



**RAM Sub-Committee  
Meeting Minutes  
2009 CVSA Workshop  
April 4 – April 7, 2009  
Louisville, KY**

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**Chair:** Carlisle Smith  
**Vice Chair:** William Reese  
**Secretary:** Thomas Fuller  
**CVSA Liaison:** Larry Stern

### **Report Summaries**

Call to Order: 12:00pm

Opening Remarks - Carlisle Smith, Chairman

Self introductions of those in attendance

Review / Approval of minutes of RAM Subcommittee meeting from Winnipeg

Motion to accept made by Mr. Wingard, Seconded by Mr. Reese, All in Favor, None Opposed

#### **WIPP**

Mr. Stern updated the Committee on the FFY 09 – 10 budget. The WIPP co-operative agreement is in the third year of the contract and funded at \$175,000.

Mr. Stern stated to the Committee the remaining Level VI training schedule

Mr. Stern explained the new process for the creation of the Level VI exam. We will now have a pool of questions to create more than one version of the exam. This will eliminate the current problem of giving the same test for those inspectors that achieved between a 85 and 89 % on the final exam.

The new Level VI Forum was announced to the committee and well as a request to inform interested parties who would benefit from the blog about its existence. The Forum will answer questions related to the Level VI Program only. All political / policy comments will not be commented on and will be removed. The Forum is presently under a “trial” period until May to determine if there is enough interest in the Level VI subject matter.

Chairman Smith commented on the Level VI National Instructors meeting held in Las Vegas on February 9th and 10th. The Instructors made advances in many key issues, such as the Forum, the new exam, Level VI Inspector certification, and Level VI In-State Refresher Instructor certification.

Chairman Smith advised the Committee that a Lead Level VI Instructors list was being established and will be posted on the Level VI web site to be used as a source of contacts for the Level VI Program.

Chairman Smith gave a summary report on the ANSI N-14.36 Sub-Committee activities with regards to the draft “Measurement of Package and Conveyance Radiation Levels and Surface Contamination” inspection procedure document that the N-14.36 Sub-Committee is writing. Comments were submitted to the draft document on behalf of the Ram Sub-Committee.

Mr. Mackie informed the Committee that stimulus money is available for the following:

- Savannah River clean up
- Clean up for other WIPP sites
- Construction of TruPact III (9 casks and trailers)



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**RW**

Mr. Stern updated the Committee on the current RW co-operative agreement. Due to the reduction of funding (\$100,000,000) in the RW Transportation budget several changes have been made.

- The Public Outreach Program has been canceled.
- The 2 additional Peer Reviews that were scheduled have been canceled
- The mailing of the RAD News has been discontinued. The RAD News will still be available electronically
- Activities of the RAM/Security/ITS Ad-hoc Committee have been suspended

Mr. Mackie gave a presentation on WIPP Updates

- To date the following shipments have been made:
  - Contact Handled shipments-7,050
  - Remote Handled Shipments-214
  - Total Shipments-7,264
- 2 new routes are being established  
GEVNC to WIPP  
I-80 to the State of Idaho
- Acceptance Criteria for the Outer Containment Vessel Lower Shell surface was established:
  - No dents over 0.5 inch deep
  - No gouges causing a wall thickness under 0.24 inches for ½ inch material or 0.365 for 3/8 inch material
  - No weld cracks
  - No punctures
- The Engineering Comment on the TruPact Tiedowns is as follows:
  - As long as Tiedowns are attached to the TRUPACT lug and are tensioned as indicated by the Go/No-Go gauge, with either no or minor misalignment, the tie-down will function as designed.
  - As long as bolt head is in contact with top of bracket of tiedown (on screw jacks) or u-bolt is seated on the TRUPACT Lug (on CAM Handle Tiedowns) it meets the DOT requirements in 49 CFR 393

**Issue/Request for action**

The securement methods for the RH72B 080-046-RAM

- Colorado POE requested the Committee “Incorporate into the 2009 edition of the “The North American Standard Out of Service Criteria (OOSC) and Level VI Inspection Procedures” the cargo securement requirements of the RH-72B and the TRUPACT-III. As a practical matter the cargo securement requirements of the CNS10-160B should also be included if this cask is to see wide spread service.”
- Mr. Mackie provided engineers guidance to the unique securement devices found on the RH 72B shipping cask and its trailer. It was explained that the shipping cask is secured by a center trunion which is the primary securement device for the RH72B. A second forward trunion secures the RH72B from rotational movement. There are some RH 72B shipping casks trailers outfitted with a hydraulic arm on the rear of the trailer. The hydraulic arm is an accessory, not a securement device.



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The arm is used to position the cask for removal; The hydraulic arm is fastened to the cask with a “hitch pin”. The Hitch pin only serves to keep grapple closed, and is not an Out-of-Service condition when missing. The current Hitch Pins are being replaced by a hitch pin with a lanyards.

- Since the TRUPACT III is not currently in service the Committee did not act on that portion of the issue request. The Committee was informed by Mr. Mackie that only one 10-160B shipping cask in the fleet. There is no current plans to increase the number of these casks since the RH 72B has can carry more freight. Based on Mr. Mackie's comments, the Committee did not act on the 10-160B portion of the issue request.
- Mr. Rutledge suggested to Mr. Mackie that “Slippage Markings” be used on the Hitch pins and the 10-160B. Mr. Mackie stated that he would bring the suggestion back to the engineers.

### **OTHER BUSINESS**

During the Level VI Instructors meeting in Las Vegas, an Ad-Hoc committee was established to update and add Level VI policies to CVSA Operational Policies 4, 5, and 6.

Operational Policy 4 – Policy was established to set the criteria for recertification of Level Inspectors via an 8 hour recertification course and the criteria for 8 inspections over a 2 year period was removed.

Motion was made by Ms. Madrid, Seconded by Mr. Wingard, All in Favor, None Opposed

Operational Policy 5 – Policy was updated to provide guidance and procedures in the reciprocity of acceptance and the Level VI decal as well as its issuance and removal.

Motion was made by Mr. Beasley, Seconded by Mr. Reese, All in Favor, None Opposed

Operational Policy 6 – Addressed recertification specifications and requirements for recertification instructors of the Level VI Program

Motion was made by Mr. Beasley, Seconded by Ms. Madrid. All in Favor, None Opposed

Mr. Gray gave an update of the problems incurred due to the repetitive Level VI inspections on the same shipment by different states they pass through. He was very receptive to the Committee's proposed changes to the Operational Policy

Mr. Stern informed the Committee of general changes to the “Industry Awareness” course.

Mr. Reese gave an update of the CSA2010 initiative.

Mr. T. Fuller gave an update on the current status on the statistical reports being created / database changes by FMCSA IT on the Level VI Program

Mr G. Fuller gave an update on CAST. The update included the refit of Trucks /trailers



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Mr. Mills gave an update on Visionary Solutions. They will be adding 8 to 10 more drivers.

State/Provincial Roundtable

Updates were given by:

Vice Chairman Reese of Idaho

Mr. Fuller of New York

Mr. Wingard of Nevada

Ms. Madrid of New Mexico

Mr. Wagner of Nebraska

Mr. Dome of Wyoming

Mr. Rutledge of Colorado

Mr. Beasley of Illinois

Mr. Bunner of West Virginia

Mr. Smoak of South Carolina

Mr. Brown of the Province of Ontario

Mr. Bugg, of Georgia

Chairman Smith of Ohio

With no further business the committee was adjourned at 3:05pm



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**Meeting Attendees**

<b>Name</b>	<b>Agency</b>
Tom Fuller	New York State Police
Bill Reese	Idaho State Police
Carlisle Smith	Ohio Public Utilities Commission
Bill Mackie	DOE-CBFO
Larry Stern	CVSA
Reggie Bunner	West Virginia Public Service Commission
Troy Smoak	South Carolina State Police
Joseph Wingard	Nevada Highway Patrol
Alan Rutledge	Colorado Port of Entry
Randal Mills	Visionary Solution
Roseanne Madrid	New Mexico Department of Public Safety Motor Transport
Gaylon Fuller	CAST Specialty Transportation
Felix Gonzalez	FMCSA HQ, Hazmat Division
Tom Wilcoxon	Colorado State Patrol
Douglas Dome	Wyoming Highway Patrol
Shannon Ratliff	Wyoming Highway Patrol
Scott Hanson	Idaho State Police
Ben Chavez	Visionary Solutions/WIPP
David Starrett	Visionary Solutions/WIPP
Justin Dumouchel	Cassidy's Transfer Storage
David Beasley	Illinois State Police
Alf Brown	Ministry of Transport, Ontario
Bruce Bugg	Georgia Department of Public Safety
Collin Mooney	CVSA
Kerri Wirachowsky	Ministry of Transport, Ontario
*Richard Swedberg	FMCSA Western Service Center Hazmat
*Rion Stann	Pennsylvania State Police
*Paul Gray	MDS Nordion

\* Attended via telephone conference call.