

## WM2015 Conference Panel Report

**PANEL SESSION 073: US Motor Carrier Challenges in Transporting Radioactive Material**

**Session Co-Chairs:** **Paul Jones**, *Ameriphysics*  
**Karlan Richards**, *Bechtel National Inc.*

**Panel Reporter:** **Karlan Richards**, *Bechtel National Inc.*

### Panelists:

- **Charlie Pittman**, *Vice President Sales, Marketing, Logistics, Operations, Tri-state Motor Transit Company (TSMT)*
- **George Taylor**, *Vice President, Business Development, Visionary Solutions*
- **Warren Baugh**, *President, TLI Freight Services, Transport Logistics International*
- **Ray Morgan**, *Vice President of Sales, Perkins Heavy Haul*
- **Salina Savage**, *President, Savage Logistics, LLC*

This panel focused on opportunities for improvement in transporting radioactive material by truck. Motor carriers provided their perspectives and suggestions on how to increase efficiencies through eliminating inconsistencies between shipping requirements, improve productivity at a reasonable cost, and enhance communication to enable them to provide better service.

### **Summary of Presentations:**

Each panelist gave a short summary of their company prior to digging into the issues. If there was ever an incident relating to radioactive shipments, it doesn't matter whose name is on the side of the truck, it affects everyone in the industry.

One of the major issues that all the transporters have is the unavailability of qualified drivers. There is a projected shortfall of 239,000 drivers by 2022. The competition for available drivers is on-going. New drivers want to be home nightly, they don't want to haul hazardous materials, and they treat it as a job not as a career. The average age of current drivers of hazardous material is 54. The requirements of medical certificates have been tightened which is eliminating some of the current drivers. Hauling hazardous material requires good quality drivers.

New requirements have been introduced on hours of service and electronic log keeping. EPA emissions standards have caused tremendous problems. It eliminated an entire fleet of one company. The hours of service requirements have changed a lot recently. It is difficult to keep up with and to keep the drivers educated on the new changes.

Market Issues: Some of the facilities have extremely rigid schedules which is causing problems. It doesn't matter if they are ready to receive or not, but when they tell them to arrive at 7:00, if they are not there they "dock" them. They may not receive the truck until 2:00 in the afternoon, but they want them there at the specific time. There are excessive loading/unloading times at some facilities. By the time the drivers have been on the clock waiting to be loaded/unloaded, sometimes they are out of hours by the time they are released.

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Some transporters use owner/operators. The tractors are basically their homes. DOE facilities, power plants, along with many others will not allow pets, passengers that are not drivers, etc., so the companies are not able to use owner/operators in these facilities. Also the guards are not always respectful of their vehicles. They have done things like remove all the drivers' belongings and leave them on the ground and then tell them the drivers to load them back up.

There is a lack of customer knowledge on permits, routing, etc. A lot of times customers do not understand why it takes 15 hours to get to a site when they could drive it in 8. They do not understand the hazardous material routes and that some states shut down hazardous material routes at night.

The different contamination release limits between Department of Transportation and various Licensees (commercial, DOE, and NRC) can cause contamination survey issues. Different sites have different surveying standards/requirements. Each DOE facility believes their mission is so unique so they set their own limits. Surveying, limits, and decontamination needs to be standardized and consistent for all DOE facilities. One specific example includes when trailers are surveyed clean at one facility, loaded with radioactive waste, delivered to the disposal facility and then the trailers are surveyed contaminated. The original site claims it is not theirs, the disposal facility claims it is not theirs and the transport company is in the middle trying to get their equipment decontaminated and released back to them.

A lot of times customers do not realize the procurement times for permit's to be obtained. Customers need to be educated on what requires permits, what states require permits, and the time frame for obtaining them. There is not uniformity in the rules and regulations in the different states.

Tie downs were discussed regarding bull-run boxes. They were not designed with tie-down straps in mind and are very difficult to ensure they are secured. Friction mats are helpful in this situation however add additional cost.