

Plutonium Fuel Transportation

More Uncertainties

Hidden Dangers

Increased Risks



BLUE RIDGE ENVIRONMENTAL DEFENSE LEAGUE

SOUTHERN ANTI-PLUTONIUM CAMPAIGN

Don Moniak
BREDL
P.O. Box 3487
Aiken, SC 29802
(803) 644-6953
(803) 644-7369 (FAX)
donmoniak@earthlink.net
<http://www.bredl.org>

Table of Contents

Executive Summary

Background on TSD, SSTs and SGTs.

Part 1. The Hazards of transporting plutonium.

Part 2. More Plutonium, More Shipments, Higher Risks

Part 3. Plutonium Fuel Shipping Schedule: Added Uncertainties and Increased Security Risks

Part 4. The Obscure, Hidden Transportation Safety Record of the U.S. Nuclear Weapons Complex

Appendix A. U.S. Department of Energy Occurrence Report Database

Appendix B. The Nuclear Materials Events Database

Executive Summary

In January 2000, after nearly a decade of studies, public meetings, and analyses, the Department of Energy's (DOE) Office of Fissile Materials Disposition (OFMD) issued an official decision to convert up to 33 metric tonnes (MT) of surplus weapons-grade plutonium metal for use in commercial nuclear reactor fuel called mixed oxide (MOX) fuel, known also as plutonium fuel.

The decision came nine months after DOE signed a \$115 million contract with a consortium called Duke COGEMA Stone and Webster (DCS) to design and license a plutonium fuel factory, referred to in official documents as the Mixed Oxide Fuel Fabrication Facility (MFFF). The contract includes mechanisms for DOE to hire DCS as the construction and operating contractor for the plutonium fuel plant that would send the fuel from DOE's Savannah River Site (SRS) to Duke Power's Catawba and McGuire Nuclear Power Plants to be irradiated and "disposed."

Environmental groups remain staunchly opposed to the plutonium fuel option for a number of reasons, but this report focuses on a key reason:

The plutonium (MOX) fuel option requires hundreds of unnecessary shipments of weapons plutonium on busy public roads, adding increased radiation exposure to an already heavily exposed public, heightening risks of armed terrorist attacks, and creating new risks of plutonium contamination. A minimum of 450 shipments of fresh plutonium (MOX) fuel to Catawba (238 loads) and McGuire (212 loads) Nuclear Power Plants from the Savannah River Site's planned plutonium fuel factory. Each load of MOX will contain enough plutonium (an estimated 19.3 kilograms) for at least 6 nuclear weapons.

In addition, additional shipments of "lead test assemblies", probably from Europe, to McGuire to "qualify" the Duke reactors for MOX use. One or two shipments of irradiated plutonium fuel *Lead Test Assemblies* from McGuire 2 to Oak Ridge National laboratory for "hot cell" post-irradiation examination.

Since the January 2000 decision, major changes have taken place in DOE's plutonium disposition program, most notably that Virginia Power Company dropped out of the DCS consortium as an affiliated partner, leaving only four Duke Power reactors to accomplish the job. The impact was a reduced amount of plutonium disposition work in both Russia and the U.S., but increased plutonium fuel use over a longer period in Duke Power reactors to try to compensate. Catawba is now scheduled to irradiate almost three additional metric tonnes while McGuire is scheduled to burn almost another ton. This increase in Duke plutonium use increases the risks of a severe accident or a terrorist attack on the highways. The increased risk to the region is happening because the Department of Energy used overly optimistic, almost naive, assumptions that lent bias to the plutonium fuel option.

This report also reviews the unexamined complications of a commercial enterprise being dependent on a national security infrastructure. Shipments of plutonium fuel to Duke Power's reactors are shaping up to be a logistical nightmare filled with uncertainties about scheduling, and resulting in:

- Potential conflicts between national security priorities and Duke Power's commercial interests that are likely to impact nuclear power plant operations.
- An increased potential for compromising the safety and security of the Transportation Safeguards Division's special agents/couriers and capital-intensive fleet.

Finally, the report examines the real transportation safety record of the Department of Energy, pointing out that DOE and DCS have focused on the safety record of the Transportation Safeguards Division to the exclusion of the transportation safety program that must avoid mistakes at shipping and receiving sites; and the shortcomings of the TSD that were exposed in the 1990's are discussed.

There have been 1190 safety infractions, incidents, accidents, or other "occurrences" reported and investigated in the DOE's transportation program, and the listing of these incidents is being made available at BREDL's web site as part of the electronic version of this report.

Part 1. The Hazards of Plutonium Fuel Transportationⁱ

Plutonium-239 is a fissile material well-known for its use as the primary trigger in most nuclear explosives. All grades of plutonium are considered useable in nuclear explosives, but weapon-grade plutonium--which contains more than 92% plutonium-239--is preferred for nuclear weapon arsenals. Because of its nuclear explosive properties, plutonium must be heavily guarded to prevent against theft. Placing plutonium fuel on the highways with enough plutonium for six or more nuclear weapons is an attractive target for terrorists.

Plutonium is one of the most toxic elements and is most hazardous in a powder form. Less than 100 micrograms of plutonium oxide in the lungs can cause lung cancer within a few decades, and the acute lethal doses are only 500 milligrams for ingestion and 20 milligrams for inhalation.

Plutonium is a fissile material, so there is always a risk of an uncontrolled nuclear chain reaction, referred to as criticality, when there is one or more kilograms of plutonium in one place. Since there will be nearly 60 kilograms of plutonium within plutonium fuel assemblies, the greatest consequence of a severe accident is probably a major uncontrolled nuclear chain reaction that releases intensely radioactive fission products and can kill people within days.

Even under normal, routine conditions, shipping plutonium exposes people to radiation doses as high as 2 millirems per half hour for somebody stuck in traffic next to a shipment.

Plutonium is shrouded in secrecy, and the real hazards of its use and transport are being withheld from the public again. In February 2001, Duke Cogema Stone submitted its "Construction Authorization Request in which 26 Tables and 56 Figures with "source data" for hazard analyses was withheld from public scrutiny by the Nuclear Regulatory Commission (NRC) at the request of DCS.

ⁱFor more information on plutonium hazards, see *Plutonium. The Last Five Years* at <http://www.bredl.org>

Part 2. More Plutonium, More Shipments, Higher Risks

One year after DOE's Record of Decision supporting the plutonium (MOX) fuel program, Duke Cogema Stone and Webster submitted an Environmental Review to NRC that raised the stakes on transportation. DCS intends to have more plutonium, more trucks carrying plutonium, and more plutonium in each fuel assembly than what was reported by DOE in 1999, and will take longer doing it. The only decrease is the amount of plutonium in each truck load. These factors lead to a higher risk that has yet to be quantified in a clear manner by DCS, DOE, or NRC.

Risk From Accidents

Sandia National Laboratories defines risk as

Risk = Probability x Consequence , with

- **Consequence** being the impact of an event in terms of fatalities, injuries, cost, etc; and
- **Probability** being the frequency or likelihood of an event

Risk quantification is based on "models" that may or may not accurately measure reality and are only as good as the data entered into the model. The risk estimates are generally reported in Environmental Impact Statements in dense scientific notation that belies the inherent inaccuracy of the methodology.

Risk can also be qualified:

- Plutonium is a highly hazardous substance, the consequences of a severe accident involving plutonium are very high.
- Reducing the probability of an accident with unacceptable consequences can be conducted by engineering robust containers and delivery trucks, thus driving up costs.
- Increasing the number of shipments increases the probability of an accident; and increasing the amount of plutonium in the engineered containment device increases the consequence of an accident.
- When both probability and consequences increase, risk increases.

It is up to the NRC to define how much the risk has increased, and without relying upon unreliable data from the Department of Energy.

Increased Shipments

The number of shipments is higher because the Department of Energy made two liberal assumptions that added bias towards the MOX program:

- DOE signed a contract with DCS that involved six nuclear reactors at three sites, liberally assuming that six reactors at three power plants would be available.
- Even before a contract was signed, DOE optimistically assumed that a MOX contractor would develop a licensed plutonium fuel shipping container capable of holding four fuel assemblies, even though no container ever existed for Pressurized Light Water Reactor plutonium (MOX) fuel that held more than two fuel assemblies.

One-third Fewer Reactors, One-third More Plutonium For Catawba

When Virginia Power dropped out of the consortium in March, 2000, this left only four reactors and an inability to accomplish the irradiation of 33 metric tonnes of plutonium within an estimated 805 Metric Tons Heavy Metal plutonium (MOX) fuel. The result of DCS scaling back was the reduction of surplus plutonium in the U.S.-Russian plutonium disposition agreement from 50 metric tonnes to 34.0 metric tonnes, and irradiating only 25.5 MT of plutonium in MOX fuel in the U.S. instead of 33 MT.ⁱ

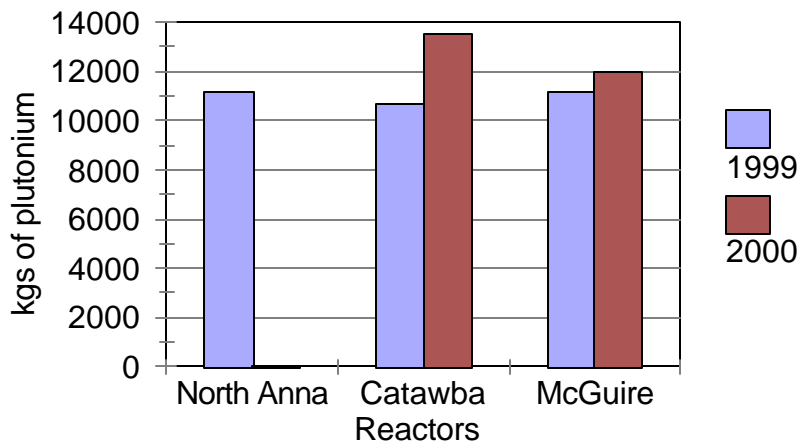
In its Environmental Review, DCS wrote that it “considers only MOX fuel assembly shipments to two selected commercial reactors sites: McGuire Nuclear Station and Catawba Nuclear Station. These two sites, housing four reactors, can accommodate 25.5 metric tonnes of surplus plutonium as fuel over a 13.5 year time frame that is planned for operations of the MFFF.”ⁱⁱ

DCS did not report that it intended to burn more plutonium in Catawba and McGuire than what was reported in DOE’s environmental reports. Virginia Power was scheduled to burn almost 11 MT of plutonium in MT of MOX Fuel in its North Anna reactors. Although no paper trail exist to raise the amount at Duke Power reactors, the consortium and DOE obviously contrived a new plan to add 3.645 metric tonnes of plutonium to the Duke reactors.ⁱⁱⁱ

- Catawba plutonium loading will increase 2.80 MT over 13 years; and
- McGuire’s plutonium loading will increase 0.84 MT over 13 years.

Plutonium Burning

DCS Consortium Reactors 1999 vs. 2000



ⁱThe baseline plan was always to irradiate 33.0 MT of plutonium in MOX fuel. After Virginia power dropped out, the DOE was forced to sign an agreement with Russia committing to only 25.5 MT of plutonium irradiated in MOX.

ⁱⁱDCS Environmental Review. December 2000. Appendix E. Page E-6.

ⁱⁱⁱ Assumes each reactor will receive 17 fewer fuel assemblies to account for the 36 assembly difference between loads and total assemblies (see Footnote 5).

False Optimism About Shipping Containers

Each plutonium (MOX) fuel assembly weighs about a half-ton. In 1998 and 1999 DOE's transportation analyses consistently carried the optimistic assumption that a MOX contractor would develop a licensed plutonium fuel shipping container capable of holding four fuel assemblies. This assumption carried numerous uncertainties that DOE failed to include when it wrote a paragraph about "uncertainties in containers, shipment capacities, and numbers of shipments."^{iv} The uncertainties reported by Sandia National Laboratory in the SPDEIS source documents^v on transportation were left out of the more publicly available documents: Opinions based on development work at Oak Ridge National Laboratory (ORNL) "indicating that a new MOX fuel container that could hold four PWR assemblies and fit one to a SST could be designed and certified," even though no shipping container had ever been developed to hold more than two plutonium fuel assemblies.

- SST/SGTs were not designed for nuclear fuel shipments, they were designed for nuclear weapon and weapon material shipments. As a result, the only U.S. container, the MO-1, certified for transporting MOX fuel and capable of holding two PWR assemblies is almost incompatible with SST/SGTs, "because of weight and size constraints only one MO-1 will fit in a SST," and "the weight of the MO-1 with fuel assemblies is very close to the maximum load limit of the SST. In fact, the MO-1 may be limited to certain SST trailers, depending on when they were acquired. It also appears that the newer SGTs will not be able to transport a MO-1 with fuel assemblies."
- Not all SST and SGTs have the same maximum load ratings. There are four types of SST and one SGT type; all five types have a slightly different rating. It is unclear whether DCS is designing a container that can be accommodated in all designs.
- Although DOE cites COGEMA's experience with MOX to defend the program, COGEMA is in new territory as well because it's PWR plutonium (MOX) fuel container--the FS69--holds only two assemblies and one container to a SST.

DOE also failed to incorporate DCS's container design intent in the final EIS. After receiving the DCS proposal in 1999, DOE prepared an "environmental synopsis" that it incorporated into a supplement to the Draft environmental impact statement. The consortium proposal led DOE to write that "resources, and transportation requirements are not expected to be impacted other than as discussed in the SPD Draft EIS and were not evaluated in this Synopsis."^{vi}

Even before DOE issued its Record of Decision in January 2000, DCS had presented its intent to design a shipping container that would only hold three plutonium fuel assemblies.^{vii} This change in the projected amount of plutonium per shipment has decreased, resulting in an increased number of shipments.

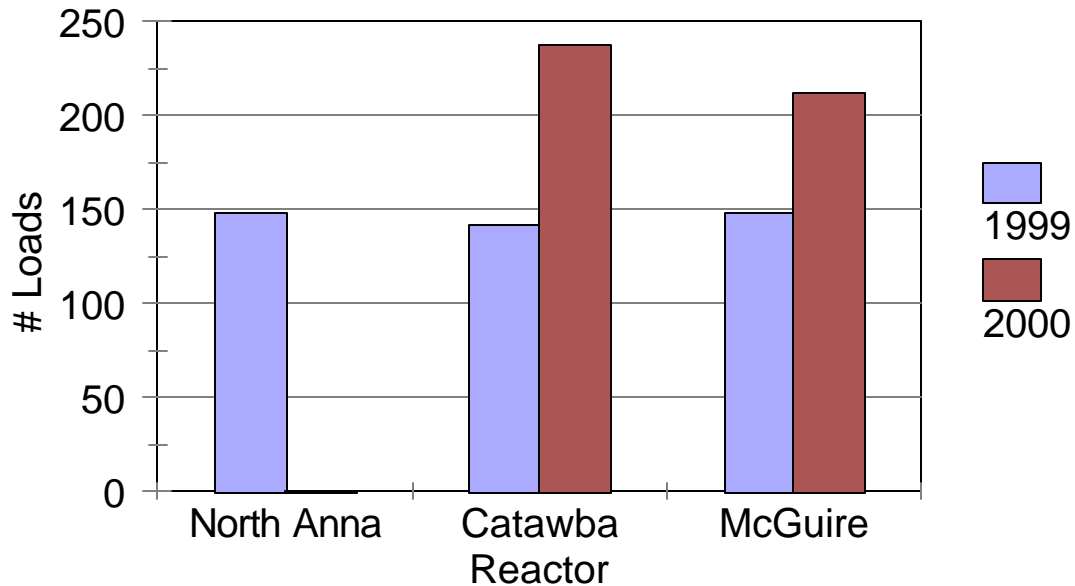
^{iv} Surplus Plutonium Disposition Environmental Impact Statement. Page L-31. Section L.8.2.

^v Didlake, John. 1999. *Update to the Fissile Materials Disposition Program SST/SGT Transportation Estimation*. November 19, 1999. SAND-99-8796. Page 5. Table 2.

^{vi} DOE-OFMD. *Environmental synopsis of information provided in response to the request for proposals for mox fuel fabrication and reactor irradiation services*. April 1999

^{vii} December 14, 1999. Summary of the December 7, 1999 Meeting with Packaging Technology, Inc. Regarding the Mixed Oxided (MOX) Fresh Fuel Package (TAC No. L23014)

Plutonium Shipments SRS to Reactors 1999 vs. 2000



One factor preventing a larger increase involves another DOE and DCS omission of facts. There will be an increase of 1.33 kilograms of plutonium in each fuel assembly, meaning potentially more severe consequences if an assembly is breached in a violent accident and the plutonium is dispersed. The projected amount of shipments to Duke Reactors increased by twenty-six percent in spite of DCS proposing to place more plutonium in each fuel assembly.^{viii}

^{viii}1998 is from Sandia SST/SGT Estimation Study; 1999 is from Sandia Update, and 2000 is from Environmental Review. DCS reported 1316 assemblies to both facilities, not counting LTE's. So BREDL assumes that 34 shipments will have only two assemblies.

Year	Total Pu	Pu/ Assembly	# MOX Assemblies	Assemblies / Container	Pu/SST	# Years
1998	33000	18.05	1829	4	72.2	10
1999	33000	18.05	1752	4	75.4	10
2000	25000	19.38	1316	3	58.1	13.5

Part 3. Plutonium Fuel Shipping Schedule Added Uncertainties and Increased Security Risks

There is no plan for a plutonium fuel storage facility at Catawba or McGuire. In its 2/15/01 letter to BREDL, DOE wrote that:

“It is not DOE’s intention to store MOX fuel at the Catawba and McGuire Nuclear Power Plants. As stated in the SPDEIS: ‘Storage for 2 years’ production of fuel assemblies would be provided at the MOX facility. Individual fuel assemblies could be stored that long prior to shipment to the designated domestic, commercial reactor, although production is anticipated to closely follow product need (SPDEIS, p2-35). It is anticipated that MOX fuel will be core loaded within a 2-week time period from receipt at the reactors. During this two-week time period, new, unirradiated fuel assemblies will be stored in the existing New Fuel Storage Buildings at Catawba (SPDEIS, p. 3-186) and in the New Fuel Storage Vaults at McGuire (SPDEIS, p. 3-191). No additional storage space will be needed or constructed for fresh fuel.”¹

The lack of a reasonable short-term plutonium fuel storage capability at Catawba and McGuire creates two implications that DOE has never addressed and NRC has overlooked to date:

1. The potential conflict between national security priorities and Duke Power’s commercial interests are likely to impact nuclear power plant operations. DOE’s Transportation Safeguards Division is operated from the National Nuclear Security Agency’s Office of Defense Programs, which is responsible for the “safety and reliability” of the nation’s nuclear weapons arsenal. The schedule and priorities of the fleet and its special agents/couriers are driven by national security concerns, not commercial concerns. The movement of commercial nuclear fuel is not a priority, and this is illustrated by the fact that the fleet was not designed to handle nuclear fuel, with newer vehicles even less capable of handling plutonium fuel assemblies.² Duke Power will be dependent upon a transportation system that is national security driven, and can have unexpected issues arise, to schedule its fleet and personnel to accommodate the refueling needs at a commercial nuclear power plant. The 1999 schedule input data reported by Sandia Laboratories was relatively steady, with 33 combined loads per year for ten years being shipped from a plutonium fuel plant to McGuire and Catawba.³¹ No mention was made of a commitment by DOE to put refueling schedule demands above nuclear weapons programmatic demands, and any such commitment is highly unlikely.

2. There is great potential for compromising the safety and security of the Transportation Safeguards Division’s special agents/couriers and capital-intensive fleet. NRC wrote in July 2000, in response to a public question about emergency preparedness, that:

“under current NRC regulations, shipment schedules are not published. Disclosure of schedule information is prohibited to help prevent theft or sabotage.”⁴

¹ *SST/SGT Transportation Estimation Update*. 1999. Page 5. Table 2.

By tightly aligning plutonium fuel shipments to Duke Power's refueling schedule at Catawba and McGuire, the shipment schedule is narrowed to a range of time that is publicly available. DOE has also stated that "it would avoid periods of maximum congestion, when shipments pass near major metropolitan areas, such as Charlotte;"⁵ⁱⁱ and TSD rules regulate against travel in bad weather. This combination restricts plutonium fuel shipment schedules to several weeks per year, low-traffic periods, and fair weather, thus placing the TSD system at an increased risk of attack.

¹ March 12, 2001 Letter from DOE-NNSA Office of Fissile Materials Disposition to Blue Ridge Environmental Defense League.

² Didlake, John. 1999. *Update to the Fissile Materials Disposition Program SST/SGT Transportation Estimation*. November 19, 1999. SAND-99-8796. Page 5. Table 2.

³ Didlake, John. 1999. *Update to the Fissile Materials Disposition Program SST/SGT Transportation Estimation*. November 19, 1999. SAND-99-8796. Page 5. Table 2.

⁴ NRC. Questions & Answers from the Public Meetings on the Proposed MOX Fuel Facility July 12, 2000 - Columbia, SC, July 13, 2000 - North Augusta, SC

⁵ March 12, 2001 Letter from DOE-NNSA Office of Fissile Materials Disposition to Blue Ridge Environmental Defense League.

ⁱⁱ See Endnote 1.

Part 4: The Obscure, Hidden Transportation Safety Record of the U.S. Nuclear Weapons Complex

The record of radioactive and non radioactive hazardous materials transport within the U.S. nuclear weapons complex and in the “peaceful atom” program is obscured by several factors.

At the top of this list is the unchallenged safety philosophy that dares to define “safety” in terms of fatalities and contaminated landscapes. One of the best examples regarding the DOE’s Transportation Safeguards Division and is central to the plutonium fuel debate.

The Department of Energy wrote in it’s environmental analysis that, “since its establishment in 1975, the Transportation Safeguards Division has accumulated more than 151 million km (94 million miles) of over-the-road experience transporting DOE-owned cargo with no accidents resulting in a fatality or release of radioactive material.”ⁱ Duke Cogema Stone repeated this statement in its Environmental Review.ⁱⁱ

This cliched approach to public risk communication distorts the actual record and provides false assurances to the public. If auto insurance underwriters measured safety using these limited and extreme criteria, then speeding tickets and other traffic safety violations would no longer be a measure of our driving record and we would all enjoy lower premiums. People could run red lights, and as long as there was no collision they could claim they were safe.

Safety is far more complex than body counts and disasters. It is measured as much by potential harm done as by harm done, by violations and incidents as well as accidents. Radioactive material handling and transport is marked by accidents, incidents, and violations of regulations, laws, and procedures just like any human endeavor is marked by accidents and safety violations. The frequency of safety violations is more difficult to measure than the frequency of accidents, and in both cases the consequences of violations and accidents is subject to interpretation.

Assessments of the nuclear industry’s safety record are complicated by the dominance of “self-reporting” systems, wherein contractors and licensees are required to report violations. Within the nuclear weapons complex, each operating contractor defines the reporting threshold, so what is wrong at one site is routine at another. Systems like this depend upon people being ethical enough to report violations of safety rules, worried enough about potential fines for failure to report, and/or educated enough to understand the rules and the nature of the hazard. (See **Events, Occurrences, or Accidents?**)

Safety Perspective: Nuclear Weapons Surety

“What is a Safety Culture?”

It is behavior in ways where safety is held premium in its products embodies in thought, speech, action, and artifacts.

How do you recognize a Safety Culture?

There is no reliance on the fact that ‘nothing bad has happened yet.

Probability based models are recognized as models and not necessarily reality

How do you recognize the absence of a safety culture?

There is a willingness to believe numbers less than one in a million or even one in a thousand for single events.

Schedule and budget issues over-ride safety concerns.”

From W.C. Nickell. Director, Surety Assessment Center. Sandia National Laboratories. Welcoming Address at the *Second High-Consequence Safety Symposium*. 1998. SAND-98-1557

ⁱ Surplus Plutonium Disposition Impact Statement. Page L-5.

ⁱⁱ DCS Environmental Review. Page E-3

Events, Occurrences, or Accidents?

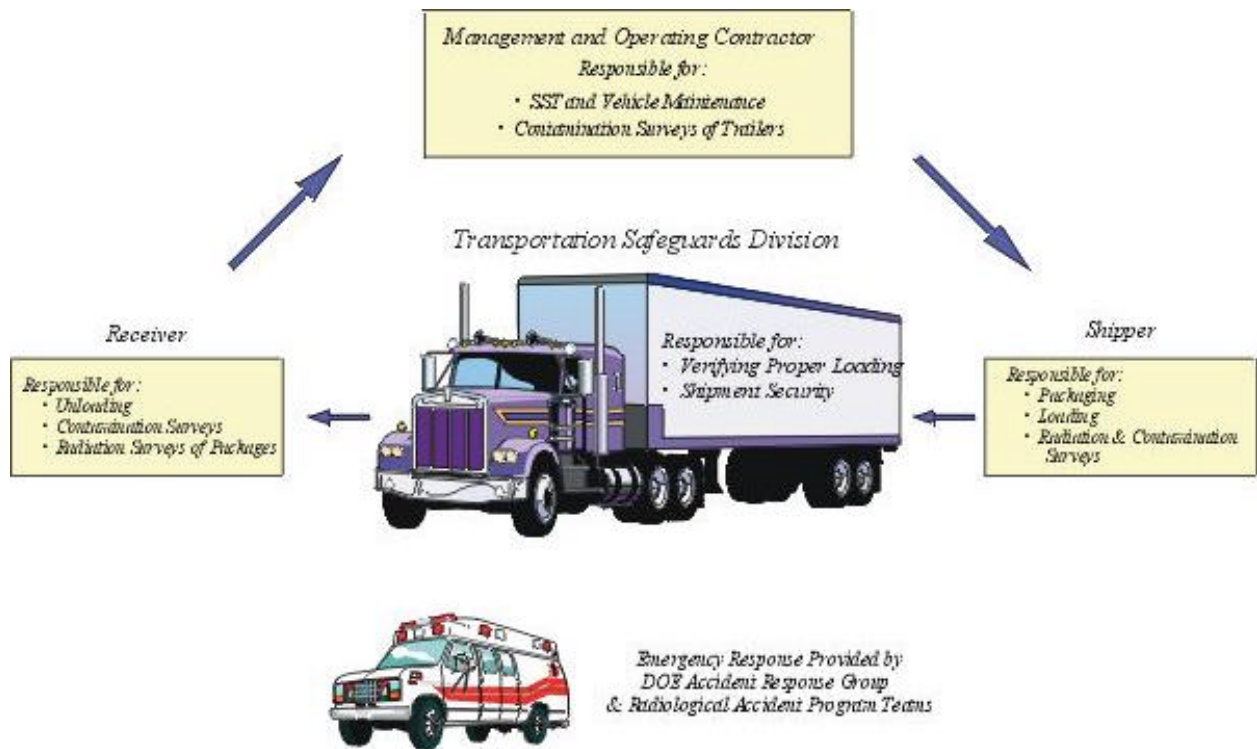
When a gasket failed in the Savannah River Site's tritium processing facilities in 1999, 300 curies per minute of elemental tritium leaked into the environment for an unspecified amount of time, it was categorized merely as "off-normal," with no "lessons learned, no environmental safety and health impacts, "no significant impact on facility operations." The direct cause was the policy of allowing gaskets to fail because a preventative maintenance program was deemed too expensive. This almost "routine" event would easily be categorized by most lay people as an accident, and by other DOE sites as at least an "unusual" event warranting a more rigorous investigation and notification of state regulators. DOE Occurrence Report SR-WSRC-TRIT-1999-0007

A "lesson learned" in one recent Department of Energy radioactive material occurrence was: **"Awareness of regulations regarding radioactive sources, regardless of their actual risk to personnel and environment, needs to be increased."** In this case, a Sandia National Laboratory employee took eight sealed radioactive sources containing plutonium-239 to his home in Albuquerque, New Mexico, an action DOE described as radioactive "sources being stored without proper control." ALO -KO-SNL-15000-2000-0001

In 1999 a dispatcher for a private airline carrier in Houston International Airport found the contents of a radioactive materials package "had fallen out of the drum and were scattered on the floor of the vehicle. The dispatcher picked up all the contents, including the Ir-192 source wire, and placed them back in the drum, secured the top back onto the package." The dispatcher working for the licensee violated numerous procedures and received an estimated 100 millirem dose of radiation, half to one third his annual "background" dose. The accident was actually detected by U.S. Customs Service agents when they discovered a the package containing a radioactive sealed source had "dose rates 40 times greater than the reporting threshold of 200 millirems per hour," or approximately 8 Rems per hour. *Nuclear Materials Database Quarterly Report, First Quarter 1999*, "Event Item No. 990220

Figure 4-1. Simplified View of TSD Operations, from 1997 Office of ES&H Independent Review at <http://www.tis.eh.doe.gov/oversight/reports/reviews/9711tsd/9711tsd.html>

This graphic illustrates how analyses that only cite the safety record of the Transportation Safeguards Division fail to analyze transportation safety. The NRC must also address the safety of the shippers, receivers, and the Emergency Response teams that are all separate from TSD.



DOE and DCS have focused on the safety record of the Transportation Safeguards Division to the exclusion of the transportation safety program. Even if the TSD had a perfect record, it still is only one part of the equation. Safety starts at the shipping sites and ends at the receiving sites, and TSD occupies the middle (Figure 4-1). A more complete look is in Appendix A.

For example, in February 1998 all plutonium and highly enriched uranium shipping and packaging activities at Rocky Flats were halted because of numerous violations of safety rules. A formal “root cause” analysis cited “causal factors” that included

- Lack of technical rigor in the methodology for determining Transport Index”, the key criticality control measurement;
- “Lack of administrative rigor in the program;”
- “Lack of effective project management;”
- “Changing work priorities”
- “Lack of quality checks or oversight”
- “Inexperienced personnel brought in at a critical time.”ⁱⁱⁱ

The Transportation Safeguards Division in the 1990s

All this brings us to the Transportation Safeguards Division. Between 1990 and 1998, 100 incidents attributable to the Transportation Safeguards Division as a “facility” were reported and investigated under the Department of Energy’s *Occurrence Reporting Program*, also known as ORPS.^{iv} Just less than half (46) were attributable to the TSD’s aviation contractor with the rest involving on-the-ground special agents and vehicles.

The database includes several reports of radioactive contamination within the SST fleet, not from accidents but from normal operations, and a lack of a program as late as 1993 to control radioactive contamination.^v It is noteworthy as well that TSD as a “contractor” has no occurrence reports after the 1996 Nebraska SST Rollover.

Secrecy and an Aversion to the Truth

The extent to which safety problems with nuclear weapons, plutonium, and other dangerous materials threatens the public is obscured by many factors, including secrecy and an aversion to the truth.

Because the transportation Safeguards Division is one of the most secretive programs in the nuclear weapons program, many incidents are not revealed to the public or are heavily classified:

- In 1991 an occurrence report involving a “criminal act” and a SST had “major aspects of subject occurrence classified.”^{vi}
- In 1992: An SST was found “improperly configured,” but the occurrence report only stated that “Due to the nature of this occurrence, details are classified: Confidential National Security

ⁱⁱⁱRFO--KHLL-PUFAB-1998-0015

^{iv}For more information on ORPS see Appendix A. A listing of occurrences is provided in the electronic version of this paper at <http://www.bredl.org>.

^v ALO--TSD-TSS-1992-0005. “Corrective Action: The Transportation Safeguards Division is in the process of preparing an SST Contamination Control Program with a target completion date of July 1, 1992. The actual completion date was 05/17/1993”

^{vi}ALO--TSD-TSS-1991-0006

Information.”^{vii}

- In 1994 a “Potential violation/inadequate procedures related to an SST” was classified as Confidential Restricted Data as it discusses an SST, it's related cargo, shipment destinations, and specific dates.”^{viii}

In other instances, DOE simply denies when the public was at obvious risk and appears more concerned with media coverage:

- In 1991 an unidentified emergency system went off in an SST, which DOE called “an unplanned actuation of an emergency system and/or engineered safety feature,” the result was that traffic on an Interstate highway was partially blocked--always a dangerous situation. While DOE shrugged off the danger with the claim that “at no time was there a threat to public safety, personal injury or equipment damage as a result of the occurrence,” it simultaneously perceived the incident as a “possible media event.”^{ix}
- Less than two years later, the “deterrent systems” of two SSTs were “inadvertently activated” at the Albuquerque Courier Section (ACS). Fortunately, there was no cargo on board the SSTs, so DOE could claim there “were no environmental concerns associated with this incident,” and more importantly to a politicized agency, because it happened “onsite,” it was “not considered a media event.”^x
- In 1996 an SST carrying a nuclear weapon overturned during a snowstorm on the great plains. DOE phrased the event as “*A TSD convoy was enroute to destination when it encountered adverse weather conditions. The driver lost control of the Safe Secure Trailer (SST), which resulted in the SST tipping over on its side.*” DOE’s investigative Board actually concluded “that icy road conditions were the direct cause of the incident and a contributing cause was an inadequate en route procedure.” In reality, the SST was never supposed to travel under such conditions.

The MOE Report

The incidents cited from the early 90's leading up to the crash in Nebraska were not a relic of an “early era” that was corrected. As late as 1997 and 1998 the Government Accountability Project (GAP) exposed serious abuses in the program that led to a major DOE review of the program. According to GAP, the “MOE Report,” as it is referred to in DOE, concluded that:

- “[A] profound lack of trust and respect pervades the organization and seriously erodes morale.”
- “Low morale, distrust, and poor communications are the ominous symptoms of progressively worsening structural problems in the static and outdated career conditions experienced by the agents.”
- “The radiation safety program has responded inadequately to concerns...”
- DOE management should, “require a shift away from leading by threat and coercion to leadership that stresses honor, inclusiveness and leadership by best example.”
- Special Agent's "personal clothing has been confiscated on one or more occasions for possible

^{vii} ALO-TSD-TSS-1991-1013

^{viii} ALO--TSD-TSS-1994-0005

^{ix} ALO--TSD-TSS-1991-1006

^x ALO--TSD-TSS-1993-0002

- contamination; empty SST trailers have frequently triggered facility radiation portal alarms; personnel in loading and unloading facilities
- have made comments that SST trailers or the tractor sleepers were 'very hot' or that the loads picked up were 'leaking.'
 - "Convoys have been required to traverse areas bounded by low level radiation waste storage areas and Special Agents have been required to spend break time in facilities near such areas."^{xi}

In all likelihood, the number of incidents went under reported given the lack of a real safety culture within the TSD.

No Radiation Protection Program

In 1997 another DOE report revealed the fact that TSD was exempt from having to establish a formal radiation protection program because of "historically low exposures:"

According to DOT regulations, organizations that transport radioactive materials are not required to establish a formal radiation protection program when dose levels less than 500 mrem/yr or a transportation index of less than 200 is anticipated. According to TSD records, the dose levels for TSD personnel have historically been near zero mrem/yr, which is well below the DOT threshold for establishing a formal radiological protection program. Thus, TSD is exempt from establishing a formal radiation protection program under DOT regulations. In addition, on September 2, 1997, the DOT published its intent to withdraw the radiation protection program requirement effective September 30, 1997.^{xii}

Marginal Security Ratings

Security is also not as exceptional as the DOE presents. According to the 90 Day Stockpile review in 1999:

During the past year, DP's Transportation Safeguards Division (TSD), which is responsible for providing safe, secure and cost-effective transportation for nuclear weapons in DOE custody, received a "marginal" security rating.^{xiii}

^{xi} *Nuclear Weapons Couriers Are Waging A Battle for Their Own Health and Safety - - And Starting to Win.*
<http://www.whistleblower.org/www/TSD.htm>,

^{xii}<http://www.tis.eh.doe.gov/oversight/reports/reviews/9711tsd/9711tsd.html>

^{xiii}U.S. Department of Energy 30-Day Review Stockpile Stewardship Program

NOTE: LINKS ARE NOT ACTIVE!**ORPS OR List****Public Interface**

ORPS contains 43104 OR(s) with 46034 occurrences(s) as of 05/01/2001 03:15 (updated daily).
Query selected 100 OR(s) with 100 occurrence(s) through 05/01/2001 17:20

Report Number	Subject/Title
1) ALO--GOAL-TSS-1996-0002	Safe Secure Trailer Tip-Over Incident.
2) ALO--GOAL-TSS-1996-0003	Compromised Classified Information
3) ALO--GOAL-TSS-1998-0002	Injury to Firing Range Participant
4) ALO--GOAL-TSS-1998-0003	Management notification of unauthorized discharge of handgun.
5) ALO--GOAL-TSS-1998-0004	Unaccountable Package
6) ALO--GOAL-TSS-1998-0005	Firearms incident
7) ALO--ROSS-TSS-1990-0001	Hangar Fire Alarm System Activation.
8) ALO--ROSS-TSS-1990-0002	Hangar Deluge System Activation
9) ALO--ROSS-TSS-1990-0003	Construction worker fall from a masonry scaffold.
10) ALO--ROSS-TSS-1991-0001	Outer Lamination Fragmentation of Left Windshield
11) ALO--ROSS-TSS-1991-0002	Lightning Strike
12) ALO--ROSS-TSS-1991-1001	Employee Injury
13) ALO--ROSS-TSS-1991-1002	Aircraft Hydraulic System Failure
14) ALO--ROSS-TSS-1991-1003	DC9 TAILCONE DEPLOYMENT
15) ALO--ROSS-TSS-1991-1004	VEHICLE ACCIDENT
16) ALO--ROSS-TSS-1991-1005	UNPLANNED FACILITY EVACUATION
17) ALO--ROSS-TSS-1991-1006	Personnel Injury
18) ALO--ROSS-TSS-1991-1007	Unscheduled Partial Retraction of Aircraft Nosegear
19) ALO--ROSS-TSS-1991-1008	UNPLANNED POWER OUTAGE
20) ALO--ROSS-TSS-1991-1009	AIRCRAFT MISHAP
21) ALO--ROSS-TSS-1991-1010	AIRCRAFT DAMAGE
22) ALO--ROSS-TSS-1991-1011	Outer Lamination Fragmentation of Right Windshield
23) ALO--ROSS-TSS-1992-0001	Release of Oil
24) ALO--ROSS-TSS-1992-0002	In-Flight Failure of #1 Engine Gearbox
25) ALO--ROSS-TSS-1992-0003	Substandard Engine Mounting Hardware
26) ALO--ROSS-TSS-1992-0004	SUSPECTED NATURAL GAS LEAK IN HANGER
27) ALO--ROSS-TSS-1992-0005	AIRCRAFT MISHAP
28) ALO--ROSS-TSS-1992-0006	UNPLANNED FACILITY EVACUATION

- 29) ALO--ROSS-TSS-1992-0007 [UNPLANNED EVACUATION / FIRE ALARM ACTIVATION](#)
- 30) ALO--ROSS-TSS-1992-0008 [Lightning Strike](#)
- 31) ALO--ROSS-TSS-1992-0009 [Lightning Strike](#)
- 32) ALO--ROSS-TSS-1992-0010 [UNPLANNED FACILITY EVACUATION - FIRE ALARM ACTIVATION](#)
- 33) ALO--ROSS-TSS-1992-0011 [Aircraft Mishap - In-flight Failure of Left AC Electrical Bus](#)
- 34) ALO--ROSS-TSS-1992-0012 [Aircraft Damage - Caused by forklift](#)
- 35) ALO--ROSS-TSS-1992-0013 [Aircraft Damage - Caused by lift truck](#)
- 36) ALO--ROSS-TSS-1993-0001 [Aircraft scheduled flight terminated - FAR 135 flight from ABQ to LAM](#)
- 37) ALO--ROSS-TSS-1993-0002 [Taxiing from passenger terminal area to Ross Operations Base - A gust of wind caused the aircraft to tip, striking left wing onto taxiway.](#)
- 38) ALO--ROSS-TSS-1993-0003 [Partial Discharge of Fire Protection Deluge System](#)
- 39) ALO--ROSS-TSS-1994-0001 [Partial loss of engine oil after take-off](#)
- 40) ALO--ROSS-TSS-1994-0002 [Precautionary cancellation of FAR 135 flight due to abnormal performance of aircraft hydraulic pump.](#)
- 41) ALO--ROSS-TSS-1994-0003 [Partial actuation of the fire protection deluge system.](#)
- 42) ALO--ROSS-TSS-1996-0001 [Traces of smoke in the passenger compartment on final approach to Los Alamos airport](#)
- 43) ALO--ROSS-TSS-1997-0001 [Inflight failure of the R/H ground flood light. Light and lense disintegrated and was ingested into the R/H engine.](#)
- 44) ALO--ROSS-TSS-1997-0003 [Ross Supply Department received, through a ground motor carrier, a package that was not properly labeled per 49 CFR 172](#)
- 45) ALO--ROSS-TSS-1997-0004 [DC-9 Inflight Engine Shutdown](#)
- 46) ALO--ROSS-TSS-1997-0005 [On May 2, 1997, Ross Aviation's Supply Department received a package in violation of 49 CFR 172 regulations.](#)
- 47) ALO--TSD-TSS-1990-0001 [Safeguards and Security - Stolen Federal Officer Credential and Shield](#)
- 48) ALO--TSD-TSS-1990-0002 [Cross-Category Items \(9\); Grass fire of 45 minutes duration \(1.B.B.\); Vehicular accident -damage exceeding \\$1000 \(3.B.\)](#)
- 49) ALO--TSD-TSS-1991-0001 [Fixed alpha contamination of a safe secure trailer.](#)
- 50) ALO--TSD-TSS-1991-0002 [Fixed alpha contamination of a safe secure trailer.](#)
- 51) ALO--TSD-TSS-1991-0003 [Vehicle Accident \(Group 3.B\) - damage in excess of \\$1000](#)
- 52) ALO--TSD-TSS-1991-0004 [Personnel Safety/Vehicular Accident \(Group 3.B\) Damage in excess of \\$1000](#)
- 53) ALO--TSD-TSS-1991-0005 [Group 3, Personnel Safety. B. Vehicular/Transportation Accident, Suspected Damage ~\\$1000. Three lost work days.](#)
- 54) ALO--TSD-TSS-1991-0006 [Safeguards and Security](#)

- 55) ALO--TSD-TSS-1991-1001 [Power Outage.](#)
- 56) ALO--TSD-TSS-1991-1002 [Violation of the two-person concept as defined by DOE Order 5610.11, Nuclear Explosive Safety.](#)
- 57) ALO--TSD-TSS-1991-1003 [Discovery of 5.56MM live ammunition after a TSD joint training exercise.](#)
- 58) ALO--TSD-TSS-1991-1004 [Contamination resulting from the leaking of tritium from M-16A2](#)
- 59) ALO--TSD-TSS-1991-1005 [Actuation of emergency system and/or engineered safety feature, except under approved testing.](#)
- 60) ALO--TSD-TSS-1991-1006 [Actuation of emergency system and/or engineered safety feature, except under approved testing.](#)
- 61) ALO--TSD-TSS-1991-1007 [Environmental monitoring indicating suspected concentrations of formaldehyde.](#)
- 62) ALO--TSD-TSS-1991-1008 [Multi-vehicle accident involving a TSD Escort Vehicle \(EV\) with damage in excess of \\$1000.](#)
- 63) ALO--TSD-TSS-1991-1009 [Single injury resulting in more than 5 lost workdays.](#)
- 64) ALO--TSD-TSS-1991-1010 [Vehicle Transportation Incident](#)
- 65) ALO--TSD-TSS-1991-1011 [Accidental discharge of a firearm into an appropriate clearing barrel/bullet trap.](#)
- 66) ALO--TSD-TSS-1991-1012 [Improper receipt for containers](#)
- 67) ALO--TSD-TSS-1991-1013 [Discovery of a safe secure trailer \(SST\) security system inappropriately configured.](#)
- 68) ALO--TSD-TSS-1992-0001 [Safeguards and Security - Stolen Federal Officer Credential and Shield](#)
- 69) ALO--TSD-TSS-1992-0002 [Vehicle Accident - Rollover](#)
- 70) ALO--TSD-TSS-1992-0003 [Motor Vehicle Accident - Property Damage in excess of \\$1000](#)
- 71) ALO--TSD-TSS-1992-0004 [Removal of an Individual from Nuclear Explosive Duty per DOE 5610.11, Nuclear Explosive Safety](#)
- 72) ALO--TSD-TSS-1992-0005 [Contaminated Tie-Down Strap](#)
- 73) ALO--TSD-TSS-1992-0006 [Shipment vehicles damaged during hailstorm.](#)
- 74) ALO--TSD-TSS-1992-0007 [Injury/Property Damage Vehicle Accident](#)
- 75) ALO--TSD-TSS-1992-0008 [Vehicle accident](#)
- 76) ALO--TSD-TSS-1992-0009 [Vehicle Accident with Injuries](#)
- 77) ALO--TSD-TSS-1992-0010 [Security information - notification of alleged threat against a TSD shipment.](#)
- 78) ALO--TSD-TSS-1992-0011 [Criminal Act - theft of laptop computer and related equipment.](#)
- 79) ALO--TSD-TSS-1992-0012 [Vehicle accident with injuries. Estimated vehicle damage in excess of \\$1000.](#)
- 80) ALO--TSD-TSS-1992-0013 [Airborne Lead Exposure](#)
- 81) ALO--TSD-TSS-1992-0014 [Vehicle accident with injuries.](#)

- 82) ALO--TSD-TSS-1992-0015 [Vehicular/Transportation Accident](#)
- 83) ALO--TSD-TSS-1993-0001 [Stolen escort vehicle \(EV\). This specific EV was being utilized for training.](#)
- 84) ALO--TSD-TSS-1993-0002 [Actuation of emergency systems or engineered safety features, except under approved testing.](#)
- 85) ALO--TSD-TSS-1993-0003 [Vehicle/fixed object accident. Property damage only.](#)
- 86) ALO--TSD-TSS-1993-0004 [Heat-source cargo onboard a safe secure trailer \(SST\).](#)
- 87) ALO--TSD-TSS-1993-0005 [Equipment damage in excess of \\$1000 related to a safe secure trailer.](#)
- 88) ALO--TSD-TSS-1994-0001 [Transportation of Material Surveillance Units \(MSUs\)](#)
- 89) ALO--TSD-TSS-1994-0002 [Grass fire resulting from rifle range activities.](#)
- 90) ALO--TSD-TSS-1994-0003 [Tritium Contamination](#)
- 91) ALO--TSD-TSS-1994-0004 [Equipment damage in excess of \\$1000 related to a safe secure trailer. \(U\)](#)
- 92) ALO--TSD-TSS-1994-0005 [Potential violation/inadequate procedures related to an SST \(Class B equipment\)](#)
- 93) ALO--TSD-TSS-1994-0006 [Potential Concerns/Issues](#)
- 94) ALO--TSD-TSS-1994-0007 [SST \(Class B Equipment\) Procedure Violation](#)
- 95) ALO--TSD-TSS-1994-0008 [Lost Training Weapon with Multiple Integrated Laser Engagement System \(MILES\) gear.](#)
- 96) ALO--TSD-TSS-1995-0001 [Missing Ammunition](#)
- 97) ALO--TSD-TSS-1995-0002 [Vehicular Accident with injuries. Estimated damage is in excess of \\$5000.](#)
- 98) ALO--TSD-TSS-1995-0003 [Vehicle/Pedestrian Accident involving injury](#)
- 99) ALO--TSD-TSS-1995-0004 [Transportation of Cargo Without Required Cooling.](#)
- 100) ALO--TSD-TSS-1995-0005 [Brush Fire](#)

Please send comments or questions to orpssupport@tis.eh.doe.gov

Please include [detailed information](#) when reporting problems.

DOE Office of Environment, Safety, and Health

NOTE: LINKS ARE NOT ACTIVE!**ORPS OR List****Public Interface**

ORPS contains 43104 OR(s) with 46034 occurrences(s) as of 05/01/2001 03:15 (updated daily).
Query selected 453 OR(s) with 462 occurrence(s) through 05/01/2001 17:37

Report Number	Subject/Title
1) ALO--GEO-GJO-1992-0009	<u>LIMITED QUANTITY RADIOACTIVE MATERIAL SHIPMENT EXCEEDED DOT DOSE RATE LIMIT</u>
2) ALO--GOAL-TSS-1998-0004	<u>Unaccountable Package</u>
3) ALO--MCTC-GJPOTAR-1997-0002	<u>Shipment of Radioactive Soil Samples in Noncompliance with DOT Hazardous Materials Regulations</u>
4) ALO--MCTC-GJPOTAR-1997-0007	<u>Inadvertent Transportation of Compressed Gas Cylinders from MonticelloUtah to Grand Junction, CO without Appropriate DOT Shipping Papers</u>
5) ALO--ROSS-TSS-1993-0002	<u>Taxiing from passenger terminal area to Ross Operations Base - A gust of wind caused the aircraft to tip, striking left wing onto taxiway.</u>
6) ALO--TSD-TSS-1991-0005	<u>Group 3, Personnel Safety. B. Vehicular/Transportation Accident, Suspected Damage ~\$1000. Three lost work days.</u>
7) ALO--TSD-TSS-1994-0001	<u>Transportation of Material Surveillance Units (MSUs)</u>
8) ALO--WWID-WIPP-1991-1003	<u>Receipt of Hazardous Material with Improper Paperwork</u>
9) ALO-AO-MHC-PANTEX-1991-1024	<u>VIOLATION OF TRANSPORTATION PROCEDURE</u>
10) ALO-AO-MHC-PANTEX-1992-0020	<u>Reported Contamination of a Roadway Trailer</u>
11) ALO-AO-MHC-PANTEX-1992-0041	<u>REPORTED VIOLATION REGARDING PACKAGING OF RADIOACTIVE LIMITED QUANTITY MATERIAL PER CFR 173.421(d)</u>
12) ALO-AO-MHC-PANTEX-1993-0027	<u>Improper handling/storage of high explosives</u>
13) ALO-AO-MHC-PANTEX-1993-0032	<u>Improper Shipment Classification of Hazardous Materials</u>

- 14) ALO-AO-MHC-PANTEX-1993-0041 [Potential Improper Shipment Classification of Hazardous Materials](#)
- 15) ALO-AO-MHC-PANTEX-1993-0045 [Incomplete/Improper Shipping Paperwork](#)
- 16) ALO-AO-MHC-PANTEX-1993-0058 [Vehicle Accident in Zone 4](#)
- 17) ALO-AO-MHC-PANTEX-1994-0038 [On-Site Transportation Event Involving Tritiated Water](#)
- 18) ALO-AO-MHC-PANTEX-1994-0090 [Concerns Regarding Classification of Hazardous Materials Shipped Offsite](#)
- 19) ALO-AO-MHC-PANTEX-1994-0112 [Improper Packaging and Labeling of Regulated Materials for Transport](#)
- 20) ALO-AO-MHC-PANTEX-1995-0055 [Vehicle Accident in Zone 12 South](#)
- 21) ALO-AO-MHC-PANTEX-1995-0071 [Department of Transportation Safety Regulations Violation](#)
- 22) ALO-AO-MHC-PANTEX-1996-0084 [Container Shift during Offsite Shipment](#)
- 23) ALO-AO-MHC-PANTEX-1996-0224 [Inadvertent Shipment of Explosives](#)
- 24) ALO-AO-MHC-PANTEX-1997-0010 [Transportation of Radioactive Material Shipping Containers](#)
- 25) ALO-AO-MHC-PANTEX-1997-0088 [1.4E Explosive Shipped Off-Site Incorrectly Labeled as 1.4S](#)
- 26) ALO-AO-MHC-PANTEX-1997-0091 [Energetic Component Transportation Error](#)
- 27) ALO-AO-MHC-PANTEX-2000-0015 [DOT Shipping Violation By a Supplier - Improperly Marked Containers](#)
- 28) ALO-DA-EGGM-EGGMAT01-1991-1001 [CONTAMINATED TRITIUM SHIPMENT INTO MOUND](#)
- 29) ALO-DA-EGGM-EGGMAT01-1991-1012 [Contaminated Tritium Sales Package](#)
- 30) ALO-DA-EGGM-EGGMAT01-1991-1014 [Contaminated Tritium Sales Package](#)
- 31) ALO-DA-EGGM-EGGMAT01-1992-0016 [Contaminated Tritium Sales Package](#)
- 32) ALO-DA-EGGM-EGGMAT02-1992-0010 [Contaminated Shipment](#)
- 33) ALO-DA-EGGM-EGGMAT03-1994-0014 [Transportation activity performed by unqualified personnel.](#)
- 34) ALO-DA-EGGM-EGGMAT04-1993-0010 [Company Vehicle Involved in Property Damage Accident](#)
- 35) ALO-KC-AS-KCP-1993-0019 [VEHICULAR ACCIDENT INVOLVING SOIL CONTAMINATED WITH PCBS](#)
- 36) ALO-KC-AS-KCP-1999-0002 [Improper Explosive Material Transfer](#)
- 37) ALO-KC-AS-KCP-1999-0013 [Transportation of Scrap Metal Contaminated with Polychlorinated Biphenyls](#)

- 38) ALO-KO-SNL-10000-1998-0003 [Violation of the Vehicle Inspection Requirements of Federal Federal Motor Carrier Safety Regulation \(FMCSR\) 396](#)
- 39) ALO-KO-SNL-10000-1998-0005 [Packaging Non-Compliance by Non-DOE Shipper](#)
- 40) ALO-KO-SNL-7000-1993-0011 [0000289-Improper Packaging of Explosives](#)
- 41) ALO-KO-SNL-7000-1996-0010 [Discovery of Non-Compliance of DOT Hazardous Materials Regulations Involving an Error in Labeling and Packaging](#)
- 42) ALO-KO-SNL-9000-1998-0003 [Explosive Shipment Received from Vendor with DOT Non Compliance Related to the Shipping Containment Containers](#)
- 43) ALO-KO-SNL-CASITE-1996-0005 [Noncompliance of the Federal Motor Carrier Safety Regulation](#)
- 44) ALO-KO-SNL-LVMRSITE-1991-1009 [Received a large wooden crate without proper paperwork.](#)
- 45) ALO-LA-LANL-ACCCOMPLEX-1993-0002 [Non-Compliance with Department of Transportation Regulations.](#)
- 46) ALO-LA-LANL-ACCCOMPLEX-1994-0008 [Noncompliance with Department of Transportation shipping requirements that resulted from inadequate radiological surveys.](#)
- 47) ALO-LA-LANL-CHEMLASER-1993-0001 [Incomplete Hazardous Material Transfer Form.](#)
- 48) ALO-LA-LANL-CHEMLASER-1994-0001 [Non-compliance with Department of Transportation regulations by onsiteDOE shipper.](#)
- 49) ALO-LA-LANL-DPWEST-1993-0001 [Non-compliance with Department of Transportation regulations by onsiteDOE shipper.](#)
- 50) ALO-LA-LANL-DPWEST-1997-0002 [Non-DOT-approved cylinder was transferred between technical areas. non-DOT-approved cylinder](#)
- 51) ALO-LA-LANL-DPWEST-1998-0001 [Waste gas cylinder improperly transported](#)
- 52) ALO-LA-LANL-ESHSUPT-1993-0002 [Incomplete Hazardous Materials Transfer Form.](#)
- 53) ALO-LA-LANL-ESHSUPT-1993-0004 [Non-compliance with Department of Transportation regulations by onsiteDOE shipper.](#)
- 54) ALO-LA-LANL-FIRNGHELAB-1993-0002 [Incomplete Hazardous Material Transfer Form.](#)
- 55) ALO-LA-LANL-FIRNGHELAB-1995-0005 [Department of Transportation Vehicle Non-Compliance](#)
- 56) ALO-LA-LANL-LANL-1994-0005 [Official Receipt of New Mexico Environment Department Compliance OrderNMHWA 94-12](#)
- 57) ALO-LA-LANL-LANL-1994-0018 [Department of Transportation Issues Notice of Claim to Los Alamos National Laboratory](#)

- 58) ALO-LA-LANL-MATSCCMPLX-1994-0003 [Noncompliance with Department of Transportation Regulations.](#)
- 59) ALO-LA-LANL-MATWAREHS-1991-1005 [Possible violation of Department of Transportation hazardous material transportation requirements.](#)
- 60) ALO-LA-LANL-MATWAREHS-1992-0002 [Special Nuclear Materials transportation road closure violation.](#)
- 61) ALO-LA-LANL-MATWAREHS-1993-0007 [Non-compliance with Department of Transportation \(DOT\) regulations by Non-DOE carrier and shipper.](#)
- 62) ALO-LA-LANL-MATWAREHS-1993-0012 [Violation of DOT packaging and marking regulations by a non-DOE Shipper](#)
- 63) ALO-LA-LANL-MATWAREHS-1993-0013 [Non-compliance of Department of Transportation \(DOT\) packaging, marking, and labeling regulations by Non-DOE shipper.](#)
- 64) ALO-LA-LANL-MATWAREHS-1993-0016 [Non-compliance of Department of Transportation \(DOT\) packaging, marking, and labeling regulations by Non-DOE shipper.](#)
- 65) ALO-LA-LANL-MATWAREHS-1993-0019 [Non-compliance of DOT packaging and marking regulations by a non-DOE shipper.](#)
- 66) ALO-LA-LANL-MATWAREHS-1993-0020 [Non-compliance of Department of Transportation markings and labeling by a Non-DOE Shipper.](#)
- 67) ALO-LA-LANL-MATWAREHS-1993-0021 [Non-compliance of Department of Transportation \(DOT\) packaging, marking, and labeling regulations by a non DOE shipper.](#)
- 68) ALO-LA-LANL-MATWAREHS-1993-0022 [Incomplete Radioactive Materials Transfer Form for shipment of LSA between LANL technical areas](#)
- 69) ALO-LA-LANL-MATWAREHS-1993-0026 [Non-Compliance with Department of Transportation \(DOT\) marking, label-ing, and descriptive regulations](#)
- 70) ALO-LA-LANL-MATWAREHS-1993-0027 [Non-Compliance with Department Of Transportation \(DOT\) marking, labeling, and descriptive regulations by a non-DOE shipper.](#)
- 71) ALO-LA-LANL-MATWAREHS-1993-0028 [Non-Compliance of Department of Transportation \(DOT\) Packaging and Marking Regulations by a Non-DOE Shipper.](#)
- 72) ALO-LA-LANL-MATWAREHS-1994-0001 [Receipt of Non-DOE Shipment of Hazardous Material; Packaging and Labeling not in Compliance with DOT Regulations](#)
- 73) ALO-LA-LANL-MATWAREHS-1994-0004 [LANL received an unmarked box containing explosives from a non-DOE shipper](#)

- 74) ALO-LA-LANL-MATWAREHS-1994-0011 [Roll-Up: Noncompliance with DOT Regulations by non Los Alamos National Laboratory shippers in the Neutron Source Recovery Project.](#)
- 75) ALO-LA-LANL-MATWAREHS-1995-0004 [Driver was not given written instructions](#)
- 76) ALO-LA-LANL-MATWAREHS-1995-0006 [DOT noncompliance: Shipper did not include all necessary information on shipping paper for a shipment containing cerium](#)
- 77) ALO-LA-LANL-MATWAREHS-1996-0001 [Noncompliance to DOT shipping requirements by Non-DOE shipper \(Roll-Up Report\)](#)
- 78) ALO-LA-LANL-MEEFAC-1993-0001 [Non-Compliance with Department of Transportation \(DOT\) marking, labeling, and description regulations](#)
- 79) ALO-LA-LANL-MEEFAC-1997-0001 [Intra-Laboratory Transportation Shipment in Noncompliance with Department of Transportation Regulations](#)
- 80) ALO-LA-LANL-PHYSCOMPLX-1994-0002 [Intra-Laboratory Shipment of Beryllium Compound Without Hazardous Materials Transfer Form](#)
- 81) ALO-LA-LANL-RADIOCHEM-1994-0009 [Noncompliance with Department of Transportation Shipping Requirements That Resulted from Shifting of Radioactive Contents](#)
- 82) ALO-LA-LANL-RADIOCHEM-1995-0002 [Low Specific Activity Waste Was Shipped without Proper Placarding and Shipping Papers](#)
- 83) ALO-LA-LANL-SIGMA-1994-0003 [NonCompliance of Radioactive Materials Transfer Form](#)
- 84) ALO-LA-LANL-SIGMA-1996-0002 [An intra-Laboratory shipment results in a Department of Transportation Noncompliance](#)
- 85) ALO-LA-LANL-TA18-1994-0003 [Dropped Source Assembly During On-Site Transportation](#)
- 86) ALO-LA-LANL-TA55-1994-0004 [Duplicate Transfer Form used for Three Separate Waste Shipments. Discrepancy Between Number of Packages Listed and Received.](#)
- 87) ALO-LA-LANL-TA55-1995-0011 [An Empty Shipping Cask Measuring 0.7 mrem/h was transported without all the DOT req. shipping papers](#)
- 88) ALO-LA-LANL-TA55-1995-0015 [Noncompliance with Department of Transportation Shipping Requirements.](#)
- 89) ALO-LA-LANL-TA55-1995-0032 [DOT noncompliance, shipment incorrectly sent as exempted](#)

- 90) ALO-LA-LANL-TRITFACILS-1999-0002 [Violation of Safety Procedure Requirement for Packaging a UC-609 Shipping Container](#)
- 91) ALO-LA-LANL-WASTEMGT-1993-0009 [Missing Radioactive Materials Transfer Form for shipment of Low Level Waste between LANL technical areas](#)
- 92) CH--GOCH-EML-1992-0001 [Inadequate labeling and packaging of a liter of corrosive liquid.](#)
- 93) CH--NBL-NBL-1991-1003 [Package containing uranium reference materials was severely damaged by carrier during shipment. No release of nuclear material.](#)
- 94) CH-AA-ANLE-ANLEER-1993-0011 [Difference in activity level from that reported by shipper.](#)
- 95) CH-AA-ANLE-ANLEERD-1994-0002 [Improper classification and labeling in shipment of Class 9 hazardous material \(lithium battery in equipment, UN3091\)](#)
- 96) CH-AA-ANLE-ANLEHEP-1991-1001 [Transportation of Low Level Activated Items W/O Documentation](#)
- 97) CH-AA-ANLE-ANLEPFS-1991-0005 [Failure of Cargo Van Lift Gate](#)
- 98) CH-AA-ANLE-ANLEPFS-1997-0007 [Noncompliance \(Potential Violations\) of Department of Transportation Hazardous Material Regulations for Failure to Complete Shipping Papers](#)
- 99) CH-AA-ANLE-ANLEPFS-1998-0008 [Noncompliance of Department of Transportation Hazardous Materials Regulations for Listing Wrong Shipping Name of Commodity](#)
- 100) CH-AA-ANLE-ANLEPFS-1999-0002 [Noncompliance of Department of Transportation Hazardous Materials Regulations for Selection of Improper Packaging for Packing Group III.](#)
- 101) CH-AA-ANLE-ANLEPFS-1999-0008 [Noncompliance of Department of Transportation Regulations for Separation of Hazardous Materials](#)
- 102) CH-AA-ANLW-ANLW-1999-0003 [Improper packaging of FedEx package results in unintentional release of hazardous material.](#)
- 103) CH-BA-FNAL-FERMILAB-1991-1008 [Improper transport of radioactive materials.](#)
- 104) CH-BA-FNAL-FERMILAB-1991-1012 [Receipt of improperly packaged radioactive material in mail](#)
- 105) CH-BA-FNAL-FERMILAB-1991-1013 [Shifting of material under transport](#)
- 106) CH-BA-FNAL-FERMILAB-1991-1023 [Diesel Fuel \(#DF-1\) Spill](#)
- 107) CH-BA-FNAL-FERMILAB-1992-0008 [Receipt of radioactive source inadequately packaged for transport](#)

- 108) CH-BA-FNAL-FERMILAB-1995-0003 [Receipt of improperly packaged radioactive material.](#)
- 109) CH-BA-FNAL-FERMILAB-1996-0002 [DOT radiation placard violation](#)
- 110) CH-BA-FNAL-FERMILAB-1996-0003 [Transport vehicle lost load comprised of two Fermilab Main Injector dipole magnets.](#)
- 111) CH-BH-BNL-BNL-1991-0011 [Radioactive Material Packaging and Transportation Anomaly](#)
- 112) CH-BH-BNL-BNL-1991-1003 [Radioactive Waste Incident on 6/20/91.](#)
- 113) CH-BH-BNL-BNL-1992-0005 [Damaged RAM Shipment](#)
- 114) CH-BH-BNL-BNL-1992-0008 [PCB Manifest Discrepancy](#)
- 115) CH-BH-BNL-BNL-1993-0019 [Failure to include Hazardous Material information on Air Waybill](#)
- 116) CH-BH-BNL-BNL-1993-0029 [Waste Not Characterized Adequately](#)
- 117) CH-BH-BNL-BNL-1995-0014 [Off-Site Vehicle Accident with Injuries](#)
- 118) CH-BH-BNL-BNL-1995-0020 [Waste Not Characterized Properly](#)
- 119) CH-BH-BNL-BNL-1996-0003 [Incomplete Material Description on Shipping Paper](#)
- 120) CH-BH-BNL-BNL-2000-0016 [Transportation of Samples Not Performed in Accordance with DOT](#)
- 121) CH-BH-BNL-NSLS-1992-0002 [Suspected leakage of package sent from the NSLS.](#)
- 122) HQ--REYM-YMSGD-1994-0005 [Fire, Equipment Flat Bed Truck No. 80791](#)
- 123) HQ--SPR-WH-1993-0009 [Acid Spill in freight truck, not a result or in support of DOE operation](#)
- 124) HQ--SPR-WI-1999-0002 [Discrepancies identified with shipment of Halon Bottles](#)
- 125) ID--BBWI-CFA-2000-0008 [TRAILER MOVED WITHOUT SHIPPING PAPERS](#)
- 126) ID--BBWI-SMC-2000-0003 [Damaged DOT DU shipping box received from supplier.](#)
- 127) ID--BBWI-TRA-2000-0008 [DOT Shipping Cask Received With Contamination Levels Above DOT Limits](#)
- 128) ID--BWI-SMC-1993-0001 [Improper Marking/Labeling of Radioactive Shipment by Non-DOE Vendor](#)
- 129) ID--EGG-ERATRA-1991-0001 [Violation Of DOT Regulation 172.304 A3 -- Obscuring Container Identification On A Radioactive Shipping Container By Carrier](#)
- 130) ID--EGG-FLEET-1991-0001 [Vehicle incident](#)
- 131) ID--EGG-FLEET-1991-0002 [Vehicle incident](#)
- 132) ID--EGG-FLEET-1991-0003 [Accident involving INEL bus and private vehicle.](#)
- 133) ID--EGG-FLEET-1992-0002 [INEL Bus/Private Vehicle Collision](#)

- 134) ID--EGG-FLEET-1993-0001 [INEL Government Vehicle/Private Vehicle Accident](#)
- 135) ID--EGG-FS1-1992-0003 [Vehicle backed into vehicle bay with passenger door open](#)
- 136) ID--EGG-PROGRAMSPT-1990-0002 [Shipping occurrence](#)
- 137) ID--EGG-PROGRAMSPT-1990-0003 [Vehicle incident - This off-normal occurrence replaces "Tips Information Only," Notice #EGG-CFA-90-31 dated, 11/07/90.](#)
- 138) ID--EGG-PROGRAMSPT-1992-0001 [TRANSPORTATION INCIDENT, VIOLATION OF DOT REQUIREMENTS](#)
- 139) ID--EGG-PROGRAMSPT-1992-0002 [TRANSPORTATION INCIDENT-TRAILER DISCONNECTED FROM TRUCK TRACTOR](#)
- 140) ID--EGG-PROGRAMSPT-1992-0003 [Transportation Incident-Railcar brake malfunction](#)
- 141) ID--EGG-RWMC-1990-0003 [Vapor Vacuum Extraction \(VVE\) carbon canisters shipped to Yakima, WA w/o proper classification "Hazardous Waste."](#)
- 142) ID--EGG-RWMC-1991-1003 [Potential violation of fissile material limitations for drum shipments to ANL-W.](#)
- 143) ID--EGG-TANLL-1993-0001 [Violation of DOT Motor Carrier Safety Regulations](#)
- 144) ID--EGG-TANO-1993-0004 [Violation Of DOT Shipping Regulations](#)
- 145) ID--EGG-TANO-1993-0005 [IMPROPER PACKAGING USED FOR WASTE SHIPMENT](#)
- 146) ID--EGG-TRAFFIC-1990-0001 [SHIPPING INCIDENT TRANSPORTATION OF RADIOACTIVE MATERIAL.](#)
- 147) ID--EGG-TRAHC-1991-1005 [Radioactive Shipment Discrepancy - Receipt of Improperly Labeled Cask](#)
- 148) ID--EGG-TRAHC-1991-1007 [Shipping Manifest Discrepancy For Iridium Shipment](#)
- 149) ID--EGG-TRAHC-1992-0001 [TRA Hot Cell Shipping Procedures Do Not Reflect All Requirements Identified In The Certificate Of Compliance For Isotope Shipments](#)
- 150) ID--EGG-WROC-1992-0008 [Government Vehicle Accident](#)
- 151) ID--GOID-RESL-1992-0002 [Sample Shipping Error](#)
- 152) ID--GOID-RESL-1993-0002 [Transportation of sealed Am-Be sources](#)
- 153) ID--LITC-CFA-1996-0002 [CFA to RWMC Radioactive Waste Shipment Paper Errors](#)
- 154) ID--LITC-CFA-1997-0001 [Shipment problem to Los Alamos](#)
- 155) ID--LITC-CFA-1997-0006 [On-Site Transfer of Radioactive Material with Improper DOT Shipping Do](#)

- 156) ID--LITC-CFA-1997-0007 [Loss of Control of Radioactive Material \(Source\) During Transport.](#)
- 157) ID--LITC-CFA-1999-0016 [Inadequate Training for P&T Driver.](#)
- 158) ID--LITC-TAN-1996-0001 [Incorrect Material Description of a DOT Hazardous Material Shipment.](#)
- 159) ID--LITC-TANO-1997-0002 [NONCOMPLIANCE OF DOT SHIPPING REGULATIONS](#)
- 160) ID--LITC-TRA-1996-0011 [Radioactive Material Packaging Certificate of Compliance Requirements Not Met](#)
- 161) ID--LITC-TRA-1999-0005 [Drum Listed on Shipping Manifest Missing from Waste Shipment When Received.](#)
- 162) ID--MKF-MOUIITEMS-1990-0010 [CASK SHIPPING OCCURRENCE.](#)
- 163) ID--PTI-INELAREA5-1991-1002 [GOVERNMENT VEHICLE ACCIDENT #E71549.](#)
- 164) ID--PTI-INELAREA7-1991-1002 [GOVERNMENT VEHICLES ACCIDENT #E71351 AND POV #3748C AT TAN-601](#)
- 165) ID--WINC-ICPP-1990-0003 [Shipping Violation \(Procedural\)](#)
- 166) ID--WINC-ICPP-1991-0032 [Vehicle Accident](#)
- 167) ID--WVNS-EOT-1993-0006 [Discrepancies Discovered in Shipping Documentation for Hazardous Waste Shipment](#)
- 168) ID--WVNS-EOT-1993-0007 [Shipment of Hazardous Chemical \(Nitric Acid, Fuming\) Received at WVNS Improperly Classified on Packaging \(rec'd from non-DOE shipper\)](#)
- 169) ID--WVNS-EOT-1993-0008 [Shipment of Corrosives and Oxidizers Received at WVNS Improperly Labeled, Packaged, and Documented \(from a non-DOE shipper\)](#)
- 170) ID--WVNS-HMT-1992-0001 [DOT Regulated Material Shipment Shipped as Non-Regulated \(via airborne carrier\)](#)
- 171) NVOO--BN-NLVO-1996-0002 [Improper Documentation of Hazardous Waste Shipment](#)
- 172) NVOO--BN-NTS-1996-0002 [Shipping Manifest Incorrect for PCB Disposal](#)
- 173) NVOO--BN-NTS-1998-0009 [Radioactive Material Transportation Procedural Violation](#)
- 174) NVOO--BN-NTS-1999-0004 [Transportation Violation](#)
- 175) NVOO--REEC-ADMN-1995-0001 [Incorrect shipping papers, labeling, and marking.](#)
- 176) NVOO--REEC-EHDO-1992-0016 [Minor Damage in Package of Low level Waste Shipment](#)
- 177) NVOO--REEC-EMD3-1993-0001 [MANIFEST DESCREPANCY](#)
- 178) NVOO--RSNO-NTS-1991-0005 [Shipment of Radioactive Source with Improper Labeling and Placarding.](#)

- 179) NVOO--RSNO-NTS-1993-0001 [Violation of DOT Shipping Regulation 49 CFR 173.441\(a\)](#)
- 180) OAK--ETEC-GENL-1995-0001 [Rupture of Electric Cart Battery](#)
- 181) OAK--ETEC-RMDF-1995-0001 [Incomplete Shipping Description for RA-Contaminated Material](#)
- 182) OAK--GOSF-HCF-1996-0001 [Two discrepancies in shipping papers for low-level waste shipment.](#)
- 183) OAK--GOSF-HCF-1998-0001 [Contamination levels were found on a shipment exceeding DOT limits for removable contamination.](#)
- 184) OAK--LBL-EHS-1992-0003 [Damaged Shipment](#)
- 185) OAK--LBL-EHS-1992-0004 [Missing Content on Package Shipped](#)
- 186) OAK--LLNL-LLNL-1991-1034 [Hazardous Material Shipment With Incomplete Manifest \(Bldg. 332\)](#)
- 187) OAK--LLNL-LLNL-1991-1069 [Transportation - Two DOE vehicles in a collision resulting in over \\$1000 total damage \(S-300 General Services Area\)](#)
- 188) OAK--LLNL-LLNL-1992-0005 [Auto Accident at Site 300 on 1/13/92 - Government Vehicle with Over \\$1,000 Damage](#)
- 189) OAK--LLNL-LLNL-1992-0011 [Damage in Excess of \\$1,000.00 to a Government Vehicle \(West Parking Lot\)](#)
- 190) OAK--LLNL-LLNL-1992-0035 [Nonreconcilable Manifest Discrepancy on Hazardous Waste Shipment \(B-612\)](#)
- 191) OAK--LLNL-LLNL-1992-0082 [Vehicle Accident, Damage to Government Vehicle Exceeding \\$1K \(B-222\)](#)
- 192) OAK--LLNL-LLNL-1992-0095 [Unattended Government Vehicle Collided With a Bollard Resulting in Over \\$1,000 Damage to Vehicle \(B-801\)](#)
- 193) OAK--LLNL-LLNL-1992-0116 [Damage in Excess of \\$1000 to a Government Vehicle.](#)
- 194) OAK--LLNL-LLNL-1993-0017 [Damage to Government Vehicle in excess of \\$1K.](#)
- 195) OAK--LLNL-LLNL-1993-0041 [Vehicular Incident Resulting in a Lost Workday Injury](#)
- 196) OAK--LLNL-LLNL-1994-0022 [An Out-Of-Compliance Shipment Received from a Non-DOE Shipper](#)
- 197) OAK--LLNL-LLNL-1994-0028 [Out-of-Compliance Shipment Received from a Non-DOE Shipper](#)
- 198) OAK--LLNL-LLNL-1994-0034 [Out-of-Compliance Shipment Received from a Non-DOE Shipper](#)

- 199) OAK--LLNL-LLNL-1994-0036 [Out-of-Compliance Shipment Received from a Non-DOE Shipper \(B-518\)](#)
- 200) OAK--LLNL-LLNL-1994-0038 [Out-of-Compliance Shipment Received from a Non-DOE Shipper \(B-518\)](#)
- 201) OAK--LLNL-LLNL-1994-0075 [Radioactive Waste Shipment Documentation "Bill of Lading" Not Filled Out Correctly \(Ann Arbor Inertial Confinement Fusion Facility\)](#)
- 202) OAK--LLNL-LLNL-1994-0077 [GSA Vehicle Damage Exceeding \\$5,000 \(Off-Site\)](#)
- 203) OAK--LLNL-LLNL-1994-0079 [On-Site Transportation Resulting in Surface Contamination of Depleted Uranium \(B-241\)](#)
- 204) OAK--LLNL-LLNL-1995-0017 [Improper Classification of Radioactive Waste Sample for TransportationOffsite](#)
- 205) OAK--LLNL-LLNL-1996-0030 [A Container of Hazardous Waste was Shipped to a Treatment and DisposalSite with Incorrect Label and Manifest.](#)
- 206) OAK--LLNL-LLNL-1996-0041 [Review of a Drum Label on a Radioactive Waste Container Indicated thatthe Weight Exceeded the DOT Specifications for the Container Type](#)
- 207) OAK--LLNL-LLNL-1996-0042 [A Container of Hazardous Waste Shipped to a Treatment and Disposal Site with Incorrect Label and Manifest](#)
- 208) OAK--LLNL-LLNL-1996-0051 [A Container of Hazardous Waste Shipped to a Treatment and Disposal Site with Incorrect Label and Manifest](#)
- 209) OAK--LLNL-LLNL-1996-0053 [Shipment Misclassification](#)
- 210) OAK--LLNL-LLNL-1996-0058 [Offsite Transportation - Type A Shipment](#)
- 211) OAK--LLNL-LLNL-1998-0001 [Waste Shipment Manifest Discrepancy \(B-438\)](#)
- 212) OAK--LLNL-LLNL-1998-0006 [Hazardous Material Container Shipped Off-Site to a TSDF Facility Not in Compliance with Dept. of Transportation \(DOT\) Regulations](#)
- 213) OAK--LLNL-LLNL-1998-0055 [On-Site Transportation - Improper Routing of Material \(B-411\)](#)
- 214) OAK--LLNL-LLNL-1999-0004 [Leakage of Dry Explosives Powder from a UN4G Fiberboard Shipping Container During Transportation from NTS to Pantex](#)
- 215) OAK--SU-SLAC-1994-0003 [Improper Manifest for Mixed Waste](#)
- 216) OAK--SU-SLAC-1996-0006 [Improper Shipping Documents.](#)
- 217) OAK--SU-SLAC-1996-0011 [Violation of Department of Transportation regulations.](#)

- 218) OH-AB-RMI-RMIDP-1996-0001 [Incomplete DOT Shipping Papers for NTS Waste Shipment](#)
- 219) OH-FN-FFI-FEMP-1994-0080 [Load Shift During Off-Site Transport of Material](#)
- 220) OH-FN-FFI-FEMP-1994-0098 [Potential DOT Violations by a Non-DOE Shipper](#)
- 221) OH-FN-FFI-FEMP-1995-0006 [POSSIBLE DOT VIOLATION DUE TO LACK OF PROPER PAPERWORK](#)
- 222) OH-FN-FFI-FEMP-1995-0081 [POTENTIAL DOT SHIPPING VIOLATION BY A NON-DOE SHIPPER](#)
- 223) OH-FN-FFI-FEMP-1996-0031 [NONCOMPLIANCE \(POTENTIAL VIOLATION\) OF DOT HAZARDOUS MATERIALS REGULATIONS](#)
- 224) OH-FN-FFI-FEMP-1997-0024 [POTENTIAL DOT SHIPPING VIOLATION](#)
- 225) OH-FN-FFI-FEMP-1997-0033 [Potential Department of Transportation \(DOT\) Shipping Violation](#)
- 226) OH-FN-FFI-FEMP-1999-0004 [Potential DOT Shipping Violation by a Non-DOE Shipper](#)
- 227) OH-MB-BWO-BWO06-2000-0002 [FedEx Shipment Returned To Mound Due To Incomplete Labeling](#)
- 228) OH-MB-EGGM-EGGMAT01-1995-0004 [Improperly labeled shipping package](#)
- 229) OH-MB-EGGM-EGGMAT03-1995-0004 [Violation of DOT Federal Motor Carrier Regulation](#)
- 230) OH-MB-EGGM-EGGMAT03-1995-0007 [Off-Site Transportation of Unmarked Explosives](#)
- 231) OH-MB-EGGM-EGGMAT04-1996-0004 [DOT Certification Notice Omitted from Equipment Shipment](#)
- 232) OH-MB-EGGM-EGGMAT04-1997-0002 [Boxes of Contaminated Soil Slide off a Flatbed Truck During Onsite Transport](#)
- 233) OH-MB-EGGM-EGGMAT06-1996-0001 [Material Description Noncompliance for Mixed Waste Shipment](#)
- 234) OH-MB-EGGM-EGGMAT06-1997-0003 [Improperly Labeled Waste Shipments](#)
- 235) OH-WV-WVNS-HMT-2001-0001 [Failure to Receive Signed Waste Manifest Within 45 Days](#)
- 236) OH-WV-WVNS-RC-1995-0001 [Off-Site Transportation of Hazardous Material](#)
- 237) ORO--BJC-K25GENLAN-1999-0014 [Century 21 Containers with Streaks of Dried Mud on Outside](#)
- 238) ORO--BJC-K25GENLAN-2000-0001 [Noncompliance of the DOT Hazardous Materials Regulation - Error Made by the Shipper in Material Description - Incorrect Quantity](#)
- 239) ORO--BJC-K25WASTMAN-1999-0008 [Noncompliance with Department of Transportation \(DOT\) Hazardous Materials Regulations](#)

- 240) ORO--BJC-K25WASTMAN-1999-0019 [Waste Container Arrives at Envirocare of Utah with Streaks of Dried Mud on Outside](#)
- 241) ORO--BJC-K25WASTMAN-2000-0003 [Potential Noncompliance of DOT Regulations](#)
- 242) ORO--BJC-PGDPENVRES-1998-0015 [ARRIVAL OF BREACHED PGDP LOW LEVEL WASTE CONTAINER AT HANFORD, WA](#)
- 243) ORO--BJC-PORTENVRES-1999-0010 [Misclassification of Sample Shipment to Y-12 Laboratory](#)
- 244) ORO--BJC-X10ENVRES-2000-0026 [Violations of the Department of Transportation \(DOT\) Hazardous Materials Regulations and the Federal Motor Carrier Safety Regulations](#)
- 245) ORO--BJC-X10WSTEMRA-1998-0002 [Noncompliance with DOT Hazardous Materials Regulations](#)
- 246) ORO--BJC-X10WSTEMRA-2000-0001 [Untrained Person Transporting DOT Regulated Material](#)
- 247) ORO--BJC-X10WSTEMRA-2000-0004 [Improper Labeling on Empty Radioactive Material Drum](#)
- 248) ORO--BJC-X10WSTEMRA-2000-0005 [Violation of DOT Regulations Involving Transport of Compressed Gas Cylinder](#)
- 249) ORO--BJC-Y12WASTE-1998-0001 [Noncompliance with DOT Hazardous Materials Regulations](#)
- 250) ORO--BJC-Y12WASTE-1999-0001 [Noncompliance with Department Of Transportation \(DOT\) Haz. Materials](#)
- 251) ORO--BJC-Y12WASTE-2000-0007 [Low Level, Radioactive Dept. of Transportation \(DOT\) Regulated Waste Shipped as Low Level, Radioactive Non-DOT Regulated Waste](#)
- 252) ORO--BJC-Y12WASTE-2001-0001 [Noncompliance with Department of Transportation Marking, Labeling, and Shipping Hazardous Material Regulations](#)
- 253) ORO--BNI-FUSRAP-1992-0002 [Violation of DOT Regulations due to presence of free liquid in waste drum shipped from Colonie site to Envirocare](#)
- 254) ORO--BNI-FUSRAP-1992-0005 [TRANSPORTATION OF ASBESTOS SAMPLES FOR ANALYSIS](#)
- 255) ORO--BNI-FUSRAPMISS-1994-0001 [Release of 4 rail cars from the Maywood site that contained DOT RQ amount of Thorium-232 which were not placarded.](#)
- 256) ORO--BNI-FUSRAPWISS-1993-0001 [Failure of contaminated soil shipment to arrive at destination.](#)

- 257) ORO--FFI-FEMP-1993-0048 [Violation of Department of Transportation Standards](#)
- 258) ORO--FFI-FEMP-1993-0056 [Improper material description of an offsite shipment](#)
- 259) ORO--FFI-FEMP-1993-0066 [VIOLATION OF DOT SHIPPING REQUIREMENTS](#)
- 260) ORO--FFI-FEMP-1994-0009 [VIOLATION OF SHIPPING REGULATIONS](#)
- 261) ORO--FFI-FEMP-1994-0016 [Possible violation of DOT Federal Motor Carrier Shipping Regulations by a Non-DOE Shipper](#)
- 262) ORO--FFI-FEMP-1994-0041 [Potential DOT Shipping Violation by a Non-DOE Shipper](#)
- 263) ORO--FFI-FEMP-1994-0047 [Potential DOT Shipping Violation by a Non-DOE Shipper](#)
- 264) ORO--FFI-FEMP-1994-0053 [Possible DOT Shipping Violation](#)
- 265) ORO--LMES-K25ENVRES-1996-0001 [Leaking Waste Container En Route to Envirocare, Clive Utah - Environ. Restoration](#)
- 266) ORO--LMES-K25ENVRES-1996-0002 [Noncompliance with Department of Transportation Regulations for Labeling of Hazardous Materials - Environmental Restoration](#)
- 267) ORO--LMES-K25GENLAN-1996-0006 [Labeling Error on Shipment of Lithium Drums - Property and Materials Management](#)
- 268) ORO--LMES-K25GENLAN-1996-0010 [Failure to Provide Proper Shipping Documents - HAZWRAP](#)
- 269) ORO--LMES-K25GENLAN-1996-0013 [Noncompliance With Department of Transportation Regulations For Packaging and Marking of Hazardous Materials - Property and Matl. Management](#)
- 270) ORO--LMES-PORTENVRES-1997-0009 [HEU MIXED WASTE SHIPMENT FOR TREATABILITY STUDY AT LOS ALAMOS NATIONAL LABORATORY](#)
- 271) ORO--LMES-PORTENVRES-1997-0011 [U-233 IN 6M CONTAINER SHIPMENT TO X-10](#)
- 272) ORO--LMES-X10CHEMTEC-1995-0001 [Improper Shipment of Hazardous Waste from ORNL to K-25 Site](#)
- 273) ORO--LMES-Y12NUCLEAR-1997-0049 [Transportation of Radioactive Contaminated Containers Between Oak Ridge Sites Results in Noncompliances to DOT Regulations](#)
- 274) ORO--LMES-Y12SITE-1996-0028 [DOT Violation - Receipt of Improperly Packaged Source Material](#)

- 275) ORO--LMES-Y12SITE-1998-0013 [Department of Transportation \(DOT\) Shipping Violation - Non-DOE Shipper Affixed Wrong Label to Type A Container](#)
- 276) ORO--LMES-Y12SITE-1998-0020 [Department of Transportation \(DOT\) Violation - Package Received from Non-DOE Shipper with Paperwork and Labeling Deficiencies](#)
- 277) ORO--LMES-Y12SITE-1999-0033 [Transportation Issue Associated with Qualification of ACO Drivers](#)
- 278) ORO--MK-WSSRAP-1991-1004 [VEHICLE ACCIDENT](#)
- 279) ORO--MK-WSSRAP-1991-1006 [SHIPPING INCIDENT \(RECEIVED\)](#)
- 280) ORO--MK-WSSRAP-1992-0027 [Vehicle Backing Accident at the Quarry Parking Lot](#)
- 281) ORO--MK-WSSRAP-1995-0023 [FOUR 55-GALLON DRUMS SHIPPED WITH IMPROPER DESCRIPTION ON SHIPPING PAPER](#)
- 282) ORO--MKFO-X10CONSTRM-1994-0003 [Truck Towing Compressor Without Operable Signal and Stop Lights, W.O. 4509](#)
- 283) ORO--MMES-K25GENLAN-1993-0037 [Findings & Recommendations Alleged During a U.S.DOT Inspection Conducted By ES-Energy Systems Safety & Health Organization](#)
- 284) ORO--MMES-PGDPCHMWST-1991-1011 [Discrepancy Concerning Contamination Status of Off-Site Shipment Drummed Capacitors](#)
- 285) ORO--MMES-PGDPFINMAT-1990-0001 [Incorrect delivery of cylinder shipment.](#)
- 286) ORO--MMES-PGDPGENPLT-1992-0004 [Damage to Two 14 Ton, DOE, 48H, UF6 Cylinders During Transport to the C-337-A Feed Vaporization Facility. **PAD-92-465**](#)
- 287) ORO--MMES-PGDPGENPLT-1993-0001 [Failure to Perform DOT Required Radiological Monitoring of Trailers after Delivery of Radioactive \(LSA\) Shipments **PAD-93-16**](#)
- 288) ORO--MMES-PORTBUSMGT-1993-0001 [DOE-PORTS Employee Injury During Business Travel Due to Vehicular Accident --PTS-93-040--](#)
- 289) ORO--MMES-PORTGENPLT-1993-0001 [Motor Carrier Accident Involving an Empty Paducah Product Cylinder --PTS-93-94--](#)
- 290) ORO--MMES-X10BOPLANT-1995-0003 [Recovery of Radioactive Source from Private Residence Results in DOT Noncompliances](#)
- 291) ORO--MMES-X10CHEMTEC-1991-1009 [Shipment of unauthorized Type A package.](#)
- 292) ORO--MMES-X10FINMAT-1991-0098 [Offsite vehicle contamination.](#)
- 293) ORO--MMES-X10FINMAT-1991-1001 [DOT Violation](#)

- 294) ORO--MMES-X10FINMAT-1991-1002 [DOT hazardous material was not classified properly; material was misrouted to improper destination.](#)
- 295) ORO--MMES-X10FINMAT-1992-0001 [Noncompliance with DOT and ICAO shipping regulations](#)
- 296) ORO--MMES-X10FINMAT-1994-0003 [Misloading and Transportation of DOT Hazardous Materials](#)
- 297) ORO--MMES-X10METCER-1992-0019 [Leakage of hazardous material in received package](#)
- 298) ORO--MMES-X10SOLIDST-1991-1001 [Proper procedures were not followed with respect to shipping/accountability documentation.](#)
- 299) ORO--MMES-Y12DEFPGM-1992-8005 [Non-Compliance of Dept of Transportation Regulations Failure to properly mark inner container](#)
- 300) ORO--MMES-Y12DEFPGM-1992-8006 [Contamination on Commercial Trailer](#)
- 301) ORO--MMES-Y12DEFPGM-1993-0012 [Violation of Transportation Requirements](#)
- 302) ORO--MMES-Y12SITE-1991-8007 [FALLING CARGO](#)
- 303) ORO--MMES-Y12SITE-1992-8002 [Contamination Shipment - Potential Contamination of Commercial Cargo](#)
- 304) ORO--MMES-Y12SITE-1993-0006 [Loss of Unsecured Load](#)
- 305) ORO--MMES-Y12SITE-1993-0018 [DOE Concern: Clarity of Shipping Papers](#)
- 306) ORO--MMES-Y12WASTE-1994-0005 [On-Site Transportation Accident](#)
- 307) ORO--ORAU-ORISE-1992-0010 [VEHICLE EMISSION CONTROL](#)
- 308) ORO--ORAU-ORISE-1995-0003 [Reclassification of Hazardous Materials for Shipment](#)
- 309) ORO--ORAU-ORISE-1997-0001 [Motor Vehicle Accident While on Government Business](#)
- 310) ORO--ORNL-X10BOPLANT-1997-0008 [BMI Cask Arrives at Savannah River Above Shipping Limits](#)
- 311) ORO--ORNL-X10BOPLANT-1998-0006 [High Dose Rate from Laundry Shipment to Outside Vendor](#)
- 312) ORO--ORNL-X10BOPLANT-1999-0007 [Mislabeled Package shipped to the Federal Express Terminal in Knoxville ,Tn.](#)
- 313) ORO--ORNL-X10BOPLANT-1999-0008 [Federal Motor Carrier Safety Requirements Noncompliance](#)
- 314) ORO--ORNL-X10BOPLANT-2000-0005 [Transportation Requirements Noncompliance](#)
- 315) ORO--ORNL-X10CHEMTEC-1997-0001 [Improper Documentation of Radioactive Material Shipment \(Bldg. 3047\)](#)
- 316) ORO--ORNL-X10CHEMTEC-1997-0007 [Potentially Noncompliant Shipment of Carbon Monoxide, DOT 3E Cylinder](#)
- 317) ORO--ORNL-X10CHEMTEC-1998-0008 [Improper Marking of Package](#)

- 318) ORO--ORNL-X10ENVIOSC-1998-0003 [Package Leaks Nitrogen Gas While Being Processed by Commercial Carrier](#)
- 319) ORO--ORNL-X10FINMAT-1996-0001 [Receipt of Package from Non-DOE Shipper-Rad Level above DOT Limit](#)
- 320) ORO--ORNL-X10FUSIONE-1998-0002 [Mislabeled of Sealed Am-Be Source Leads to Loss of Accountability and Improper Transport](#)
- 321) ORO--ORNL-X10FUSIONE-1998-0003 [Mislabeled of Sealed Cf-252 Source leads to Loss of Accountability and Improper Transport](#)
- 322) ORO--ORNL-X10FUSIONE-1999-0001 [Federal Motor Carrier Safety Requirements Noncompliance](#)
- 323) ORO--ORNL-X10HFIR-1998-0003 [Failure to Install O-rings on Spent Fuel Cask Plug Covers](#)
- 324) ORO--ORNL-X10HFIR-1999-0008 [Transportation Of Empty Cask With No Labeling](#)
- 325) ORO--ORNL-X10IANDC-1997-0001 [Noncompliance with Federal Motor Carrier Safety Regulations concerning Rental of Truck](#)
- 326) ORO--ORNL-X10LIFESCI-1997-0002 [DOT Noncompliance concerning improper shipment of small quantity of dilute formaldehyde](#)
- 327) ORO--ORNL-X10LIFESCI-1998-0003 [Dangerous Goods Declaration Form Signed by Unqualified Personnel](#)
- 328) ORO--ORNL-X10METCER-1999-0005 [Improper Shipping of Materials by ORNL Guest Researcher](#)
- 329) ORO--WMCO-FEMP-1992-0076 [Shipment sent offsite with improper shipping papers.](#)
- 330) ORO--WMCO-FEMP-1992-0079 [Discovery of contamination due to liner damage in 4-A shipment.](#)
- 331) RFO--EGGR-SUPPORT-1993-0028 [#1782/Traffic Accident resulting in damages in excess of \\$5,000.](#)
- 332) RFO--KHLL-371OPS-1998-0014 [Shipment Of Radiological Material From Site With Inappropriate Package Labeling](#)
- 333) RFO--KHLL-FACOPS-1997-0002 [Improper Classification On Manifests Concerning Two Drums Of Waste Excess Chemicals - Building 130](#)
- 334) RFO--KHLL-PUFAB-1997-0036 [Transportation Labeling Discrepancies](#)
- 335) RFO--KHLL-PUFAB-1998-0015 [Incorrect Transportation Index Used On Containers Shipped Offsite \(Roll Up\)](#)
- 336) RFO--KHLL-TRANSOPS-1997-0002 [Administrative Error Concerning Shipping Documents & Associated Markings - Building 441](#)

- 337) RFO--KHLL-TRANSOPS-1997-0004 [Potential Department Of Transportation \(DOT\) Shipment Violation Concerning Classified Parts/Hazardous Materials](#)
- 338) RFO--KHLL-TRANSOPS-1998-0002 [Characterization Error On Uniform Hazardous Waste Manifest Concerning Proper Shipping Name With DOT & RCRA Labeling/Marking Violations](#)
- 339) RFO--KHLL-TRANSOPS-1998-0003 [Certification Of Hazardous Waste By Unauthorized Personnel Subsequently Changed To Shipment Of Non-Hazardous RCRA/DOT Material](#)
- 340) RFO--KHLL-TRANSOPS-1998-0004 [Transportation of Contaminated Material](#)
- 341) RFO--KHLL-TRANSOPS-2000-0001 [Improperly Labeled Shipment of Low-Level Waste to the Nevada Test Site](#)
- 342) RFO--KHLL-TRANSOPS-2000-0003 [Incomplete Proper Shipping Name on NTS Shipping Papers](#)
- 343) RFO--KHLL-WSTMGTOPS-1995-0001 [#0458/Use of Unqualified DOT HAZMAT Inspector During Loading Operation](#)
- 344) RFO--KHLL-WSTMGTOPS-2000-0033 [Waste Isolation Pilot Plant \(WIPP\) Vessel #125, O-ring Missing on a Test Port Plug, Discovered at WIPP](#)
- 345) RL--BHI-DND-1996-0007 [Improperly Labeled Waste Drums](#)
- 346) RL--BHI-GROUNDWTR-2000-0001 [CERLCA Non-Radioactive Miscellaneous Solid Waste Inadvertently Shipped to Offsite Landfill](#)
- 347) RL--BHI-REMACT-1994-0011 [Improper Transportation of Hazardous Chemicals](#)
- 348) RL--BHI-REMACT-1997-0006 [Transportation of listed hazardous waste without Uniform Hazardous Waste Manifest](#)
- 349) RL--PHMC-FSS-1999-0036 [Violation of Department of Transportation \(DOT\) Requirements](#)
- 350) RL--PHMC-GENERAL-2000-0002 [Inbound Shipment, Violation of Department of Transportation \(DOT\) Regulations](#)
- 351) RL--PHMC-GENSERVICE-1999-0003 [The incorrect DOT classification was assigned to a shipment of Radioactive Mixed Waste \(RMW\).](#)
- 352) RL--PHMC-GENSERVICE-2000-0001 [Hazardous waste \(silver scrap\) was packaged using an expired DOT exemption \(DOT-E-7768\) and shipped off-site.](#)
- 353) RL--PHMC-TRANS&PKG-1996-0001 [Received inbound radioactive material shipment without proper Department of Transportation markings on package.](#)

- 354) RL--PHMC-TRANS&PKG-1997-0001 [Received inbound radioactive material shipment without proper Department of Transportation markings on package.](#)
- 355) RL--PHMC-TRANS&PKG-1997-0002 [Received inbound radioactive material shipment without proper Department of Transportation shipping documentation.](#)
- 356) RL--PHMC-TRANS&PKG-1999-0002 [Received inbound radioactive material shipment without proper Department of Transportation shipping description.](#)
- 357) RL--PNNL-PNNLBOPEM-1998-0001 [Two Waste Drums Shipped to Utah with Error in Materials Description](#)
- 358) RL--PNNL-PNNLBOPEM-1998-0003 [One 55-Gallon Drum of Corrosive Liquid Waste Mislabeled and Shipped to California TSD Facility](#)
- 359) RL--PNNL-PNNLBOPER-1991-1015 [Package containing radioactive material found to be leaking liquid during shipping.](#)
- 360) RL--PNNL-PNNLBOPER-1991-1031 [Shipping paper discrepancy.](#)
- 361) RL--PNNL-PNNLBOPER-1993-0017 [Shipment of Calibration Source without Proper Placarding](#)
- 362) RL--PNNL-PNNLBOPER-1993-0034 [Contaminated Equipment Shipped to Pantex](#)
- 363) RL--PNNL-PNNLBOPER-1993-0041 [Radioactive Material Received from Three-Mile Island](#)
- 364) RL--PNNL-PNNLBOPER-1996-0033 [Violation of Department of Transportation Requirements by Non-DOE Shipper](#)
- 365) RL--PNNL-PNNLBOPER-1998-0004 [Hazard Class 8 \(Corrosive Waste\) Improperly Transported as Hazard Class 7 \(Radioactive Material\) to the 305B Building Over Public Roads](#)
- 366) RL--PNNL-PNNLBOPER-1999-0033 [Hazardous Chemicals Improperly Transported to PNNL From Offsite](#)
- 367) RL--PNNL-PNNLBOPER-2000-0009 [Radiological Sources Not Declared on Manifest from Non-DOE Shipper](#)
- 368) RL--PNNL-PNNLNUCL-1991-0023 [Cask dose rate exceeding DOT criteria.](#)
- 369) RL--PNNL-PNNLNUCL-1996-0045 [Incorrect Dose Measurement and Labeling of Radioactive Shipment](#)
- 370) RL--WHC-300LEF-1990-0131 [Missing tamper proof seal on railcar.](#)
- 371) RL--WHC-300LEF-1992-0031 [Error in selection of the DOT Shipping Material Category resulting in a Type A shipment being classed as a Limited Quantity](#)
- 372) RL--WHC-300LEF-1994-0009 [Miscategorization of Low Level Radioactive Waste](#)

- 373) RL--WHC-BPLANT-1991-0018 [Onsite Radioactive Shipment Record No. 29358 Incorrectly Completed completed](#)
- 374) RL--WHC-BPLANT-1992-0005 [TRANSPORTATION OF TEST SOURCES WITHOUT RADIOACTIVE MATERIAL SHIPMENT RECORDS](#)
- 375) RL--WHC-GENERAL-1996-0008 [Equipment Damage During Transport](#)
- 376) RL--WHC-KHFSS-1996-0005 [Non-compliance of the Department Of Transportation \(DOT\) Hazardous Materials Regulations.](#)
- 377) RL--WHC-PUREX-1993-0019 [Nonuniform Radiation Dose Distribution of Radioactive Liquid Shipment](#)
- 378) RL--WHC-SNF-1994-0039 [Ion Exchange Modules Shipped with Potentially Incorrect Categorization](#)
- 379) RL--WHC-TANKFARM-1993-0003 [TRAFFIC ACCIDENT RESULTED IN MORE THAN \\$1000 DAMAGE TO GOVERNMENT VEHICLE 1C-3325. NO INJURIES RESULTED.](#)
- 380) RL--WHC-TPLANT-1995-0010 [Violation of DOE requirements involving improper handling and routing of hazardous materials.](#)
- 381) RL--WHC-TRANS&PKG-1994-0002 [Exceeding safety limit for number of packages on a Radioactive Shipment.](#)
- 382) RL--WHC-TRANS&PKG-1994-0003 [IMPROPER SELECTION OR ASSEMBLY OF A HAZARDOUS MATERIAL PACKAGE](#)
- 383) RL--WHC-TRANS&PKG-1995-0002 [Receipt of a Chlorine Tank \(DOT Spec. 106A-500\) in Non-Compliance withDOT Regulations](#)
- 384) RL--WHC-TRANS&PKG-1996-0001 [Receipt of Limited Quantity Packages in Non-DOT Compliance](#)
- 385) RL--WHC-TRANS&PKG-1996-0002 [Receipt of Package of Sulfuric Acid in Non-DOT compliance.](#)
- 386) RL--WHC-TRANS&PKG-1996-0003 [DOT packaging not in compliance with International Air Transport Association regulations.](#)
- 387) RL--WHC-TRANS&PKG-1996-0004 [Malfunction accident of truck chassis ISO container loaded with Uranium Billets.](#)
- 388) RL--WHC-WHC100EM-1993-0009 [UNAUTHORIZED SHIPMENT OF WASTE](#)
- 389) RL--WHC-WHC1100EM-1991-0097 [Liquid Waste Tank Car Safety Analysis Report/Packaging \(onsite only\) was found to contain an erroneous accident frequency.](#)
- 390) RL--WHC-WHC1100EM-1991-0218 [Inbound Radioactive Material Shipment D.O.T. Violation](#)

- 391) RL--WHC-WHC1100EM-1991-0230 [Outbound radioactive materials shipment in violation of DOT maximum allowable radiation levels.](#)
- 392) RL--WHC-WHC1100EM-1992-0007 [Radioactive Material Package with Dose Rate Exceeding Required Level for Radioactive Material Label Affixed](#)
- 393) RL--WHC-WHC1100EM-1992-0029 [Inbound Radioactive Mixed Waste from University of Utah](#)
- 394) RL--WHC-WHC1100EM-1992-0034 [Inappropriate Segregation and Placarding of Vehicle](#)
- 395) RL--WHC-WHC1100EM-1992-0070 [Improper Labeling of Radioactive Material Packages](#)
- 396) RL--WHC-WHC1100EM-1992-0078 [Inbound Transportation Discrepancy - Radioactive Material Shipment](#)
- 397) RL--WHC-WHC1100EM-1993-0002 [Incorrect Transport Index on offsite Radioactive shipment](#)
- 398) RL--WHC-WHC1100EM-1993-0026 [Inbound Radioactive Materials Shipment - Improper Categorization](#)
- 399) RL--WHC-WHC1100EM-1993-0029 [Inbound Shipment - Improper DOT Markings](#)
- 400) RL--WHC-WHC1100EM-1993-0037 [Carrier in non-compliance with placarding regulations of 49 CFR 172.504.](#)
- 401) RL--WHC-WHC1100EM-1993-0038 [Carrier in non-compliance with DOT Hazmat and FMCSR Regulations](#)
- 402) RL--WHC-WHC200EM-1991-1055 [Wrong Labels on Empty Radioactive Material Packages](#)
- 403) RL--WHC-WHC200EM-1991-1066 [Violation of DOT exemption E7476 for Tank Trailer](#)
- 404) RL--WHC-WHC200EM-1992-0034 [Improper labeling and documentation of radioactive material shipment \(package and contents\).](#)
- 405) RL--WHC-WHC200EM-1992-0071 [Transport of Low Level Contaminated Material Without Proper Tagging and Shipping Document.](#)
- 406) RL--WHC-WHC200EM-1993-0055 [Improper shipment of a radioactive Sr90 Fan Source](#)
- 407) RL--WHC-WHC300EM-1991-1030 [Violation of WHC-CM-4-10](#)
- 408) RL--WHC-WHC300EM-1991-1032 [#6 Fuel Oil Spillage](#)
- 409) SR--USFS-FORSER-1993-0001 [Forest Service Vehicle Accident](#)
- 410) SR--WSIS-SECFOR-1991-1029 [Vehicle Accident](#)
- 411) SR--WSIS-SECFOR-1993-0004 [Government Vehicle Accident](#)
- 412) SR--WSRC-ALABF-2000-0011 [Exceedance of Compliance Schedule Agreement \(CSA\) Shipping Criteria \(U\)](#)
- 413) SR--WSRC-CMD-1993-0011 [Vehicle Accident](#)

- 414) SR--WSRC-CSWE-1991-1002 [Government Vehicle Accident, SRO #1035, July 12, 1991](#)
- 415) SR--WSRC-CSWE-1991-1003 [Vehicle Accident](#)
- 416) SR--WSRC-CSWE-1991-1004 [Vehicle Accident/E Road: SRO 3313](#)
- 417) SR--WSRC-CSWE-1991-1012 [Animal Impact Accident](#)
- 418) SR--WSRC-CSWE-1991-1013 [Animal Impact Accident](#)
- 419) SR--WSRC-CSWE-1991-1015 [Private Vehicle Accident](#)
- 420) SR--WSRC-CSWE-1991-1016 [Animal Impact](#)
- 421) SR--WSRC-CSWE-1991-1017 [Animal Impact](#)
- 422) SR--WSRC-CSWE-1991-1018 [Animal Impact](#)
- 423) SR--WSRC-CSWE-1991-1019 [Government Vehicle Accident](#)
- 424) SR--WSRC-CSWE-1992-0004 [Government and Private Vehicle Accident Rd. 5](#)
- 425) SR--WSRC-CSWE-1992-0015 [Vehicle Accident](#)
- 426) SR--WSRC-CSWE-1995-0008 [Improper Classification of Hazardous Materials \(U\)](#)
- 427) SR--WSRC-CSWE-1998-0006 [NONCOMPLIANCE WITH DOT REGULATIONS](#)
- 428) SR--WSRC-CSWE-1999-0003 [Improper Shipping Container](#)
- 429) SR--WSRC-CSWE-1999-0012 [Shipping Error](#)
- 430) SR--WSRC-CSWE-2000-0012 [Shipping Non-Compliance](#)
- 431) SR--WSRC-CSWE-2000-0015 [SULFURIC ACID SPILL](#)
- 432) SR--WSRC-CSWE-2000-0022 [SHIPPING ERROR](#)
- 433) SR--WSRC-CSWE-2001-0002 [SHIPPING ERROR](#)
- 434) SR--WSRC-ESH-1994-0001 [Vehicle Accident](#)
- 435) SR--WSRC-HCAN-1991-1043 [Contamination of Roadway During Transportation of Excavated Soil from 211-H to the 724-E Burial Ground \(U\)](#)
- 436) SR--WSRC-HTANK-1992-0009 [Vehicle Accident \(U\)](#)
- 437) SR--WSRC-HTANK-1995-0052 [Vehicle Accident Resulting In Property Damage In Excess Of \\$5,000 \(U\)](#)
- 438) SR--WSRC-HWFAC-1994-0017 [Improper Shipment of Heavy Water Drums from 400-D Area](#)
- 439) SR--WSRC-LTA-1993-0001 [Improper Shipment of a Cesium-137 Source \(By a Vendor to SRS\)](#)
- 440) SR--WSRC-LTA-1999-0018 [Improper Shipment of Hazardous Material](#)
- 441) SR--WSRC-POD-1992-0056 [Damaged Steam Line](#)
- 442) SR--WSRC-RBOF-1997-0014 [BMI CASK ARRIVES AT OAK RIDGE ABOVE SHIPPING LIMITS](#)
- 443) SR--WSRC-REACK-1994-0024 [Regulated Tool Found in Non-Regulated Vehicle](#)
- 444) SR--WSRC-REACK-1995-0005 [Vehicle Accident](#)
- 445) SR--WSRC-REACP-1991-0017 [CONTAMINATED CSWE FLATBED TRUCK](#)

- | | |
|--------------------------------|--|
| 446) SR--WSRC-RMAT-1994-0021 | Improper Packaging of Treatability Samples (U) |
| 447) SR--WSRC-SEPGEN-1995-0004 | Off-Site Vehicular Accident (U) |
| 448) SR--WSRC-TD-1992-0001 | Vehicle Accident |
| 449) SR--WSRC-TD-1992-0003 | Vehicle Accident (Reclassification) |
| 450) SR--WSRC-TD-1992-0004 | Government Vehicle Accident |
| 451) SR--WSRC-TD-1993-0001 | Government Vehicle Accident |
| 452) SR--WSRC-TD-1993-0002 | Damaged Gov. Vehicle Due to Rear End Collision with POV. |
| 453) SR--WSRC-TNX-1999-0003 | Shipped Drums Did Not Meet Transportation Requirements (U) |

Please send comments or questions to orpssupport@tis.eh.doe.gov
Please include [detailed information](#) when reporting problems.

DOE Office of Environment, Safety, and Health

NOTE: LINKS ARE NOT ACTIVE!**ORPS OR List****Public Interface**

ORPS contains 43104 OR(s) with 46034 occurrences(s) as of 05/01/2001 03:15 (updated daily).
Query selected 369 OR(s) with 374 occurrence(s) through 05/01/2001 22:52

Report Number	Subject/Title
1) ALO--GOAL-TSS-1996-0002	Safe Secure Trailer Tip-Over Incident.
2) ALO--MCTC-GJPOTAR-1998-0011	Government Vehicle Stolen from Contractor Employee's Residence, with Subsequent Accident Resulting in Vehicle Damage in Excess of \$10,000
3) ALO--ROSS-TSS-1991-1004	VEHICLE ACCIDENT
4) ALO--ROSS-TSS-1993-0001	Aircraft scheduled flight terminated - FAR 135 flight from ABQ to LAM
5) ALO--ROSS-TSS-1994-0001	Partial loss of engine oil after take-off
6) ALO--ROSS-TSS-1994-0002	Precautionary cancellation of FAR 135 flight due to abnormal performance of aircraft hydraulic pump.
7) ALO--ROSS-TSS-1997-0001	Inflight failure of the R/H ground flood light. Light and lense disi-ntegrated and was ingested into the R/H engine.
8) ALO--TSD-TSS-1991-0001	Fixed alpha contamination of a safe secure trailer.
9) ALO--TSD-TSS-1991-0002	Fixed alpha contamination of a safe secure trailer.
10) ALO--TSD-TSS-1991-0004	Personnel Safety/Vehicular Accident (Group 3.B) Damage in excess of \$1000
11) ALO--TSD-TSS-1991-0006	Safeguards and Security
12) ALO--TSD-TSS-1991-1002	Violation of the two-person concept as defined by DOE Order 5610.11, Nuclear Explosive Safety.
13) ALO--TSD-TSS-1991-1005	Actuation of emergency system and/or engineered safety feature, except under approved testing.
14) ALO--TSD-TSS-1991-1006	Actuation of emergency system and/or engineered safety feature, except under approved testing.
15) ALO--TSD-TSS-1992-0006	Shipment vehicles damaged during hailstorm.
16) ALO--TSD-TSS-1992-0010	Security information - notification of alleged threat against a TSD shipment.
17) ALO--TSD-TSS-1993-0002	Actuation of emergency systems or engineered safety features, except under approved testing.

- 18) ALO--TSD-TSS-1994-0004 [Equipment damage in excess of \\$1000 related to a safe secure trailer. \(U\)](#)
- 19) ALO--TSD-TSS-1995-0004 [Transportation of Cargo Without Required Cooling.](#)
- 20) ALO--UMTR-UMTRA-1993-0010 [Release of radionuclide material from belly dump trucks at Rifle, Colorado UMTRA Site](#)
- 21) ALO--UMTR-UMTRA-1993-0013 [RELEASE OF RADIONUCLIDE MATERIAL FROM AN UNKNOWN VEHICLE AT RIFLE, CO.UMTRA SITE](#)
- 22) ALO--UMTR-UMTRA-1993-0014 [Mill tailings materials found on haul route near New Rifle Site, CO](#)
- 23) ALO--UMTR-UMTRA-1993-0016 [CONTAMINATED MATERIAL FOUND ON HAUL ROAD.](#)
- 24) ALO--UMTR-UMTRA-1993-0018 [Haul truck tailings/water spill from diaper.](#)
- 25) ALO--UMTR-UMTRA-1993-0020 [URANIUM MILL TAILINGS SPILL AT THE ENTRANCE OF THE ESTES GULCH DISPOSAL SITE](#)
- 26) ALO--UMTR-UMTRA-1993-0034 [UMTRA Transport Unit Struck Livestock on the Haul Road of the Rifle, CO UMTRA Site](#)
- 27) ALO--UMTR-UMTRA-1993-0047 [GSA vehicle accident on Interstate 70, 9 miles east of Rifle, Colorado](#)
- 28) ALO--WWID-WIPP-1999-0003 [Traffic Accident Involving DOE Vehicle](#)
- 29) ALO--WWID-WIPP-2001-0002 [Damage to 5th wheel on Tractor T-63](#)
- 30) ALO-AO-MHC-PANTEX-1991-0032 [Receipt of classified material from the DOD not protected in accordance with DOE requirements.](#)
- 31) ALO-AO-MHC-PANTEX-1991-1013 [Vehicle accident with damage greater than \\$1000](#)
- 32) ALO-AO-MHC-PANTEX-1991-1017 [Multiple vehicle accident. Zone 4, Pantex Dr intersection](#)
- 33) ALO-AO-MHC-PANTEX-1991-1045 [Sodium Hydroxide Chemical Spill](#)
- 34) ALO-AO-MHC-PANTEX-1992-0078 [Deviation of Construction Waiver #2166.90-683](#)
- 35) ALO-AO-MHC-PANTEX-1993-0001 [Corps of Engineers' Subcontractor's Rental Van Overturned on Icy Street](#)
- 36) ALO-AO-MHC-PANTEX-1994-0107 [Martin Marietta Astrospace Transportation Issue](#)
- 37) ALO-AO-MHC-PANTEX-1994-0135 [Improper Transportation of High Explosive](#)
- 38) ALO-AO-MHC-PANTEX-1994-0192 [Tie-Down Straps Used Without Current Annual Inspection](#)
- 39) ALO-AO-MHC-PANTEX-1995-0055 [Vehicle Accident in Zone 12 South](#)
- 40) ALO-AO-MHC-PANTEX-1995-0093 [Ethylene Glycol Spill from Viking Security Vehicle in Zone 4](#)

- 41) ALO-AO-MHC-PANTEX-1995-0191 [Diesel Spill by U.S. Army Corps Of Engineers Subcontractor at Construction Site of Building 12-130](#)
- 42) ALO-AO-MHC-PANTEX-1995-0201 [Radioactive Material in a Non-Radioactive Material Area, Building 12-61](#)
- 43) ALO-AO-MHC-PANTEX-1995-0202 [Inadequate Controls for Maintaining Compliance with Personnel Limit In Zone 4](#)
- 44) ALO-AO-MHC-PANTEX-1995-0203 [Radioactive Material in a Non-Radioactive Material Area, Outside of Building 12-64, Bay 2.](#)
- 45) ALO-AO-MHC-PANTEX-1995-0210 [Radioactive Material Transported without Prescribed Controls from Building 12-86](#)
- 46) ALO-AO-MHC-PANTEX-1995-0217 [Damage to B83 During Forklift Transportation](#)
- 47) ALO-AO-MHC-PANTEX-1995-0229 [Tie-Down Strap Used Without Current Annual Inspection](#)
- 48) ALO-AO-MHC-PANTEX-1996-0166 [Transportation of Unapproved Nuclear Explosive Configurations, Zone 4 "Roll-Up"](#)
- 49) ALO-AO-MHC-PANTEX-1997-0065 [Transportation of Explosive Material to Unauthorized Area](#)
- 50) ALO-AO-MHC-PANTEX-1997-0072 [Exceedance of Material Limit on Transportation Vehicle](#)
- 51) ALO-AO-MHC-PANTEX-1997-0098 [Violation of Transportation Procedures Pertaining to the Movement of an AN Can of Class 1.1D High Explosives to the Incorrect Destination](#)
- 52) ALO-AO-MHC-PANTEX-1997-0099 [Procedural Violation In Moving a Weapon Without a Protective Blanket Bldg. 12-117 Dock](#)
- 53) ALO-AO-MHC-PANTEX-1998-0052 [Procedure Violation In Moving a Weapon Without a Protective Blanket Bldg. 12-98 Dock](#)
- 54) ALO-AO-MHC-PANTEX-1999-0017 [Inproper Movement of 1.4S Explosives From Building 12-79 to Firing Site 11](#)
- 55) ALO-AO-MHC-PANTEX-2000-0007 [Minor Damage to a Weapon Shipping Container During Transit](#)
- 56) ALO-AO-MHC-PANTEX-2000-0056 [Potential Concern Involving a Joint Test Assembly \(JTA\) Shipment](#)
- 57) ALO-DA-EGGM-EGGMAT01-1991-1001 [CONTAMINATED TRITIUM SHIPMENT INTO MOUND](#)
- 58) ALO-DA-EGGM-EGGMAT01-1991-1012 [Contaminated Tritium Sales Package](#)
- 59) ALO-DA-EGGM-EGGMAT01-1991-1014 [Contaminated Tritium Sales Package](#)
- 60) ALO-DA-EGGM-EGGMAT01-1992-0016 [Contaminated Tritium Sales Package](#)
- 61) ALO-DA-EGGM-EGGMAT04-1991-1005 [Vehicle Accident](#)

- 62) ALO-DA-EGGM-EGGMAT04-1992-0009 [Transportation Vehicle Accident](#)
- 63) ALO-KC-AS-KCP-1995-0002 [Equipment Damaged While Unloading](#)
- 64) ALO-KC-AS-KCP-1999-0012 [Potential Compromise of Confidential Restricted Data Material](#)
- 65) ALO-KO-SNL-10000-1998-0001 [Discovery of Shipment of Radiological Material with Contamination Level Exceeding DOE Limits](#)
- 66) ALO-KO-SNL-10000-1999-0002 [Package containing explosive material failed](#)
- 67) ALO-KO-SNL-15000-2000-0001 [Loss of Control of Radioactive Material](#)
- 68) ALO-KO-SNL-7000-1993-0008 [0000275-Building damaged by rolling trailer](#)
- 69) ALO-KO-SNL-7000-1994-0002 [0000306-Pedestrian Injured During an Incident Involving a Government Vehicle](#)
- 70) ALO-KO-SNL-7000-1997-0003 [Substandard Wire Rope Slings \(Received from Vendor\) Used to Lift Radioactive Source.](#)
- 71) ALO-KO-SNL-7000-1998-0003 [Vehicular Incident Involving Government Property with Injuries](#)
- 72) ALO-KO-SNL-SOLAR-1991-1001 [0000008-Vehicular Accident Causing Over \\$1000 Damage](#)
- 73) ALO-KO-SNL-TTR-1991-1004 [Vehicular Accident with Damage in Excess of \\$1000.](#)
- 74) ALO-LA-GOLA-FIREDEPT-1995-0001 [While leaving the station, the Ladder-1 unit hit and damaged the raised station door, and broke the turret nozzle.](#)
- 75) ALO-LA-LANL-ACCCOMPLEX-1994-0008 [Noncompliance with Department of Transportation shipping requirements that resulted from inadequate radiological surveys.](#)
- 76) ALO-LA-LANL-ACCCOMPLEX-1997-0008 [Spill of an Estimated 130 to 150 Gallons of Oil](#)
- 77) ALO-LA-LANL-ESHSUPT-1991-1542 [LANL Shipment containing mercury damaged in transit.](#)
- 78) ALO-LA-LANL-FIRNGHELAB-1998-0004 [High Explosives Material Shipped Intra-Laboratory in Noncompliance with DOT regulations and Placed in a Non-explosives Area.](#)
- 79) ALO-LA-LANL-LANL-1994-0005 [Official Receipt of New Mexico Environment Department Compliance Order NMHWA 94-12](#)
- 80) ALO-LA-LANL-MATWAREHS-1994-0008 [Employee Injured During a Forklift Operator Training Operation](#)
- 81) ALO-LA-LANL-MATWAREHS-1995-0003 [Release of Ethyl Mercaptan Vapors at SM-30 Warehouse Loading Dock](#)
- 82) ALO-LA-LANL-PHYSTECH-1996-0005 [Safety-significant violation of airport safety requirements by on-demand passenger carrier](#)

- 83) ALO-LA-LANL-RADIOCHEM-1994-0003 [Transfer of accountable quantity of natural and depleted uranium without required paperwork.](#)
- 84) ALO-LA-LANL-SERVICISS-1991-1015 [Discharge of Oil and Water on Sigma Mesa Storage Lot.](#)
- 85) ALO-LA-LANL-SERVICISS-1992-0014 [Oil Spill on La Mesita Road](#)
- 86) ALO-LA-LANL-TA18-1994-0003 [Dropped Source Assembly During On-Site Transportation](#)
- 87) ALO-LA-LANL-TA55-1995-0011 [An Empty Shipping Cask Measuring 0.7 mrem/h was transported without all the DOT req. shipping papers](#)
- 88) ALO-LA-LANL-WASTEMGT-1991-1522 [Vehicle Accident](#)
- 89) ALO-PI-GEND-PINELLAS-1992-0015 [Violation of Receiving Process](#)
- 90) CH--GOCH-EML-1992-0001 [Inadequate labeling and packaging of a liter of corrosive liquid.](#)
- 91) CH-AA-ANLE-ANLEPFS-1991-1013 [Loss of Control of Low-Level Radioactive Wastewater.](#)
- 92) CH-AA-ANLE-ANLEPFS-1997-0005 [Subcontractor Employee Removes Overhead Line from Front-End-Loading Type Garbage Truck](#)
- 93) CH-AA-ANLW-ANLW-1992-0001 [Arrival of Transuranic Waste Drum At The RWMC With Bung Plug Not In Place](#)
- 94) CH-BA-FNAL-FERMILAB-1991-1013 [Shifting of material under transport](#)
- 95) CH-BA-FNAL-FERMILAB-1991-1018 [Vehicle damaged by load shift](#)
- 96) CH-BA-FNAL-FERMILAB-1991-1023 [Diesel Fuel \(#DF-1\) Spill](#)
- 97) CH-BA-FNAL-FERMILAB-1992-0009 [Transformer oil spill](#)
- 98) CH-BA-FNAL-FERMILAB-1996-0003 [Transport vehicle lost load comprised of two Fermilab Main Injector dipole magnets.](#)
- 99) CH-BA-FNAL-FERMILAB-1997-0002 [Vehicular Accident](#)
- 100) CH-BH-BNL-BNL-1992-0028 [Attempted Breakin of Unirradiated Cat IV Fuel Shipment Truck](#)
- 101) CH-BH-BNL-BNL-1993-0024 [Vehicle Accident Involving Non-DOE/DOE-Contractor Personnel](#)
- 102) CH-BH-BNL-BNL-1995-0014 [Off-Site Vehicle Accident with Injuries](#)
- 103) CH-BH-BNL-PE-1997-0008 [Scientific equipment falls from truck while being transported. riggers](#)
- 104) CH-PA-PPPL-PPPL-1991-1012 [Engine Coolant Leak from Visiting Vehicle](#)
- 105) CH-PA-PPPL-PPPL-1991-1022 [Antifreeze Spill](#)
- 106) CH-PA-PPPL-PPPL-1991-1023 [Nitrogen Delivery Truck Oil Leak](#)
- 107) CH-PA-PPPL-PPPL-1991-1027 [Gasoline Leak](#)
- 108) CH-PA-PPPL-PPPL-1994-0009 [Minor gasoline spill](#)

- 109) HQ--FDS-NPOSRCUW-1992-0050 [Motor Vehicle Accident; G61-23227](#)
- 110) HQ--RELV-LVOGD-1993-0010 [Vehicle accident involving a GSA vehicle G1000603.](#)
- 111) HQ--REYM-YMSGD-1994-0002 [Diesel Fuel Spill from Concrete Truck on Mercury Highway near DAF turnoff in Area 6.](#)
- 112) HQ--SAYM-YMSGD-1993-0004 [Vehicle Accident Involving Departmental property with injuries to persons](#)
- 113) HQ--SPR-BH-1992-0002 [vehicle accident - GSA vehicle G4193217 hit a cow on Wilber Road](#)
- 114) HQ--SPR-BM-1992-0011 [Vehicle Accident](#)
- 115) HQ--SPR-NO-1992-0001 [Paint team vehicle caught fire on the Freeway](#)
- 116) HQ--SPR-SJ-1992-0001 [Theft of vehicle mounted mobile radio and fire extinguisher](#)
- 117) HQ--SPR-SJ-1992-0005 [Vehicle Accident/Government Vehicle](#)
- 118) HQ--SPR-WH-1992-0013 [Vehicle accident/Government vehicle with POV](#)
- 119) HQ--SPR-WH-1999-0001 [Vehicle accident with injuries involving a DOE contractor in a rental automobile and a civilian on a public roadway.](#)
- 120) HQ--URA-SSCL-1994-0001 [Vehicle Accident](#)
- 121) ID--BBWI-LANDLORD-2000-0002 [Less Than Adequate Control of Radioactive Material at INTEC](#)
- 122) ID--BBWI-TAN-2001-0001 [Failure to post or otherwise control radioactive samples awaiting Federal Express pickup](#)
- 123) ID--BWI-SMC-1992-0002 [Personnel/Transport Trailer Contamination](#)
- 124) ID--BWI-SMC-1993-0005 [Vehicle Accident on 05-18-93](#)
- 125) ID--EGG-CFALL-1991-0002 [Theft of government property.](#)
- 126) ID--EGG-ERACFA-1991-0002 [Motor vehicle accident](#)
- 127) ID--EGG-ERACFA-1991-0003 [Stolen Vehicle](#)
- 128) ID--EGG-ESQSS-1991-0001 [Vehicle Incident](#)
- 129) ID--EGG-INELSUP-1992-0006 [Vehicle Incident/ Property Damage](#)
- 130) ID--EGG-TRA-1992-0007 [Discovery Of Contamination Outside Test Reactor Area \(TRA\) Attributable To TRA Operations](#)
- 131) ID--EGG-TRACF-1992-0001 [Near Miss Of DOE Shipping Paper Requirements On Limited Quantity Radioactive Shipment](#)
- 132) ID--GEO-GJO-1992-0001 [CONTAMINATION OF SUBCONTRACTOR PERSONNEL](#)
- 133) ID--GOID-RESL-1992-0002 [Sample Shipping Error](#)
- 134) ID--LITC-DESERT-1996-0003 [Vehicle accident on Highway 10, Mile Post 270.](#)

- 135) ID--LITC-PBF-1997-0005 [Unrestrained Empty Drums In The Bed of a Pickup Truck Shatter Cab Rear Window During Hard Braking. Driver Distracted - Talking on Cell Phone](#)
- 136) ID--LITC-SMC-1997-0006 [Government vehicle collided with an antelope and a private vehicle.](#)
- 137) ID--LITC-TOWN-1996-0001 [Suspicious Package](#)
- 138) ID--LITC-TRA-1997-0025 [Cask Of Radioactive Waste Fell To The Ground During Outdoor Transport.](#)
- 139) ID--LITC-WERF-1998-0005 [RADIOACTIVE CONTAMINATION DISCOVERED INSIDE EMPTY CONTAINER SHIPPED FROM THE WASTE EXPERIMENTAL REDUCTION FACILITY](#)
- 140) ID--MKF-MOUIITEM1-1991-1003 [VEHICLE ACCIDENT INVOLVING DEER](#)
- 141) ID--WINC-ICPP-1990-0003 [Shipping Violation \(Procedural\)](#)
- 142) ID--WVNS-EOT-1993-0006 [Discrepancies Discovered in Shipping Documentation for Hazardous Waste Shipment](#)
- 143) ID--WVNS-LAG-1992-0003 [Forklift Tines Driven through Side of Lag Storage Building \(moderate damage\)](#)
- 144) ID--WVNS-SEC-1992-0001 [Security Vehicle Accident](#)
- 145) NVOO--BN-NLVO-1996-0001 [Helicopter Unscheduled Landing](#)
- 146) NVOO--BN-NTS-1997-0015 [Vehicle Accident, Highway 95, Centennial](#)
- 147) NVOO--LANV-U1A-2000-0001 [Dump truck damaged by hitting a steel rack](#)
- 148) NVOO--REEC-OMDO-1992-0077 [Near Miss Accident - Trailer Tongue Failure While In Transit](#)
- 149) NVOO--REEC-OMDO-1993-0005 [Vehicle Accident - Rollover](#)
- 150) OAK--GOSF-HCF-1998-0001 [Contamination levels were found on a shipment exceeding DOT limits for removable contamination.](#)
- 151) OAK--GOSF-OAKLAND-1995-0002 [Government vehicle accident with injuries to public citizen.](#)
- 152) OAK--LLNL-LLNL-1992-0005 [Auto Accident at Site 300 on 1/13/92 - Government Vehicle with Over \\$1,000 Damage](#)
- 153) OAK--LLNL-LLNL-1992-0011 [Damage in Excess of \\$1,000.00 to a Government Vehicle \(West Parking Lot\)](#)
- 154) OAK--LLNL-LLNL-1992-0022 [Accident Involving Two Government Vehicles Resulting in Apparent Damages in Excess of \\$1K.](#)
- 155) OAK--LLNL-LLNL-1992-0040 [Accident Involving Two Government Vehicles Resulting in Damages in Excess of \\$1K](#)
- 156) OAK--LLNL-LLNL-1992-0082 [Vehicle Accident, Damage to Government Vehicle Exceeding \\$1K \(B-222\)](#)

- 157) OAK--LLNL-LLNL-1992-0095 [Unattended Government Vehicle Collided With a Bollard Resulting in Over \\$1,000 Damage to Vehicle \(B-801\)](#)
- 158) OAK--LLNL-LLNL-1992-0107 [Oil Spill Containing Lead Concentration Exceeding Permitted Values](#)
- 159) OAK--LLNL-LLNL-1992-0116 [Damage in Excess of \\$1000 to a Government Vehicle.](#)
- 160) OAK--LLNL-LLNL-1993-0007 [Government Vehicle Collided with a Bollard at Building 827 Resulting in Over \\$1,000 Damage to the Vehicle](#)
- 161) OAK--LLNL-LLNL-1993-0017 [Damage to Government Vehicle in excess of \\$1K.](#)
- 162) OAK--LLNL-LLNL-1993-0041 [Vehicular Incident Resulting in a Lost Workday Injury](#)
- 163) OAK--LLNL-LLNL-1995-0015 [Vehicular Incident With Injury Resulting in a Lost Workday Case](#)
- 164) OAK--LLNL-LLNL-1997-0015 [Government Vehicle Damage \(Off-Site\)](#)
- 165) OAK--LLNL-LLNL-1998-0051 [Forklift Truck Accident](#)
- 166) OAK--LLNL-LLNL-1998-0054 [On-Site Personal Bicycle Injury \(Bldg. 132\)](#)
- 167) OAK--LLNL-LLNL-1999-0022 [Vehicle Accident at Site 300](#)
- 168) OAK--SU-SLAC-1998-0008 [Fractured Right Scapula](#)
- 169) OH-FN-FFI-FEMP-1994-0074 [Accident of off-site shipment to Nevada Test Site](#)
- 170) OH-FN-FFI-FEMP-1994-0078 [Dropped Load During On-Site Transport of Material](#)
- 171) OH-FN-FFI-FEMP-1995-0062 [TAYLOR FORK TRUCK LOSES LOAD DUE TO SHIFT OF CONTENTS](#)
- 172) OH-FN-FFI-FEMP-1999-0009 [Shipping Container Anomaly Found On Site](#)
- 173) OH-FN-FFI-FEMP-2000-0017 [Documentation Error on LSA Shipment to Portsmouth](#)
- 174) OH-FN-FFI-FEMP-2000-0019 [Unapproved Product Material Shipped to Portsmouth](#)
- 175) OH-MB-EGGM-EGGMAT01-1997-0006 [Shipment of HTV with expired Certification](#)
- 176) OH-MB-EGGM-EGGMAT04-1997-0002 [Boxes of Contaminated Soil Slide off a Flatbed Truck During Onsite Transport](#)
- 177) OH-MB-EGGM-EGGMAT07-1997-0001 [Rail Cars Not Properly Secured During Loading Operation](#)
- 178) OH-WV-WVNS-HMT-1998-0001 [Unmanifested Waste Shipment](#)
- 179) ORO--BJC-K25GENLAN-2001-0002 [Overturning of 40-Yard Dump Trailer at Landfill #5, Y-12](#)
- 180) ORO--BJC-PORTENVRES-2000-0004 [Subcontractor Leased Vehicle Catches on Fire](#)

- 181) ORO--BJC-Y12WASTE-2000-0009 [Violation of Occupational Safety and Health Administration \(OSHA\) Requirements](#)
- 182) ORO--FFI-FEMP-1993-0010 [Contamination found on flat bed truck brought onto FEMP site for delivery of Sea-Land Containers.](#)
- 183) ORO--FFI-FEMP-1993-0057 [Cross Category/Potential Concerns or Issues](#)
- 184) ORO--FFI-FEMP-1994-0054 [ITEMS DEEMED WORTHY OF REPORTING](#)
- 185) ORO--LMES-PORTENVRES-1997-0009 [HEU MIXED WASTE SHIPMENT FOR TREATABILITY STUDY AT LOS ALAMOS NATIONAL LABORATORY](#)
- 186) ORO--LMES-X10BOPLANT-1995-0001 [Fire Suppression System Damaged by Departing Truck - Precautionary Partial Building Evacuation](#)
- 187) ORO--LMES-Y12DPMGMT-1996-0001 [Off-Site Transportation Accident Involving a Government Vehicle and a Private Vehicle -- No Injuries](#)
- 188) ORO--LMES-Y12PROFORC-1999-0006 [Vehicle E-09976 Wiring Harness Fire - Determined to be a Total Loss](#)
- 189) ORO--LMES-Y12SITE-1996-0001 [Vehicle Fire Resulting in Total Loss Determination](#)
- 190) ORO--LMES-Y12SITE-1998-0006 [Transportation Incident Deemed Worthy of Reporting - No Release, No Personnel Injury, Minor Damage to Exterior of Vehicle](#)
- 191) ORO--MK-WSSRAP-1991-1004 [VEHICLE ACCIDENT](#)
- 192) ORO--MK-WSSRAP-1991-1006 [SHIPPING INCIDENT \(RECEIVED\)](#)
- 193) ORO--MK-WSSRAP-1992-0027 [Vehicle Backing Accident at the Quarry Parking Lot](#)
- 194) ORO--MK-WSSRAP-1993-0002 [VEHICLE \(SUBURBAN\) ACCIDENT ON HIGHWAY 94](#)
- 195) ORO--MK-WSSRAP-1993-0040 [A SAMPLE COOLER LOST BY LOCAL COURIER WHILE ENROUTE TO LABORATORY](#)
- 196) ORO--MK-WSSRAP-1994-0043 [IMPROPER OFFLOADING OF MANLIFT](#)
- 197) ORO--MK-WSSRAP-1996-0021 [TEREX TRUCK OVERTURNED ON HAUL ROAD DURING SOIL HAULING ACTIVITY](#)
- 198) ORO--MK-WSSRAP-1998-0007 [DHO Employee Injured His Hand While Operating a John Deere Gator Utility Vehicle; Gator Was Also Damaged](#)
- 199) ORO--MK-WSSRAP-1998-0025 [Boom Truck Release](#)
- 200) ORO--MK-WSSRAP-1998-0029 [MATERIAL BOX SLID OFF A STAKEBED TRUCK, SPILLED APPROX. 70 GALLONS OF CONTAMINATED MATERIAL IN AN UNCONTROLLED AREA](#)

- 201) ORO--MK-WSSRAP-1998-0033 [Contaminated Sludge Water Spilled on Roadway in Uncontrolled Area](#)
- 202) ORO--MK-WSSRAP-1998-0035 [Diesel Spill From Water Truck Fuel Line \(greater than 42 gallons\)](#)
- 203) ORO--MK-WSSRAP-1999-0016 [TRACKHOE CONTACTED AND PULLED DOWN OVERHEAD LINES AT GATE G](#)
- 204) ORO--MKFO-SSCONSTRM-1996-0001 [Automobile Accident Involving Government Vehicle, Total Loss](#)
- 205) ORO--MKFO-Y12CONSTRM-1992-0002 [Private Vehicle Damaged In Polaris Parking Lot, Y-12](#)
- 206) ORO--MKFO-Y12CONSTRM-1993-0049 [On Site Substance Abuse, Work Order 3742](#)
- 207) ORO--MMES-K25GENLAN-1992-0097 [Vehicle Accident on Bear Creek Road \(Vehicle #E-7301 Engineering\)](#)
- 208) ORO--MMES-K25GENLAN-1993-0004 [Vehicle Accident Involving E-111508 \(PP&SO\)](#)
- 209) ORO--MMES-K25GENLAN-1993-0033 [Vehicle Accident With Injury \(Maintenance\)](#)
- 210) ORO--MMES-PGDPFABMNT-1991-1007 [Three 48G UF6 cylinders damaged after being dislodged from a low-boy trailer. UF6 has never been in the cylinders as they are new.](#)
- 211) ORO--MMES-PGDPFABMNT-1991-1017 [Immediate Notification To KDEP Of A Two Gallon Gasohol Leak From A Plant Vehicle](#)
[**PAD-91-722**](#)
- 212) ORO--MMES-PGDPFINMAT-1991-1003 [Mandatory immediate notification of KDEP due to spillage of 5 gallons of motor oil from locomotive to gravel rail bed.](#)
- 213) ORO--MMES-PGDPFINMAT-1991-1005 [Derailment of Two Flatcars Transporting Nine Overpacked UF6 Cylinders of Paducah Product](#)
[**PAD-91-742**](#)
- 214) ORO--MMES-PORTBUSINS-1992-0001 [Damage to Bucket Truck By Independent Hauler.](#)
[--PTS-92-006--](#)
- 215) ORO--MMES-PORTBUSINS-1992-0002 [Costs Incurred During OCAW Strike for Privately-Owned and Commercial Vehicle Damage](#)
[--PTS-92-188--](#)
- 216) ORO--MMES-PORTBUSMGT-1993-0001 [DOE-PORTS Employee Injury During Business Travel Due to Vehicular Accident --PTS-93-040--](#)
- 217) ORO--MMES-PORTENVRES-1993-0006 [Ethylene Glycol \(antifreeze\) Discharge at X-7745R](#)
[--PTS-93-312--](#)
- 218) ORO--MMES-PORTMAINT-1991-1003 [Small Discharge of Polychlorinated Biphenyl \(PCB\) Contaminated Lubricant Oil on Site Road Surface From a 3300 Horsepower Electric](#)

- 219) ORO--MMES-PORTOPERD-1992-0014 [Reportable Quantity Discharge of Mixed Hazardous Waste, X-705 Building Asphalt Apron --PTS-92-119--](#)
- 220) ORO--MMES-X10BOPLANT-1993-0003 [Lost Work Day caused by Traffic Accident](#)
- 221) ORO--MMES-X10CHEMTEC-1995-0006 [Contaminated Cast Delivered to ORNL Receiving Department](#)
- 222) ORO--MMES-X10FINMAT-1995-0001 [Contaminated Cask Delivered to ORNL Receiving Department](#)
- 223) ORO--MMES-X10HFIR-1993-0030 [Radiation Alarm Initiated a Building Evacuation](#)
- 224) ORO--MMES-X10IANDC-1993-0001 [Equipment Damaged while being moved](#)
- 225) ORO--MMES-X10IANDC-1994-0003 [Automobile Accident During Company Travel Results in Employee Injury](#)
- 226) ORO--MMES-X10METCER-1992-0003 ["Contamination" Occurrence initially categorized as less than off-normal. After initial investigation it is being upgraded to off-normal.](#)
- 227) ORO--MMES-X10PLEQUIP-1991-1022 [Flyash spill to storm drain.](#)
- 228) ORO--MMES-X10PLEQUIP-1993-0011 [Vehicle Accident](#)
- 229) ORO--MMES-X10WSTEMRA-1990-0060 [Suspension of all off-site hazardous waste shipments.](#)
- 230) ORO--MMES-Y12SITE-1991-7011 [GOVERNMENT VEHICLE ACCIDENT](#)
- 231) ORO--MMES-Y12WASTE-1993-0002 [Vehicle Accident](#)
- 232) ORO--MMES-Y12WASTE-1994-0005 [On-Site Transportation Accident](#)
- 233) ORO--ORAU-ORISE-1993-0002 [Automobile accident](#)
- 234) ORO--ORAU-ORISE-1998-0002 [Motor Vehicle Accident](#)
- 235) ORO--ORAU-ORISE-1999-0004 [Motor Vehicle Accident](#)
- 236) ORO--ORNL-X10CASD-1999-0002 [Polychlorinated Biphenyl \(PCB\) Analytical Samples Discovered Offsite](#)
- 237) ORO--ORNL-X10ENVIOSC-1998-0003 [Package Leaks Nitrogen Gas While Being Processed by Commercial Carrier](#)
- 238) ORO--ORNL-X10FUSIONE-1998-0002 [Mislabeling of Sealed Am-Be Source Leads to Loss of Accountability and Improper Transport](#)
- 239) ORO--ORNL-X10FUSIONE-1998-0003 [Mislabeling of Sealed Cf-252 Source leads to Loss of Accountability and Improper Transport](#)
- 240) ORO--ORNL-X10LIFESCI-1997-0001 [Vehicular Accident Offsite](#)
- 241) ORO--WMCO-FEMP-1992-0028 [Dropped Uranium Metal during transportation at the 4A Warehouse](#)
- 242) ORO--WMCO-FEMP-1992-0030 [Vendor Truck Tank Leak and Diesel Fuel Spillage.](#)

- 243) ORO--WMCO-FEMP-1992-0056 [Potential radiological release from transportation that triggered specific action levels for outside agencies in Arizona.](#)
- 244) ORO--WSOR-FEDBUILDGS-2000-0002 [Vehicle Accident Results in Fatalities](#)
- 245) RFO--EGGR-771OPS-1990-0123 [#1946: A Nuclear Material Safety Limit \(NMSL\) procedural infraction was discovered during a movement of drums.](#)
- 246) RFO--EGGR-ENVOPS-1993-0017 [#1493/Chain of Custody Procedural Infraction](#)
- 247) RFO--EGGR-LIQWASTE-1991-1009 [Wash water spill from tanker.](#)
- 248) RFO--EGGR-PUFAB-1991-1009 [#0773:Drum containing classified documents was found in Building 664](#)
- 249) RFO--EGGR-SUPPORT-1992-0065 [#1490/Compliance Infraction of Nuclear Safety Procedures](#)
- 250) RFO--EGGR-SUPPORT-1993-0028 [#1782/Traffic Accident resulting in damages in excess of \\$5,000.](#)
- 251) RFO--EGGR-SUPPORT-1994-0017 [#0875:Driver of van falls out when reaching for opening door.](#)
- 252) RFO--EGGR-WSTMGTOPS-1991-1003 [Injury to employee at 904 Pad.](#)
- 253) RFO--EGGR-WSTMGTOPS-1992-0001 [#0068: Mis-shipment of drums on plantsite.](#)
- 254) RFO--KHLL-FACOPS-1998-0002 [Shipment Of Radioactive Tritium Source Shipped To PU&D Building 061 From Building 701 - Ancillary To Building 776](#)
- 255) RFO--KHLL-FACOPS-1998-0007 [Shipment Of Sealed Radiological Sources From Building 130 Warehouse To Bldgs 771/776 Without Proper Notifications/Markings/Per Procedures](#)
- 256) RFO--KHLL-FACOPS-2000-0002 [Broke Crate While Unloading](#)
- 257) RFO--KHLL-PROTFORCE-1999-0004 [Low-Level/Low-Level Mixed Waste](#)
- 258) RFO--KHLL-PROTFORCE-1999-0006 [Peaceful Demonstrations at Rocky Flats](#)
- 259) RFO--KHLL-PUFAB-1995-0031 [Environmental Technology Site \(RFETS\)\(Roll-Up\) Rollup, Peaceful Demonstration at Rocky Flats](#)
- 260) RFO--KHLL-SOLIDWST-1999-0037 [Environmental Technology Site \(RFETS\)](#)
- 261) RFO--KHLL-SOLIDWST-1999-0046 [#1728/Supervisory Alarm \(SVA\) Glovebox](#)
- 262) RFO--KHLL-SOLIDWST-2000-0014 [Overheat Detection System In Module K](#)
- 263) RFO--KHLL-SOLIDWST-2000-0022 [Mishandled Radioactive Source](#)
- 264) RFO--KHLL-TRANSOPS-1998-0004 [Fork Truck Exceeds Weight Capacity](#)
- [Worker Pinned Between Waste Crate And Door Jam](#)
- [IP2 Waste Crate Falls Off Fork Truck](#)
- [Transportation of Contaminated Material](#)

- 265) RFO--KHLL-TRANSOPS-1999-0002 [Site Safety Analysis Report \(SAR\) Deficiency Was Identified for Greater Than 9% Americium Drums](#)
- 266) RFO--KHLL-TRANSOPS-1999-0003 [Positive USQD, Degradation of Site Safety Analysis for STC2 Controls for Greater Than 0.3% Americium Non-Pipe Overpack Components Drums](#)
- 267) RFO--KHLL-UTILITIES-1997-0008 [Traffic Accident Involving Rocky Flats Employee On Highway 93 Golden, Colorado](#)
- 268) RL--BHI-ERDF-1998-0003 [Near Miss - Cable Hook Recoil Breaks Rear Window on Haul Truck](#)
- 269) RL--BHI-GENAREAS-1995-0001 [Vehicle Accident - Near Miss](#)
- 270) RL--BHI-NREACTOR-1997-0009 [Radiological Waste Tank Trailer Disengaged from Tractor](#)
- 271) RL--BHI-REMACT-2000-0005 [Heavy Equipment Accident Releases >100 Gallons of Diesel Fuel to Ground](#)
- 272) RL--BHI-REMACT-2001-0002 [Lowboy Trailer Contacts Yellow Safety Barrels While Turning](#)
- 273) RL--PHMC-200LWP-2000-0004 [Inadequate Procedure for On-Site Shipment of Radioactive Material](#)
- 274) RL--PHMC-FSS-1997-0014 [Vehicle accident involving pickup truck HO-1H-774.](#)
- 275) RL--PHMC-FSS-1998-0006 [Street sweeper \(HO #06-4040\) accident with private vehicle on public street.](#)
- 276) RL--PHMC-FSS-2000-0003 [Transport accident causing damage to cask transport trailer.](#)
- 277) RL--PHMC-GENSERVICE-1999-0004 [A container of radioactive material was mistakenly shipped in place of another container with like contents.](#)
- 278) RL--PHMC-GENSERVICE-2000-0002 [Erroneous radionuclide estimate on a hazardous waste manifest was discovered.](#)
- 279) RL--PHMC-TRANS&PKG-1999-0001 [Revised Procedure Inconsistent With Safety Evaluation for Packaging](#)
- 280) RL--PHMC-WRAP-2000-0003 [Incorrect Shipment of Radioactive Material](#)
- 281) RL--PNNL-PNNLBOPER-1992-0033 [Aircraft Accident](#)
- 282) RL--PNNL-PNNLBOPER-1994-0046 [Evacuation of Battelle Shipping and Receiving Warehouse Due to Delivery of Isoprene Containers Thought to be Leaking.](#)
- 283) RL--PNNL-PNNLBOPER-1995-0032 [Shipment of Radioactive Material from the 3720 Building to the 325 Building did not Follow Radioactive Shipment Record \(RSR\) Procedure](#)

- 284) RL--PNNL-PNNLBOPER-1998-0004 [Hazard Class 8 \(Corrosive Waste\) Improperly Transported as Hazard Class 7 \(Radioactive Material\) to the 305B Building Over Public Roads](#)
- 285) RL--PNNL-PNNLBOPER-2000-0015 [In-Flight Gulfstream-1 Engine Shutdown and Restart](#)
- 286) RL--PNNL-PNNLNUCL-1992-0063 [Contamination Found on Shipping Container and WHC Truck Drivers Glove after Transfer From the 327 Building to the 325 Building](#)
- 287) RL--WHC-300LEF-1990-0131 [Missing tamper proof seal on railcar.](#)
- 288) RL--WHC-BPLANT-1993-0001 [LOAD IMPROPERLY LABELED, DOCUMENTED AND PLACARDED ON SAMPLE TRUCK](#)
- 289) RL--WHC-GENERAL-1995-0004 [Motor Vehicle Accident](#)
- 290) RL--WHC-KHCONST-1994-0020 [Vehicle Accident, overturned water truck](#)
- 291) RL--WHC-KHFSS-1996-0007 [Snoqualmie Pass Vehicle Accident](#)
- 292) RL--WHC-PUREX-1991-1057 [Spill of Anti-freeze to the PUREX Employee Parking Lot](#)
- 293) RL--WHC-SOLIDWASTE-1995-0010 [Personnel Contamination at 218W4C Trench 29](#)
- 294) RL--WHC-TANKFARM-1993-0003 [TRAFFIC ACCIDENT RESULTED IN MORE THAN \\$1000 DAMAGE TO GOVERNMENT VEHICLE 1C-3325. NO INJURIES RESULTED.](#)
- 295) RL--WHC-TRANS&PKG-1994-0001 [Noncredible Bomb Threat - BUSS Cask Transport Vehicle.](#)
- 296) RL--WHC-TRANS&PKG-1994-0002 [Exceeding safety limit for number of packages on a Radioactive Shipment.](#)
- 297) RL--WHC-TRANS&PKG-1995-0002 [Receipt of a Chlorine Tank \(DOT Spec. 106A-500\) in Non-Compliance with DOT Regulations](#)
- 298) RL--WHC-UO3-1992-0006 [Vehicle Accident Involving Two Government-Owned Trucks](#)
- 299) RL--WHC-WHC100EM-1992-0003 [VEHICLE ANTIFREEZE SPILL](#)
- 300) RL--WHC-WHC100EM-1992-0008 [2 Vehicle Accident--No Personnel Injuries](#)
- 301) RL--WHC-WHC100EM-1993-0009 [UNAUTHORIZED SHIPMENT OF WASTE](#)
- 302) RL--WHC-WHC100ERD-1992-0002 [Vehicle Accident/Unleaded Gasoline Spill](#)
- 303) RL--WHC-WHC200EM-1992-0071 [Transport of Low Level Contaminated Material Without Proper Tagging and Shipping Document.](#)
- 304) RL--WHC-WHC200EM-1993-0001 [2 vehicle accident with personal injury](#)
- 305) RL--WHC-WHC200ERD-1991-1005 [Vehicle Antifreeze Spill](#)
- 306) RL--WHC-WHC200ERD-1991-1006 [Vehicle Antifreeze Spill.](#)
- 307) RL--WHC-WHC200ERD-1991-1008 [VEHICLE ANTIFREEZE SPILL](#)

- 308) RL--WHC-WHC200ERD-1992-0007 [Government Vehicle Accident](#)
- 309) RL--WHC-WHC300EM-1991-1010 [Vehicle ID 2755 Ruptured Radiator Hose](#)
- 310) RL--WHC-WHC300EM-1991-1014 [Unleaded gasoline spill from gas tank of truck No. HO-68B-4406 - cap leaked.](#)
- 311) RL--WHC-WHC300EM-1991-1026 [Barrel Leaks in West Yard of 384 Powerhouse](#)
- 312) RL--WHC-WHC300EM-1991-1032 [#6 Fuel Oil Spillage](#)
- 313) RL--WHC-WHC300ERD-1991-1002 [Vehicle Antifreeze Spill](#)
- 314) RL--WHC-WHC600EM-1991-1002 [SPILL OF APPROXIMATELY 1 - 1.5 GALLONS OF EHYLENE GLYCOL \(ANTIFREEZE\) 50% MIXED SOLUTION](#)
- 315) RL--WHC-WHC700EM-1991-1001 [GOVERNMENT MAIL TRUCK ACCIDENT](#)
- 316) SR--SREL-SREL-1992-0003 [Government Vehicle Accident](#)
- 317) SR--WSRC-CMD-1992-0016 [Traffic Accident](#)
- 318) SR--WSRC-CMD-1993-0001 [Automobile Accident while on offsite Government Business.](#)
- 319) SR--WSRC-CMD-1993-0004 [Vehicle Accident](#)
- 320) SR--WSRC-CMD-1993-0011 [Vehicle Accident](#)
- 321) SR--WSRC-CMD-1996-0005 [NEAR MISS TRANSPORTATION ACCIDENT E ROAD NEAR 4 ROAD INTERSECTION \(U\)](#)
- 322) SR--WSRC-CMD-1997-0007 [VALUE BASE REPORTING OF JLG LIFT & LOW BOY TRAILER ACCIDENT AT C & E ROAD INTERSECTION](#)
- 323) SR--WSRC-CMD-1997-0018 [MATERIAL LOST LOAD](#)
- 324) SR--WSRC-CSWE-1991-1006 [Vandalism of Four\(4\) Centre South Vans](#)
- 325) SR--WSRC-CSWE-1991-1008 [Vehicle Damage](#)
- 326) SR--WSRC-CSWE-1991-1009 [Vehicle Accident and Gasoline Spill](#)
- 327) SR--WSRC-CSWE-1991-1011 [Animal Impact Accident](#)
- 328) SR--WSRC-CSWE-1992-0002 [Anti-Freeze Spill .5 Gal.](#)
- 329) SR--WSRC-CSWE-1996-0005 [Fuel Truck Cab Fire \(U\)](#)
- 330) SR--WSRC-CSWE-1996-0006 [Truck Fire \(U\)](#)
- 331) SR--WSRC-CSWE-1996-0007 [Displaced Live Ammunition \(U\)](#)
- 332) SR--WSRC-CSWE-1996-0008 [Suspect Auto Tampering \(U\)](#)
- 333) SR--WSRC-CSWE-1996-0009 [Diesel Fuel Spill \(U\)](#)
- 334) SR--WSRC-CSWE-1996-0011 [Railroad Trackage Gage - F Line \(U\)](#)
- 335) SR--WSRC-CSWE-1997-0003 [DERAILMENT DOD FLATBED RAILCAR](#)
- 336) SR--WSRC-CSWE-1997-0004 [RAILROAD DERAIL LOCKOUT](#)
- 337) SR--WSRC-CSWE-1999-0001 [VEHICLE ACCIDENT \(Dump Truck\)](#)
- 338) SR--WSRC-CSWE-1999-0011 [TRANSFER LINE DAMAGE \(MOTOR VEHICLE ACCIDENT\)](#)

- 339) SR--WSRC-CSWE-2000-0014 [PROCEDURE NON-COMPLIANCE, RAIL SHIPMENT-MELTER STORAGE BOX NEAR MISS DURING TRUCKING DELIVERY](#)
- 340) SR--WSRC-CSWE-2000-0016 [DOT NON-COMPLIANCE](#)
- 341) SR--WSRC-CSWE-2000-0017 [CONTAMINATION FOUND ABOVE LIMITS IN AN RCA. \(U\)](#)
- 342) SR--WSRC-FCAN-1993-0019 [Contaminated rail car.](#)
- 343) SR--WSRC-FSD-1991-0001 [Contamination of Roadway During Transportation of Excavated Soil from 211-H to the 724-E Burial Ground \(U\)](#)
- 344) SR--WSRC-HCAN-1991-1043 [Spill of Anti Freeze from ruptured radiator hose of approximately one gallon \(U\)](#)
- 345) SR--WSRC-HGEN-1992-0001 [Truckster Accident \(U\)](#)
- 346) SR--WSRC-HTANK-1996-0008 [Improper Interpretation of Waste Stream.](#)
- 347) SR--WSRC-HWFAC-1996-0008 [Government Vehicle Accident Damages Monitoring Well Guard Post \(U\)](#)
- 348) SR--WSRC-ITP-1993-0001 [Loss of Power to Tank 40 VAMPs](#)
- 349) SR--WSRC-ITP-1995-0015 [Tank 48 Filter Feed Pump #2 Tripped \(U\)](#)
- 350) SR--WSRC-ITP-1995-0057 [Vehicular Accident with animal](#)
- 351) SR--WSRC-LTA-1992-0012 [Unsecured Pipe Falls from Truck](#)
- 352) SR--WSRC-LTA-1999-0028 [Damaged Steam Line](#)
- 353) SR--WSRC-POD-1992-0056 [Failure of Cask ID Number to Match Procedure RBO-244H-3015](#)
- 354) SR--WSRC-RBOF-1994-0019 [Cask Recieved by Owner Above Shipping Limits.](#)
- 355) SR--WSRC-RBOF-1996-0022 [CD-4 Cask Water Level Requirement](#)
- 356) SR--WSRC-RBOF-1997-0003 [Battery Acid Spill at Power House](#)
- 357) SR--WSRC-REACK-1991-1040 [Transported Heat Exchanger to Ford Building Without Health Protection Survey.\(Ref. Crit. No. REACK-91-0346\)](#)
- 358) SR--WSRC-REACK-1991-1219 [Improper Securing of Contaminated Material During Transport](#)
- 359) SR--WSRC-REACL-1993-0013 [CONTAMINATED CSWE FLATBED TRUCK](#)
- 360) SR--WSRC-REACP-1991-0017 [P-Area Cask Car Contamination Levels above Shipping Limits](#)
- 361) SR--WSRC-REACP-1992-0009 [ANTI-FREEZE RELEASE FROM PERSONAL AUTOMOBILE](#)
- 362) SR--WSRC-RMAT-1992-0004 [Vehicular Incident \(U\)](#)
- 363) SR--WSRC-S235-1993-0006 [Off-Site Vehicular Accident \(U\)](#)
- 364) SR--WSRC-SEPGEN-1995-0004 [On-Site Vehicular Accident](#)
- 365) SR--WSRC-SEPGEN-1995-0005

366) SR--WSRC-SS-1993-0003

[Vehicle Fire](#)

367) SR--WSRC-TD-1996-0001

[Van Fire \(U\)](#)

368) SR--WSRC-TRIT-1992-0006

[Flatbed Truck loaded with empty B-25 Burial boxes wedged under north truckport \(U\)](#)

369) SR--WSRC-TRIT-1998-0011

[Shipping Discrepancy](#)

Please send comments or questions to orpssupport@tis.eh.doe.gov

Please include [detailed information](#) when reporting problems.

DOE Office of Environment, Safety, and Health