



# INSPECTION News

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## WORKING TOGETHER To Make a Difference

By CVSA President  
Paul Claunch

One of my primary objectives during my term as CVSA's President is to make certain we communicate with, and reach out to, everyone who is affected by what we do. As I mentioned in some earlier remarks, even when issues arise making open discussion difficult, it is everyone's responsibility to maintain clear focus on the goal of improving highway safety.



As I see it, the roadside inspection program continues to be our most successful endeavor. For more than 20 years, we have seen the North American Standard Inspection Program grow and evolve to meet and overcome many challenges.

Lives are being saved because the roadside inspections conducted by CVSA-certified inspectors and officers take place every day throughout North America. As evidence to this fact, in the United States, the rate of fatalities from large truck-involved crashes per 100 million vehicle miles was 4.6 percent in 1985. In 2002, it had dropped to 2.3 percent — a 50 percent decline. CVSA also supports FMCSA's goal of reducing the fatality rate for those involved in commercial vehicle crashes by 41 percent to 1.65 per 100 million miles by 2008. This is an attainable goal and we're on track to meet it.

It is people who are making this happen. North America's CVSA-certified roadside inspectors have diverse backgrounds and are from all walks of life. But when it comes to their work, they unite as one. Everyone adheres to the same standard — every time. The training and certification standards that inspection personnel are required to follow are critical to ensuring uniformity and reciprocity. Those standards are CVSA hallmarks.

Last year, more than 3 million North American Standard Inspections were conducted throughout this continent. This was accomplished at the more than 1,400 fixed facilities and by the numerous officers who work in mobile patrols.

Many of the inspectors and officers also play another important role. They appear at public events, talk with children in their classrooms, participate in driver education training programs and meet with politicians and transportation officials in communities across North America. These

additional activities play an important role in educating the public about the importance of safety and saving lives. It's important to improving safety and it's making a real difference.

Our inspectors and officers have taken on another role since September 11, 2001. They must now be more vigilant in efforts to protect our nation from threats posed by those who wish us harm. What they have been doing on a day-to-day basis has taken on a new meaning. These men and women are applying their training and experience to enhancing highway security while maintaining their commitment to highway safety.

We are proud and thankful for their work and dedication to duty. They are the heart and soul of CVSA and they play the most important role in promoting commercial motor vehicle safety and security. ■

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If you have editorial suggestions, comments, concerns, or you would like to be added to our mailing list, deleted from the mailing list, or have an address change, please contact:

**Larry Stern**  
CVSA/DOE Program Director  
1117 University Ave.  
Suite 502  
Morgantown, WV 26505  
T (304) 292 1601  
F (304) 292 1602  
E [Larrys@cvsa.org](mailto:Larrys@cvsa.org)  
[www.cvsa.org](http://www.cvsa.org)

## CVSA RAM SUBCOMMITTEE to Meet in Sparks, Nevada

Chairman Gary Trujillo has scheduled the RAM Subcommittee meeting at the CVSA's Fall Workshop at the John Ascauga's Nugget Hotel, Sparks, Nevada on Sunday, October 24. He has outlined the following agenda:

- DOT-FMCSA-Federal Motor Carrier Safety Regulations: Hazardous Materials Safety Permits-Docket No. FMCSA-97-2180, Final Rule effective July 30, 2004. Compliance with this rule is required beginning January 1, 2005.
  - HRCQ shipments need a pre-trip Level VI Inspection
  - Canadian HRCQ shipments entering the US for compliance to this rule
- Level VI Training for Canadian Inspectors
- Governor's point of contact list as required by CFR 10 & NRC to find out the numbers of NRCQ shipments transported in US/Canada
- WGA's request for CVSA to conduct an analysis and publish a report on the Level VI data from October 2002 to date
- Report from States on random en-route Level VI Inspections-per the recommendations from the CVSA/DOE Cooperative Agreement Interim Report Update on WIPP Shipments dated April 2004
- Level VI Out-of-Service Changes for 2005
- Level VI Class Schedule for 2005
- Report on CVSA's 5 year-proposal to DOE-RW on the Level VI Program for shipments to Yucca Mountain
- RAM Subcommittee participation in the 5-year project for DOE-RW
- Report on the revised Level VI Course and Security Module that was rolled out in July 2004
- Report on ASPEN & Safetynet upload of Level VI Data—reports and notification to states
- DOE-WIPP Updates
- DOE-RW Updates
- Future of the Trupact III
- Other Business ■

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## READY, SET, DROP

The saying “one size fits all” is not accurate for TRU waste containers. TRU waste is stored in many different shapes, sizes and weights of Department of Transportation 7A containers. Some waste is extremely large and would require extensive resizing to fit in currently certified Type A waste containers that are designed for the TRUPACT-II.

As a result, a larger transportation package known as TRUPACT-III has been developed to address the larger containers of waste currently stored at generator sites across the country. This new package, when approved by the NRC, will transport waste containers specially designed to accommodate larger waste.

Washington Engineered Products Division (EPD) was tasked to design, build, test and certify two DOT 7A Type A containers (standard Large Box 1 and 2 or SLB 1 and SLB2) that will fit inside the TRUPACT-III. The SLB 2 has been certified, and on Monday, September 6, EPD performed the final tests on SLB-1. This container measures 88 1/4" long, 58 1/4" wide, and 61 3/4" high and is designed so two SLB 1 containers can fit inside TRUPACT-III.

It has a total maximum weight capacity of 9,500 pounds (including the container). All waste disposed of at WIPP must be in a DOT 7A Type A container.

To be certified as a DOT 7A Type A container, it must pass a variety of tests in accordance with the 49 CFR 173.465. The regulations allow for a new container to be used for each test; however, EPD used the same container for all tests. These tests include a stack test, where the container must support five times its gross maximum weight for 24 hours. A water spray test is performed to simulate approximately two inches of rain per hour. Next, a penetration test is performed involving a 131 lb. bar being dropped from 3.3 feet onto the most vulnerable part of the container. Finally, the container must undergo a number of drop tests. This involves dropping the container from a height of one foot on to each of the top four corners and then dropping it from a height of four feet on to what is perceived to be all of the containers weakest point or points. The SLB 1 successfully passed all the required tests, and the certification papers are currently being prepared. ■



**ONE OF FOUR, ONE-FOOT DROP TESTS PERFORMED ON THE SLB-1. THE SLB SUCCESSFULLY PASSED ALL REQUIRED TESTS, SUSTAINING ONLY MINIMAL DAMAGE.**



## CVSA BASIC LEVEL VI Training Classes Held

The Tennessee Highway Patrol hosted a class in Oak Ridge, Tennessee, July 12-15; South Carolina Transport Police hosted a class in Blythewood, South Carolina. The trainees were officers from Tennessee Highway Patrol, South Carolina Transport Police, Virginia State Police, North Carolina Highway Patrol, Nebraska State Patrol and Tennessee Emergency Management Agency.

As reflected by the evaluations and comments received, the instructors—Gary Trujillo, New Mexico Department of Public Safety; Carl Briggs, Virginia State Police; Tom Wright, Idaho State Police; Rob Rohr, Ohio Public Utility Commission and Todd Armstrong, Illinois State Police—did a great job instructing. CVSA appreciates having instructors such as Gary, Carl, Tom, Rob, and Todd, as well as the support of their individual departments that allowed them time to instruct these important classes.

CVSA also appreciates DOE, Tri State Motor Transport and Cast Transportation for taking the TRU-PACT II to the training sites so it was possible to have practical exercise. And, thanks to Ken Rose, Tennessee Highway Patrol, Bruce Bailey, South Carolina Transport Police, and Allen Neal, Visionary Solutions, who arranged for the classes and provided assistance throughout the classes. ■

## 2005 Basic Level VI CLASSES SCHEDULED

CVSA, under the cooperative agreement with the U.S. Department of Energy, has scheduled the 2005 CVSA Basic Level VI Classes to certify inspectors to conduct Level VI inspections on all motor carrier shipments of transuranic waste and Highway Route Control Quantities (HRCQ) of radioactive materials. CVSA provides the Level VI Training to jurisdictional inspectors who meet the prerequisite of being Level I and HAZ Mat Certified.

### The following is the schedule for 2005 (as of October 1, 2004)

- Harrisburg, Pennsylvania—January 10-13
- Phoenix, Arizona—CVSA Level VI “Train the Trainer” Refresher Course—February 23-24
- Jefferson City, Missouri—March 14-17
- Albuquerque, New Mexico—May 16-19
- Austin, Texas—June 6-9
- Mendota Heights, Minnesota—July 18-21
- Grand Island, Nebraska—August 15-18
- Blythewood, South Carolina—September 12-15
- Oak Ridge, Tennessee—October 17-20

Any state agency interested in sending inspectors to the scheduled classes or hosting a Level VI Class in November 2005 is asked to contact Larry D. Stern, CVSA/DOE Program Director at [larrys@cvsa.org](mailto:larrys@cvsa.org) or at 304-292-1601. ■



## A RECORD-BREAKING SUMMER AT WIPP



This summer, the Olympics are not the only place where records are being broken. August 12-21 was a banner week for WIPP Transportation, Facility Operations and Waste Handling Operations personnel. The groups managed the shipment and processing of 77 TRUPACT-IIs. This is the

highest number of TRUPACTs ever processed at the WIPP in a single week. The successful management of the shipment influx was no small feat and required excellent planning and coordination.

Randy Britain, Waste Operations Manager, comments on the effort. “The Hazardous Waste Facility Permit limits the number of full TRUPACT-IIs on the surface at WIPP to 12,” he notes. “With so many TRUPACT-IIs coming in that week, we knew we needed to coordinate our processing activities with other WIPP organizations to stay under that limit.”

The Waste Handling team’s efforts were aided by their coworkers in Transportation. Kim Jackson, WTS Transportation manager, explains. “Transportation personnel ensured that the shipments were scheduled to depart generator sites at certain times and arrived at WIPP within certain windows. This kept the site from becoming overloaded with TRUPACT-IIs awaiting processing.”

Facility Operations’ Central Monitoring Room personnel kept tabs on the shipments as they made their way to WIPP. Any delays would have been quickly reported to Waste Handling and Transportation for scheduling adjustments.

The busiest day for all three crews, with 6 shipments, or 18 TRUPACT-IIs arriving. “We had several shipments from Hanford on that day delayed from an accident along I-80 in Wyoming,” notes Jackson. “Through successful teamwork, all three groups were able to work around the shipment delays without exceeding our permit.”

Britain agrees, “Before the week began, our team made sure that we had the staff available, trained and qualified to perform the required waste processing. Our planning also included staff to turn around empty shipments back to the generator sites. Empty TRUPACT-IIs must be returned to service in a specific order and within a set timeframe to maintain the overall shipping schedule.”

The influx of TRUPACT-IIs may have made the week hectic, but, according to Jackson, “It was a great tryout in preparation for future shipment ramp ups. When INEEL begins shipping to the site again, we will regularly hit 87 TRUPACT-IIs per week.” ■



**A COMMON QUESTION POSED BY WIPP VISITORS AND MEDIA IS:** “How much waste will be disposed of at WIPP?” The amount, specified in the WIPP Land Withdrawal ACT, limits WIPP’s capacity to 6.2 million cubic feet or about 175,000 m<sup>3</sup>. The WIPP repository design includes eight hazardous waste disposal units or panels, each containing seven rooms roughly the length of a football field (300-feet long, 33-feet wide and 13-feet high).

## Getting to know the CVSA BASIC LEVEL VI INSTRUCTORS



The last edition of the “RAD” newsletter listed the names of those who are the CVSA Basic Level VI Instructors. And in this edition, we are giving you a little bit of information about each instructor. The current roster Level VI Instructors is comprised of eight instructors, four of which are Senior Instructors and four who are relatively new to the Program.

Before we begin with information about the current Instructors, we want you to know that Tom Wright has resigned as a CVSA Level VI Instructor in order to pursue additional instructor duties within the Idaho State Police. We assure you the Level IV Program will miss Tom’s instruction expertise. He has been an excellent and instrumental instructor for several years. CVSA thanks him for his expertise and dedication to the program.

And now, we introduce you to the current CVSA Basic Level VI Instructors:

### **CARL “MAC” BRIGGS**

Mac is a CVSA Senior Level VI Instructor employed as a Master Trooper with the Virginia State Police. He began his career in law enforcement in 1975 with the Norfolk, VA Police Department and in 1978, he joined the Virginia State Police. He is a certified Accident Reconstructionist (Level I, II, III & CMV) who became a Level VI instructor in 2002. And in 2003, Mac was recognized by CVSA President Peter Hurst for Outstanding Contributions and Dedication to the CVSA Level VI Program. When not on the job, Mac loves to take long ship cruises with his wife or spend time with his 5 children and 2 grandchildren.

### **JACOB RALEY**

Jacob is a CVSA Senior Level VI Instructor employed as the Patrolman/Compliance Review Investigator with the New Mexico Department of Public Safety, Motor Transportation Division. He began his career with the Division in 1998 as a civilian employee and became a certified police officer after attending and graduating from the New Mexico Law

Enforcement Academy in December 1999. Previously, Jacob was employed by North Star Steel in Kingman, Arizona. He attended Instructor Development in January 2002 and is an NTC Associate Staff Member for General Hazardous Materials Instruction Program. Jacob began instructing Level VI courses in 2002. In 2003, he was recognized by CVSA President Peter Hurst for Outstanding Contributions and Dedication to the CVSA Level VI Program. When not on the job, Jacob likes to spend time golfing, fishing, hiking, camping and bike riding.

### **CARLISLE SMITH**

Carlisle is a CVSA Senior Level VI Instructor employed as the Hazardous Materials Enforcement Section Supervisor with the Ohio Public Utilities Commission. He began his career with Ohio PUC in 1988 and was previously employed by Battelle Memorial Institute, Office of Nuclear Waste Isolation. Carlisle began instructing Level VI courses in 1996. He is an NTC Associate Staff Member for General Hazardous Materials

Instruction Program and holds a BA from Bowling Green State University. In 2003, Carlisle was recognized by CVSA President Peter Hurst for Outstanding Contributions and Dedication to the CVSA Level VI Program. Currently, Carlisle serves as Vice-Chairman of the CVSA RAM Sub-committee. When not on the job, he likes to spend time golfing, fishing, woodworking, snow skiing. He also is a classic car enthusiast. Carlisle is married and has three children.

### **GARY D. TRUJILLO**

Gary is CVSA Senior Level VI Instructor who is employed as the HazMat/WIPP Coordinator with the New Mexico Department of Public Safety, Motor Transportation Division. Gary began his career with MTD in 1985 as an Inspector and worked his way through the ranks obtaining the position of District Commander until 1999 when he accepted his current position. Prior to MTD, Gary was employed by General Motors as a Certified Truck Technician for seven years. He attended Instructor Development in 1991 and became a CVSA Level VI Instructor in 2000. Gary is a 1995 graduate of the Northwestern University, Traffic Institute, School of Police Staff and Command. In 2003, he was recognized by CVSA President Peter Hurst for Outstanding Contributions and Dedication to the CVSA Level VI Program. Currently, Gary serves as Chairman of the CVSA RAM Sub-Committee. When not on the job, he likes to spend time fishing and camping with his wife and daughter.

## **ROBERT TODD ARMSTRONG**

Todd is CVSA Level VI Instructor employed as an Illinois State Police Trooper in the Commercial Motor Vehicle Section. Todd began his career with ISP in 2001 and was previously employed by the Illinois House of Representatives. He became a Level VI inspector in 2002 and began instructing Level VI courses in 2004. Todd holds an Associates Degree from Lincoln Land Community College in Law Enforcement Administration.

## **REGGIE BUNNER**

Reggie is CVSA Level VI Instructor employed as a Commercial Enforcement Officer with the West Virginia Public Service Commission. He began his career with WVPS in 1992. Previously, he was employed by the WV Department of Highways. Reggie is a Certified NTC Cargo Tank/Bulk Packaging Instructor who became a Level VI Instructor in 2004. When not on the job, Reggie devotes a great deal of his time to his son John, as he is a single parent. He is happy to devote his time to his son's motorcycle racing as it gives them the opportunity to travel across the country attending different races. This has resulted in John being the National Hill Climbing Champion in 2001. When not attending races, Reggie spends any extra time helping out on the family ranch.

## **PATRICK FIORI**

Pat is CVSA Level VI Instructor employed as an Environmental Crimes Investigator with the California Highway Patrol. He began his career with California Highway

Patrol in 1984. Pat has been in law enforcement since 1983, when he started his law enforcement career with the Concord, CA Police Department. He holds an Associate of Science in Criminal Justice from the Solano, CA Community College. Pat first attended Instructor Development in 1995 and teaches a variety of basic and advanced course for CHP in hazardous materials. He is a NTC Certified Cargo Tank/Bulk Packaging and Motor Coach Instructor and became a Level VI instructor in 2004. He was the National High Points Winner and the Grand Champion at the 1998 North American Inspector Challenge Competition. When not on the job, Pat likes to spend time with his wife and two children while fishing, hiking, camping, golfing or playing badminton.

## **ROBERT "ROB" ROHR**

Rob is CVSA Level VI Instructor employed as a Hazardous Materials Specialist with the Ohio Public Utilities Commission. He began his career with Ohio PUC in 2001 and was previously was employed by the West Virginia Department of Agriculture as a Pesticide Regulatory Officer. Before that, Rob was a Military Police Officer for 6 years (3 years as NBC NCO) in the US Army. He began instructing various courses for the Ohio PUC in 2003 and became a CVSA Level VI instructor in 2004. Rob holds a B.S. Degree from West Virginia University. When not on the job, Rob likes to spend time hunting, fishing, camping, hiking and skydiving. He is married and has four children.

## **UPCOMING CVSA EVENTS**

2004 Fall Workshop  
**October 23-28, 2004**  
John Ascuaga's Nugget Hotel  
1100 Nugget Avenue  
Sparks, Nevada 89431

COMED 2005  
**January 23-27, 2005**  
Ft. Lauderdale, FL

2005 Annual Conference  
**April 16-21, 2005**  
Hyatt Regency Albuquerque &  
Albuquerque Convention Center  
3003 Tijeras NW  
Albuquerque, NM 87102

2005 Fall Workshop  
**September 24-29, 2005**  
Beau Rivage  
875 Beach Blvd.  
Biloxi, MS 39530

# WIPP SHIPMENT FIGURES

## As of August 30, 2004

Site	Shipments	Miles
Agonne National Laboratory	14	12,453
Hanford Site	119	215,152
Idaho National Engineering and Environmental Laboratory	624	867,216
Los Alamos National Laboratory	71	24,282
Lawrence Livermore National Laboratory	0	0
Mound Plant	0	0
Nevada Test Site	8	9,552
Oak Ridge National Laboratory	0	0
Rocky Flats Environmental Technology Site	1,656	1,171,740
Savannah River Site	437	672,980
Small Quantity Sites	0	0
<b>TOTAL</b>	<b>2,929</b>	<b>2,984,375</b>

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