

TSD operations are in compliance with the requirements of 49 CFR 177 for selecting, notifying drivers of, and adhering to preferred routes. The majority of TSD travel (90 percent) is over interstate highway; the remaining 10 percent is over routes that meet the conditions for deviating from the preferred route. Regulations permit deviation from the preferred route when safety or security requirements dictate such deviation.

Regulations permit TSD deviation from the requirements regarding notification of the routes used. Routes used are classified, compartmented information that may not be disseminated except to persons with appropriate security clearance and a need to know.

All SST crew members wear radiation dosimeters. Because of the nature of the material and the design of the containers, the transport of both nuclear explosives and plutonium/uranium weapons components has led to ionizing radiation doses to SST crew members. SST crew members are required to inspect the cargo within the trailer prior to shipment. This action is the primary contributor to dose for the crew. Table 4.16.1.2–1 provides the doses received from transport operations for the years 1992–1994.

#### **4.16.1.3 Intersite Shipments of High Explosive Material**

Intersite transportation of HE material is governed by the requirements of DOE orders

and DOT regulations. HE material is packaged and shipped in compliance with applicable regulations by DOE courier, commercial carrier, or by a DOE-contracted air carrier. Highway shipments are performed using the most direct route on interstate and state highways. Air shipments are performed through the Amarillo International Airport. Air transport of Class 1.1 explosives is allowed under DOT exemption number DOT–E–1088J. However, Class 1.1 shipments are generally sent by truck.

Most intersite shipments of HE material since 1992 have been bulk shipments involving unprocessed raw material that is no longer needed for weapons production. This material is being sold to commercial end users. Only a very limited amount of raw HE is expected to be shipped to Pantex Plant during the years under evaluation in this EIS.

All other hazardous material shipments are transported via commercial carriers in full compliance with applicable DOT regulations. Pantex Plant type operations do not consume or produce large quantities of hazardous materials. Consequently, the risks associated with Pantex Plant related hazardous material shipments are no greater than those associated with other industrial facilities. Further information on the types and quantities of hazardous material shipments associated with Pantex Plant operations is available in the *Safety Information Document* (Pantex 1996a).

**TABLE 4.16.1.2–1.—DOE Transportation Safeguards Division Dosimeter History**

YEAR	CUMULATIVE DOSE (PERSON-REM)	NUMBER OF PERSONS MONITORED	MAXIMUM INDIVIDUAL DOSE (REM)
1992	0.059	314	0.018
1993	0.067	306	0.021
1994	0.158	297	0.088

Source: PC 1995m