 5 71082212	N/A	E-22825	MLU
	Loadcraft		1LDK45206HB874201	N/A	E-22747	MLU
C013857	Loadcraft		1LDK45208HB874202	N/A	E-22748	MLU
C015351	Alloy		1ALST9284JS880910	N/A	E-22801	MLU
RH Trailers						
C019811	Mobilized Systems		1M9FS452XX1298001		E-22818	RH
S021437	Talbert		40FG442961025092		E-28124	RH- Uprighting
S022601	Talbert		40FG442961025092		E-28134	RH- Uprighting
S022628	Talbert		40FG442071026147		E-22826	RH- Uprighting
S022665	Talbert		40FG442X71027726		E-22827	RH- Uprighting
S022681	Talbert		40FG442171027727		E-22806	RH- Uprighting
S022708	Talbert		40FG442371028538		E-22844	RH- Uprighting
S022720	Talbert		40FG442381028539		E-28274	RH-

APPENDIX 5 - Sample Tractor Inspection Checklist

Tractor Specifications and Equipment Checklist

Carrier _____ Tractor Number _____ Date _____

PWS Section	Description	Yes	No	Partial	Comments
3.3.1.1	Length meets DOT requirements for single-trailer			N/A	
3.3.1.2	Maximum gross weight of 19,700 lbs. Including tractor, fuel, drivers, and all necessary equipment.				Copy of weight from a certified scale to be presented.
3.3.1.3	Tractors have sufficient horsepower to maintain speed limit on a 3% with a maximum load and governed to a maximum speed limit of 65-MPH.				Tractor Horsepower _____ Model number _____ Inspect printout or certification that governor is set at 65mph
3.3.1.4	Tractors are equipped with safety equipment as required per 49CFR393.95 (fire extinguisher, first aid kit, Reflective triangles)				Triangles
3.3.1.4	Tractors are equipped with chains (cable), spare tire(s) and any other equipment deemed necessary by Federal or state laws/regulations.				CABLES or CHAINS in Oregon specific numbers required
3.3.1.5	Tractors are equipped with satellite & cellular phones, TRANSCOM with panic button, and a 40 channel citizens band radio.				
3.3.1.5	Verify TRANSCOM Operational				
3.3.1.6	The tractors are equipped with a current technology, 5-range, digital or analog survey meter equipped with two detectors (a geiger-mueller open and closed window detector for beta-gamma radiation from 0.001 milli-Severts per hour [0.1 mrem/hr] to 2 milli-Severts per hour [200 mrem/hr]).				Calibration stickers Due re-calibration _____ Serial # _____ Serial # _____
3.3.1.6	Also an open window, pancake detector to detect alpha-beta-gamma radiation at a level of 0-5000 counts/minute.. Performance shall meet or exceed that of a Ludlum model 3 or model 14-C survey meter equipped with N44-38- energy compensated Geiger-Mueller and N44-9 pancake Geiger-Mueller detectors.				Calibration Stickers Due re-calibration _____ Serial # _____
3.3.1.7	The tractors are equipped with a mounted, continuous loop, on board video system to monitor events taking place immediately in front of the tractor. (Min of 1-hour segments)				Sited camera Recording Media and duration

PWS Section	Description	Yes	No	Partial	Comments
3.1.13.2.1	The tractors are equipped with a spare video medium if required.				
3.3.1.8	The tractor is equipped with the following:				
	Anti-lock brakes				
	Power steering				
	Sleeper				Bunk style
	Air-ride suspension				
	Parking brakes on both rear axles				
	Low profile heavy duty sliding fifth wheel				
	Front & rear wheel mud flaps				FULL FRONT & REAR FENDER WITH MUD FLAPS.
3.3.1.9	Auxiliary braking system (Jake Brake)				
	Electronic Data Logger that complies with DOT and approved by CBFO				Type and Access
6.0 (Recovery Guide for TRU Waste Packages, DOE/CBFO 94-1007)	1-Recovery Strap				
	Recovery Lugs (Optional)				
General	CBFO Documentation				Recovery Guide ____ Security Plan ____
	Company Documentation				Permit Book ____ Company protocols ____ Emergency Contact Numbers ____

Checked by _____ Date _____