



MEETING SUMMARY

Meeting Date

March 16, 2000

Topics

- Update on Waste Pits Project and Monitoring Results
- Results of Inter-Modal Transportation Test

Attendees

Fernald Citizens Advisory Board

Doug Sarno
Fawn Thompson
Tom Wagner
Gene Willeke

Phoenix Environmental

Doug Sarno

U.S. Department of Energy

David Kozlowski
Dave Lojek
John Sutter

Flour Fernald

Bob Fellman
Dennis Dalga
Doug Draper
Lew Goidell
David Levy
Tisha Patton
Greg Stephens

Ohio Environmental Protection Agency

Bill Lohner

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CITIZENS
ADVISORY
BOARD**

Update on Silos 1 & 2 Accelerated Waste Retrieval (AWR) Project

DOE has responded to comments received from regulators on the Remedial Design Package. The main categories of comments were requests for greater level of detail, and general requests for clarification. Comments were exactly as expected for this level of review. Final design was 70% completed as of March 15, 2000. AWR was still seeking authorization to mobilize and begin site preparation activities in the spring of 2000.

Results of Inter-Modal Transportation Test

The public requested that DOE evaluate inter-modal shipping as a possible improvement over truck shipments. DOE reviewed options with regard to cost and risk. DOE looked for potential cost savings, and to see if the risk was comparable or reduced. Both truck-rail and direct rail load-out options appeared viable. As a test, DOE utilized the truck-rail approach for a soil shipment to Envirocare in September of 1999.

The Area 1 Phase II Sewage Treatment Plant Excavation Project includes removal of impacted shipping to Utah as mixed waste. DOE used reusable DOT-rated inter-modal shipping containers and a third party logistics services provider to coordinate off-site logistics.

There were many lessons learned from this project. There were scheduling problems with Norfolk Southern, and shipping tracking with the GPS units did not work. Instead, bar code scanning was more effective, and MHF Logistics provided three status reports each day. Emergency response notification was an issue. There were questions on who is to be notified, how notifications would reach transit states, and procedures for railroad and trucking companies' emergency response plans. It was also learned that it was essential to maintain a single point of contact at each end.

There was almost a 20% cost savings using inter-modal over truck only, which did not include container leasing costs, on-site operations costs, and disposal costs.

Moving forward, Flour Fernald will continue to evaluate inter-modal transportation including loading locations, equipment, and potential transfer points for shipments to NTS. Advance planning will be conducted with potential project users such as Silos, WPRAP, and Waste Generator Services. Planning mock load-out tests are also planned.