

Note: Eight statements were endorsed by a majority of participants at the Workshop and were transmitted separately by the Fernald Citizens Advisory Board. The eight statements were subsequently considered by the Idaho National Engineering and Environmental Laboratory Citizens Advisory Board (INEEL CAB). Seven were acceptable to the INEEL CAB as drafted. The seventh statement was not acceptable as drafted by the workshop participants. The rewording for the seventh statement (included in this version of the statements) was approved, through consensus, by the INEEL CAB on July 21, 1999. The rewording should not be construed as being the result of efforts by the workshop participants; it reflects the concerns of the INEEL CAB.

Statement 1

Routes for radioactive materials and waste should be pre-negotiated using a model that allows for:

- The identification of proposed routes by DOE based on a comprehensive risk analysis that considers radiological and non-radiological hazards;
- An opportunity for states, Tribal nations, local governments, and the public to review and propose alternative routes;
- Future changes in route alternatives and infrastructure using the model;
- Consideration of existing routes based on safety and cost.

This should not interrupt existing shipments.

Statement 2

DOE must not predetermine a specific mode. In selecting a mode, DOE should consider the local community impacts, community impacts along the corridor, and environmental justice. Alternative modes should be considered based on risk analysis and life cycle costs and benefits.

Statement 3

In order to enhance safety and to save time and money:

- The container system for the transportation of radioactive materials and waste should be standardized as much as possible within the waste acceptance criteria at the destination site or facility.
- Transportation protocols should be standardized whenever possible, irrespective of mode (truck, rail, or intermodal).

Statement 4

The risks associated with the transportation of radioactive materials and waste should be estimated using up-to-date, independently validated methods. For purposes of education, the public should be encouraged to be actively involved from the beginning. The methods for assessing the risks of radioactive materials and waste transportation and the estimated risks should be communicated comprehensively to the public, especially along the corridors/routes.

Statement 5

During the conceptual stages of planning, DOE should begin a dialogue with the public, Tribal nations, and other impacted parties whenever developing policy initiatives, planning, and implementing activities for the transportation of radioactive waste and materials. This dialogue must be continued throughout the decision-making process.

Statement 6

With regard to the transportation of radioactive waste and materials, DOE should facilitate partnerships to develop and implement two-way education and information sharing with and among:

- The public;
- Tribal nations;
- Educational institutions and officials;
- Federal, state, and local agencies, and both elected and other officials;
- The media;
- DOE Headquarters, Field Offices, and Sites.

To better facilitate these partnerships, it is especially important for DOE Headquarters, Field Offices, sites, and programs to communicate effectively with and among each other.

Statement 7

Should an incident or accident occur during a radioactive materials or waste shipment, the availability of professionally trained and well-equipped emergency response teams is vital. DOE and/or corridor states should provide to Tribal nations and local governments appropriate funding and resources earmarked for emergency response programs along the transportation corridors.

Statement 8

DOE, in conjunction with states and Tribal nations, should develop notification protocols for the transportation of radioactive materials and waste and for shipping incidents or accidents. The states are urged to establish standardized procedures for subsequent notification to appropriate local governments. Notification should be tailored to correlate with the level of hazard of the materials shipped. DOE should utilize the best available technologies to facilitate uniform and universal notification.