DOE F 1325.8

United States Government

memorandum

Carlsbad Field Office
Carlsbad, New Mexico 88221

DATE: February 11, 2002
REPLY TO ATTN OF: CBFO:QA:MLC:GS:02-0654:UFC 2300.00
SUBJECT: Overdue Corrective Action Reports

TO: Edward Ziemianski, DOE/ID

Corrective Action Reports (CARs) numbers 01-022, 01-091, and 01-092 identified within the Idaho National Engineering and Environmental Laboratory (INEEL), have exceeded the established due dates for completion of corrective actions.

The corrective action response for CAR 01-022 indicates that remedial corrective actions are complete and that training records will be forwarded for review. Upon receipt of this correspondence, you are requested to either submit the training documentation for evaluation, or submit a request to extend the corrective action completion date.

CBFO has not received notification of completion corrective actions for CARs 01-091 and 01-092 and the expected dates for completion are past due. Upon receipt of this correspondence, you are requested to either provide dates where any or all corrective actions were completed (along with the supporting documentation of completion of those actions), or submit a request to extend any or all corrective action completion dates.

The Attachment provides the CAR numbers and other relevant information.

If you have any questions or require additional information concerning CAR status, please contact me at (505) 234-7423 or Lea Chism of my staff at (505) 234-7442.

Ms. Ava L. Holland
Quality Assurance Manager

Attachment

cc w/attachment:
L. Chism, CBFO
J. Schuetz, CTAC
A. Pangle, CTAC
S. Zappe, NMED
M. Eagle, EPA *ED
B. Walker, EEG *ED

*Electronic Distribution
The shipping category for all the drums in shipment number IN010053, except the one that was improperly sent, was 3003400707. The shipping category for the drum that was improperly sent was 2001700528. Therefore, the first two digits of the ten-digit payload shipping category notation were NOT the same for all payload containers making up the payload.

Since the waste was received on March 24, 2001, the notification should have been made "immediately" after April 8 to satisfy HWFP notification requirements. The notification was made on April 12.

INEEL (the generator) did not electronically transmit the information on drum number IDRF003201324 to the WWIS before the shipment was transported.

Comments: Letter from Sam Vega of 4/25/01 (CBFO:QA:MLC:VW:01-0697:UFC:2300) indicates that CAR is CCA related. Letter from K. W. Watson and Sam Vega (by Marc Italiano) of 4/26/01 (CBFO:QA:KWW:KJB:01-1001:UFC:5822) indicates that corrective action plan has been evaluated and is accepted. Letter sent in November of 2001 to DOE indicates that because numerous procedure changes have been made since issue of the car, the procedures must be included in the CAR evaluation or a revised corrective action plan must be submitted. Evaluation of revised corrective action plan transmitted to the site 11/14/01 (CBFO:QA:TJR:VW:01-1808:UFC:2300). Additional response required per letter. Revised Response received from J. L. Wells 1/15/02 (CBFO Unique # 0200210). Revised response accepted by letter from Italiano and Watson to Ziemianski dated 01/17/2002 (CBFO:QA:MA1:GS:02-0618:UFC 2300.00).
Responsible CAR  
Adverse  
Organization Number  
Condition  

<table>
<thead>
<tr>
<th>Organization Number</th>
<th>Condition</th>
<th>Date Initiated</th>
<th>Response</th>
<th>SCAQ</th>
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<tbody>
<tr>
<td>01-091</td>
<td>A-01-14</td>
<td>08/09/2001</td>
<td>Yes</td>
<td>Yes</td>
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</table>

1. A listing of required reviewers has not been attached to the document action request for MCP-1815, R/15; MCP-9258, R/O; and MCP-2993, R/9.
2. No review comment resolution form was provided to reviewers of MCP-1815, R/5; MCP-9258, R/O and MCP-2993, R/9.


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<tr>
<td>01-092</td>
<td>A-01-14</td>
<td>08/09/2001</td>
<td>No</td>
<td>Yes</td>
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Two floor copies of DOE/WIPP 93-1001, TRUPACT-II Operating and Maintenance Instructions did not have interim changes 1, 2, 3, and 4. One copy of DOE/WIPP 93-1001 had interim changes 1, 2, and 3 placed in the front pocket of the binder, but not posted or placed sequentially in the Operating and Maintenance Instructions. INEEL Procedure TPR-1649, Revision 9, TRUPACT LOADING OPERATION, Step 4.2.1 still requires the loosening of tie-down adjusting nuts until the tension has been released from the Bellville springs. However, Interim Change 4 to DOE/WIPP 93-1001, TRUPACT-II Operating and Maintenance Instructions eliminated the requirement to loosen the tie-downs if the TRUPACT-II is not to be removed from the trailer for loading.


Per meeting with L. Chism and P. Rodriguez of 1/28/02 status will be set to schedule verification during the March 2002 INEEL audit.