



DEPARTMENT OF TRANSPORTATION
MATERIALS TRANSPORTATION BUREAU
WASHINGTON, D.C. 20590

36492

[49 CFR Part 177]

[Docket No. HM-164; Advance Notice]

CARRIAGE BY PUBLIC HIGHWAY

**Highway Routing of Radioactive Materials;
Inquiry**

AGENCY: Materials Transportation Bureau, Research and Special Programs Administration, DOT.

ACTION: Advance notice of proposed rulemaking.

SUMMARY: This publication invites comment on the need, and possible methods for establishing routing requirements under the Hazardous Materials Transportation Act applicable to highway carriers of radioactive materials. The Materials Transportation Bureau (MTB) recently completed an examination of a local New York City ordinance halting the movement of radioactive materials. Similar ordinances have been or may be enacted elsewhere. This inquiry is intended to assist MTB in deciding what Federal action may be justified in light of local concerns addressed in such ordinances. A hearing will be announced subsequently.

DATE: Comments must be received on or before January 1, 1979.

ADDRESS: Comments must be addressed to Dockets Branch, Information Services Division, Materials Transportation Bureau, Research and Special Programs Administration, U.S. Department of Transportation, Washington, D.C. 20590. Five copies of comments are requested but not required.

FOR FURTHER INFORMATION CONTACT:

Douglas Crockett, Office of Hazardous Materials Regulation, U.S. Department of Transportation, Room 6218, 2100 Second Street SW., Washington, D.C. 20590, 202-426-0656.

SUPPLEMENTARY INFORMATION:

I. SCOPE OF THIS DOCKET

A. Background. On April 20, 1978, the MTB published an opinion (43 FR 16954) concerning the legal relationship between section 175.111 of the New York City health code and regulations issued by DOT under the Hazardous Materials Transportation Act (HMTA, Title I of Pub. L. 93-633). Section 175.111 of the city's health code prohibits the transportation in or through the city of most commercial shipments of radioactive materials. The HMTA is the basic Federal legislation under which the transportation safety of hazardous materials, including radioactive materials, is regulated. In the opinion, MTB concluded that HMTA routing authority is sufficient to preempt State and local highway routing requirements (see HMTA, §§ 195, 112; 49 U.S.C. 1804, 1811), but that because a routing requirement has not yet been established under the HMTA, that act does not at present preempt section 175.111 of the city's health code.

This municipal safety requirement, and other similar requirements imposed by State and local jurisdictions elsewhere, affect interstate commerce. In some cases local requirements may so vary from one another as to be incompatible. In other cases they may impose significant additional responsibilities on shippers, carriers, or neighboring jurisdictions. Existing State and local requirements for highway carriers of various radioactive materials now restrict use of bridges, tunnels, and roads otherwise open to public use. Local jurisdictions have also imposed requirements for permit fees, advance notice, escorts, and specified times of travel. In many cases, these local restrictions are associated with local responsibilities for emergency response or for traffic control (such as the establishment of truck routes). This rulemaking will examine the transportation safety aspects of highway routing of radioactive materials. The examination will include consider-

ation of routing decisions now being made by carriers and the methods by which those decisions are made. The rulemaking will examine the safety effects of existing and possible Federal, State, and local highway routing controls, including effects of actions by one State or locality on another.

Only highway routing of radioactive materials will be considered in this docket. This does not rule out the possible future consideration of materials in other hazard classes and other modes of transportation. However, highway transportation, of all four modes of transportation, offers the largest number of routing possibilities and the greatest access to population centers. When highway carriers transport radioactive materials, they now face immediate and significant disparities in safety requirements imposed by State and local jurisdictions.

B. Safety. Both DOT and the Nuclear Regulatory Commission (NRC) share responsibility for insuring use of safe methods of preparing and transporting radioactive materials. DOT regulations pertain to packaging, labeling and marking, placarding and shipping paper entries, keyed to the radiation hazard of the material being transported (49 CFR parts 170-178, especially §§ 173.7(b), 173.389-398 and parts 390-397, especially part 397). Complementary NRC regulations, pertaining to packaging of certain radioactive materials, are found at 10 CFR part 71. In addition NRC regulations in 10 CFR part 73 concern the physical security of special nuclear materials, at both fixed facilities and while in transportation.

An existing DOT regulation generally addresses highway routing of hazardous materials (49 CFR 397.9(a)), including radioactive materials, when carried in substantial quantities. Section 397.9 was issued under statutes that predate the HMTA (18 U.S.C. 334 and 49 U.S.C. 304), and states:

§ 397.9 Routes.

(a) Unless there is no practicable alternative, a motor vehicle which contains hazard-

ous materials must be operated over routes which do not go through or near heavily populated areas, places where crowds are assembled, tunnels, narrow streets, or alleys. Operating convenience is not a basis for determining whether it is practicable to operate a motor vehicle in accordance with this paragraph.

Another DOT regulation expressly recognizes State and local traffic regulation (49 CFR 397.3). Section 397.3 approves those State and local requirements which concern the mechanics of driving and handling vehicles. Those State and local requirements are roughly comparable to Federal requirements in 49 CFR part 392. Section 397.3 states:

§ 397.3 State and local laws, ordinances, and regulations.

Every motor vehicle containing hazardous materials must be driven and parked in compliance with the laws, ordinances, and regulations of the jurisdiction in which it is being operated, unless they are at variance with specific regulations of the Department of Transportation which are applicable to the operation of that vehicle and which impose a more stringent obligation or restraint.

A third regulation, issued under the HMTA, approves certain hazardous materials restrictions imposed on the use of tunnels by State or local authority (49 CFR 177.810). Section 177.810 states:

§ 177.810 Vehicular tunnels.

Nothing contained in parts 170-189 of this subchapter shall be so construed as to nullify or supersede regulations established and published under authority of State statute or municipal ordinance regarding the kind, character, or quantity of any hazardous material permitted by such regulations to be transported through any urban vehicular tunnel used for mass transportation.

Sections 397.3 and 397.9, and section 177.810(a), taken together, reflect the fact that routing of highway traffic in hazardous materials has been a matter left primarily to State and local regulation, and the principle that such State and local regulation should not have the actual effect of altogether forbidding highway transportation between any two points, even where other modes of transportation are available. These provisions constitute the present posture of DOT highway routing policy.

In addition to these provisions, there are also a number of publications available, concerning radioactive materials transportation, which will be considered in this docket. The list below is not inclusive:

(1) Final Environmental Statement on the Transportation of Radioactive Material by Air and Other Modes (NUREG-0170), U.S. Nuclear Regulatory Commission, Office of Standards

Development, December 1977 (available from the National Technical Information Service for \$12).

(2) Lippek and Schuller, Legal, Institutional, and Political Issues in Transportation of Nuclear Materials at the Back End of the LWR Nuclear Fuel Cycle, September 30, 1977 (Battelle Human Affairs Research Centers, 4000 Northeast 41st Street, Seattle, Wash. 98105).

(3) Transport of Radioactive Material in the United States (NUREG-0073), U.S. Nuclear Regulatory Commission, Office of Standards Development, May 1976 (single copies may be obtained by writing to Division of Technical Information and Document Control, U.S. Nuclear Regulatory Commission, Washington, D.C. 20555).

(4) Environmental Survey of Transportation of Radioactive Materials to and from Nuclear Power Plants (WASH-1238), U.S. Atomic Energy Commission, Directorate of Regulatory Standards, December 1972 (copies available from the National Technical Information Service for \$7.25).

In addition, the Nuclear Regulatory Commission has contracted for a generic environmental assessment on transportation of radioactive materials near or through large densely populated areas. Results of this effort will be considered as they become available.

The items listed are available for public inspection in the MTB dockets room. Copies may be obtained from the publishing agencies or, where indicated, from the National Technical Information Service, Springfield, Va. 22161 (payment to NTIS should be enclosed).

C. The need for consistent rules. Consistency among Federal, State, and local transportation requirements affects both efficiency and safety in transportation. For highway transportation, differences in regulatory requirements may affect safety in a number of ways, such as—

- (1) Routes used may not be the best available;
- (2) Confusion resulting from differences in locally enforced rules may result in non-compliance with either Federal or local rules;
- (3) Rerouting that results from a locally imposed rule may have unconsidered effects on other localities, especially on their emergency responsibilities.

However, regulatory uniformity may not be always desirable or possible, due to local transportation conditions and the emergency responsibilities of local authorities. There are therefore practical limits on the possible scope of uniform or exclusive HMTA routing requirements that might be developed in this docket.

II. SOME POSSIBLE REGULATORY ALTERNATIVES

Four alternatives are outlined below, to illustrate several procedures which might be used to regulate highway routing of radioactive materials. MTB is not proposing to employ any of the alternatives. They are outlined merely as illustrations of available HMTA authority. As illustrations, they reflect differences in State and local decision-making participation, differences in cost to governments, business, and consumers, and differences in judgment as to the necessity for additional Federal scrutiny of radioactive materials carriage by highway. The first three alternatives are probably in ascending order of stringency, cost, and degree of DOT rulemaking scrutiny. A draft regulatory evaluation, available for inspection in the public docket, tentatively concludes the implementation of the regulatory examples below would probably not have major economic consequences under Executive Order 12044.

A. Require compliance by radioactive materials highway carriers with a general routing rule to be established by MTB. The test of 49 CFR 397.9 might serve as a model for development of a general routing requirement (variations would require an exception under part 107). Specific route approval or licensing of highway carriage would not be necessary or possible.

B. Require each highway carrier to be licensed only for variance from radioactive materials routes permitted under a generally applicable MTE routing rule, but permit voluntary licensing. Alternative B, a partial licensing scheme, would have many of the features of alternative C, a full licensing scheme, outlined below. However, alternative B would involve the establishment of a general Federal routing rule under which much or most highway carriage of radioactive materials would occur, with specific route approval required only for carriage operations that depart from the general rule. Both the general rule, as well as any specific route approvals, might consider, in addition to actual routes, matters such as carrier fitness, travel times, and availability of alternate methods of transportation other than highway carriage. The general rule, or a specific route approval, would be sufficient authority for highway carriage operations conducted in compliance with applicable Federal requirements, and State and local requirements not consistent with those Federal requirements would be preempted.

This alternative could also provide for specific route approval, when justified, on a voluntary basis upon application by a carrier, or as a requirement upon application from a State or local government. Specific route ap-

val would be used primarily for situations involving unusual local conditions or routes involving substantial controversy.

C. Require each highway carrier to be licensed for each radioactive material route. This alternative would require each highway carrier to obtain prior MTB approval of any route to be used in the transportation of radioactive materials. The carrier might file proposed routes supported by a statement of safety and jurisdictional considerations. Public comment would be solicited. If the carrier's proposal were accepted by MTB, it would authorize carrier operation under the plan for a certain term, perhaps 2 years. Plan approval would preempt State and local requirements not consistent with it, but could make federally enforceable those State and local requirements affecting the carrier which are consistent with the plan. In some cases, special locally imposed requirements might be expressly incorporated into the plan by the carrier or MTB.

It would be necessary to establish some general criteria by which route plans could be judged. As in alternative B, matters which might be examined could include carrier fitness, travel times, and availability of alternative methods of transportation. Such criteria additionally would be useful to carriers in preparing plans, and to State and local governments in administering their highway regulatory programs.

At the end of the term, a carrier could file for renewal. At that time his safety record, and conditions affecting his performance, could be evaluated, again by a public process. Under some circumstances, and subject to procedural considerations, the carrier's plan approval could be revoked or modified before the term had run.

This alternative would make it impossible to move a designated radioac-

tive material by highway unless the route used were previously approved by MTB. Consequently, existing routing practices would have to be phased out gradually, to reduce confusion and commercial disruption. The mechanics of this alternative resemble those of the process now used by MTB in issuing exemptions. Implementing this alternative may require substantial administrative resources.

D. Invite the Nuclear Regulatory Commission to consider routing restrictions for its licensees. The Nuclear Regulatory Commission addresses routes used to transport special nuclear materials (10 CFR part 73) and has the authority to consider routing in both regulatory and licensing proceedings.

III. REQUEST FOR COMMENT

Comment is solicited on the preceding discussion and on the questions below.

Should radioactive materials be subject to more stringent Federal highway routing requirements than now imposed by 49 CFR 379.9?

(A) If so—

(1) What types, quantities and forms of radioactive materials should be considered?

(2) What benefits might be achieved?

(3) What factors in addition to population density and highway conditions should be considered in connection with routing? Should those factors include such things as emergency response training for drivers, special equipment, or the operating convenience and efficiency of the carrier? Should these factors be considered in place of routing?

(4) How would additional Federal rules impact State and local regulatory programs, or emergency response capabilities? To what extent is greater uniformity in State and local requirements desirable, and to what extent achievable through Federal rulemaking?

(5) What kind of Federal rule is desirable? Is a generalized DOT requirement preferable to a procedure that entails an individual DOT examination of some or all routes?

Do local conditions affecting route selection necessitate individual Federal examination? If detailed examination of highway routes is necessary, by what procedures should it be accomplished?

(6) What additional costs may be involved if new routing rules are developed and implemented? How are those costs likely to affect shippers, carriers, Federal, State, and local governments, utilities, and the public?

(B) If not—

(1) What are the likely costs and benefits of taking no action?

(2) Do existing disparities between State and local rules concerning highway carriage of radioactive materials need to be harmonized? If so, how?

A hearing will be held to consider views on this advance notice, at a time and place to be subsequently announced. Drafters of this document are Douglas A. Crockett, Office of Hazardous Materials Regulation, MTB, and George W. Tenley, Office of the Chief Counsel, Research and Special Programs Administration.

Commenters are advised that section 105(b) of the HMTA requires DOT to consult and cooperate with the Interstate Commerce Commission before issuing any regulation with respect to the routing of hazardous materials.

AUTHORITY: 49 U.S.C. 1803, 1804, 1808; 49 CFR 1.53(e) and paragraph (a)(4) of app. A to part 102.

NOTE.—The Materials Transportation Bureau has determined that this advance notice will not result in a major economic impact under the terms of Executive Order 12044 and DOT implementing procedures (43 FR 9582). A regulatory evaluation is available in the docket.

Issued in Washington, D.C., on August 10, 1978.

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Materials Transportation
Bureau.

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