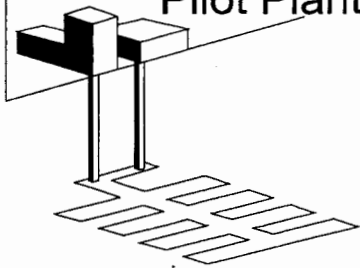
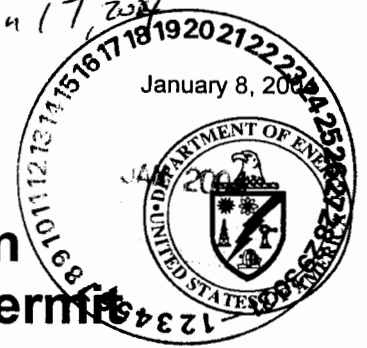


Waste Isolation Pilot Plant



Fact Sheet

DOE Proposes Modification To Hazardous Waste Facility Permit



Container Management Improvements

Background - The U.S. Department of Energy (DOE) has proposed a modification to its Hazardous Waste Facility Permit (HWFP) for the Waste Isolation Pilot Plant (WIPP) to support DOE efforts to clean up the nation's defense transuranic waste by improvements in waste container management.

Transuranic waste is shipped to WIPP in Department of Transportation (DOT) "Type B" packages certified by the Nuclear Regulatory Commission. Once these packages arrive at the WIPP facility, they are off-loaded from the trailer and taken into the Waste Handling Building (WHB). Once inside the WHB, the waste containers are removed from the transportation package and placed in a designated above-ground storage area, awaiting permanent disposal in the underground. Currently, WIPP is limited on the number of waste containers that can be staged above-ground and the type of waste containers it can receive for disposal at the facility.

What is Proposed?

DOE submitted this Class 3 permit modification request to the New Mexico Environment Department (NMED) on January 8, 2004. The proposed modification seeks the following permit changes:

- Increase the permit limitations on storage capacity to the actual design capacity limits;
- Designate an area of the WHB for the unloading of horizontally loaded contact handled packages;
- Allow the use of waste containers meeting the DOT "Type A" or equivalent requirements;
- Allow for expanded use of NRC approved DOT "Type B" packages for storage in the parking area unit (PAU) behind the WHB;
- Expand the PAU to include the rail spurs currently located in back (south) of the WHB; and

and?

040127





Waste Isolation
Pilot Plant

Fact Sheet

DOE Proposes Modification To Hazardous Waste Facility Permit

Upgrade Waste Conveyance Car

Background The U.S. Department of Energy (DOE) has proposed a modification to its Hazardous Waste Facility Permit (HWFP) for the Waste Isolation Pilot Plant (WIPP) to support DOE efforts to clean up the nation's defense transuranic waste by upgrading the waste conveyance car.

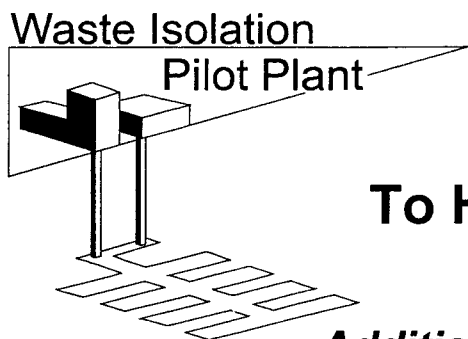
Waste arrives at the WIPP facility in a Nuclear Regulatory Commission certified type B shipping container. The shipping container is taken to the Waste Handling Building where the waste containers inside the container are removed. The waste containers are then placed on a large metal pallet called a facility pallet. Next, a forklift transfers the loaded facility pallet and places it onto the waste conveyance loading car. This conveyance loading car currently sits on tracks that guide the facility pallet with its waste payload onto the waste hoist. Once on the hoist, the facility pallet descends underground for transport to the disposal area.

The existing waste conveyance loading car was originally constructed in 1985. Replacement parts are hard to obtain, making maintenance on this equipment difficult. This modification request seeks to replace the aging conveyance loading car with facility transport vehicles, which are widely used in the nuclear power, paper, steel, and aerospace industries.

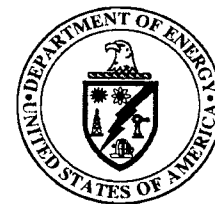
**What is
Proposed?**

DOE submitted this Class 2 permit modification request to the New Mexico Environment Department (NMED) on January 8, 2004. The proposed modification seeks the following permit changes:

- Replace the existing conveyance loading car with facility transport vehicles;
- Allow the conveyance car to operate with or without the use of tracks (the facility transport vehicle has an internal guidance system that allows for guided movement without tracks);



Fact Sheet



DOE Proposes Modification To Hazardous Waste Facility Permit

Addition of Drum Age Criteria for New Containers

Background

The U.S. Department of Energy (DOE) has proposed a modification to its Hazardous Waste Facility Permit (HWFP) for the Waste Isolation Pilot Plant (WIPP) to make DOE environmental cleanup efforts more efficient.

The purpose of the drum age criteria (DAC) is to ensure that samples of gaseous volatile organic compounds collected from within a waste container have reached a minimum of 90 percent steady-state equilibrium. This 90 percent steady-state is required to ensure that a representative headspace gas sample is obtained. The DAC values are implemented on a container basis in terms of the number of days required to reach 90 percent steady-state.

A Class 2 permit modification approved by the New Mexico Environment Department (NMED) on November 25, 2002, authorized WIPP to dispose of transuranic mixed waste in direct-loaded 85-gallon drums, 100-gallon drums, and direct-loaded ten-drum overpacks. On adding the new containers to the list of approved disposal containers, NMED specified that DAC values must be established prior to their use. A Class 3 permit modification was approved by NMED on December 31, 2002, which established the BWXT (2000) methodology as the appropriate method for determining packaging-specific DAC values. Section B1-1a(3) of Attachment B1 of the HWFP requires the following: *"If additional packaging configurations are identified, an appropriate permit modification will be submitted to incorporate the DAC using the methodology in BWXT (2000)."*

What is Proposed?

DOE submitted the Class 2 permit modification request to NMED on January 8, 2004, to establish packaging-specific and default DAC values for the newly added containers. The methodology used to determine the packaging-specific DAC values for the newly approved waste containers is the methodology

All three fact sheets
are incomplete.

How can we trust
these people if they
can't remember to
finish what they're
saying?

That's my comment.

Deirdre Kennihan