



Department of Energy

Motor Carrier Evaluation Program

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Educational Presentation for the

Nevada Site Specific Advisory Board
(NSSAB)



Learning Objectives

- Provide understanding of:
 - Department of Energy (DOE) Motor Carrier Evaluation Program (MCEP)
 - Implementation process and requirements
 - Graded approach to and criteria for the screening, evaluation, acceptance, and ongoing monitoring of commercial carriers
 - Roles and Responsibilities - HQ, Field, Contractors



Background

- MCEP developed circa 1990
- Originated at the Hanford Site
- Prompted by Transportation Deregulation under the ***Motor Carrier Act of 1980***
 - *The Motor Carrier Act allowed many new carriers to enter into transporting hazardous materials and wastes*
 - *More competition required increased efficiency and cost-cutting (e.g., less maintenance, older equipment)*
 - *Carriers took on more risks associated with competition*



Background (Cont.)

- DOE recognized that risks associated with competition was a detriment to safety
- DOE shippers needed to be more careful in the selection of motor carriers for transporting hazardous materials and wastes
- MCEP developed to
 - Define criteria and methodology needed to identify quality motor carriers



MCEP At-A-Glance

- Establishes the framework to evaluate commercial carriers to safely transport certain radioactive and hazardous materials in furtherance of DOE's mission.
- MCEP uses a graded approach to carrier evaluation based on meeting applicable regulations; complexity and shipments' inherent risks; and frequency and utilization of the carrier.
- MCEP Plan:
 - Volume I: Programmatic Processes and Procedures
 - Volume II: Checklists and Tools
 - Technical collaboration; SMEs; sharing of operating experience; Lessons Learned; consistency; transparency; cost savings



MCEP At-A-Glance (Cont.)

- DOE Management ultimately responsible and accountable for the safe transport of shipments.
- MCEP provides DOE line management and operating contractors a transparent and technically defensible basis to exercise due diligence in selecting and acquiring the services of for-hire commercial motor carriers.
- Process uses evaluators who must be appropriately qualified and trained.
- Ongoing monitoring is fundamental for maintaining MCEP eligibility requirements.



Key elements in DOE effective hazardous and radioactive material shipping program

- Integrity of packages
- Strict adherence to regulations and procedures
- Trained personnel
- Complete management support
- Use of the best commercial carriers



MCEP Objective and Applicability

OBJECTIVE: provide and monitor metrics on the quality and capability of for-hire motor carriers, drivers, and vehicles available for transporting DOE radioactive materials and hazardous wastes.

PROGRAM APPLICABILITY:

- **Tier 1** - Carriers transporting hazardous materials requiring Hazardous Materials Safety Permit (49 CFR Part 385, Subpart E), or Hazardous Materials Security Plan (49 CFR Part 172, Subpart I);
- **Tier 2** - Carriers transporting Type A or Type B Class 7 (radioactive) materials; or transporting Truckload (TL) quantities of low-level or mixed waste shipped as low-specific-activity/surface-contaminated-object; or
- **Tier 3** - Carriers transporting any quantity of hazardous material requiring an EPA Uniform Hazardous Waste Manifest



MCEP Objective and Applicability (Cont.)

- MCEP does not apply to carriers transporting non-hazardous materials

- MCEP provides requirements, roles and responsibilities, and processes to assure that motor carriers transporting radioactive materials and hazardous wastes are evaluated for:
 - i. Safety
 - ii. Financial Status
 - iii. Security
 - iv. **Compliance with DOT Federal Motor Carrier Safety and Hazardous Material Regulations** , and
 - v. DOE policies and practices



Key Requirements, Policies and Orders

Policy	Description
10 CFR Part 71	Packaging and Transportation of Radioactive Material
40 CFR Part 263	Standards Applicable to Transporters of Hazardous Waste
41 CFR Part 109-40	Transportation and Traffic Management
48 CFR Subpart 9.4	Federal Acquisition Regulation, Debarment, Suspension, and Ineligibility
49 CFR Parts 40 and 350-399	Federal Motor Carrier Safety Regulations
49 CFR Parts 100-180	Hazardous Materials Regulations
DOE O 460.2A	Departmental Materials Transportation and Packaging Management



MCEP Three-Step Process

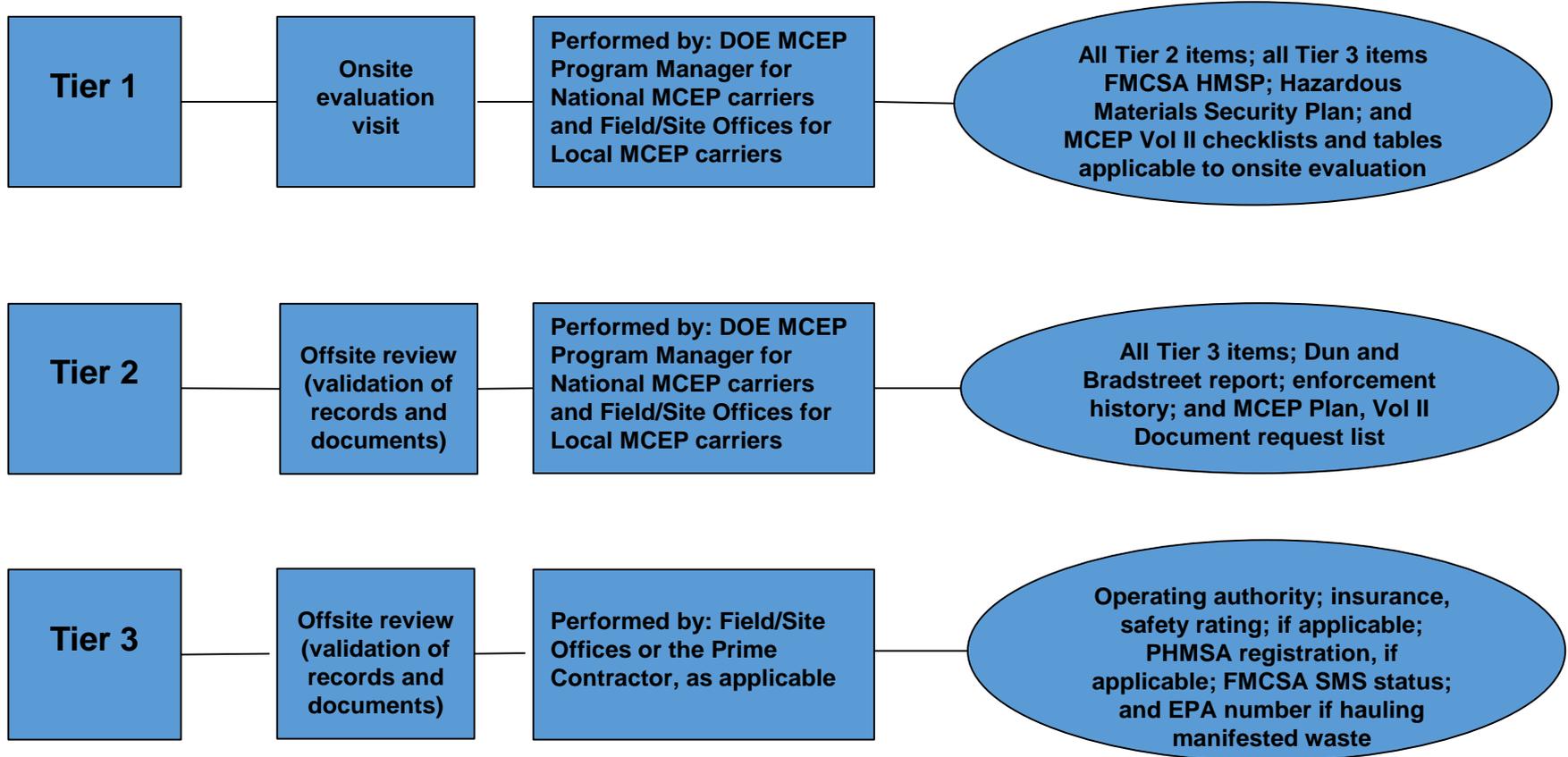
The Department of Energy Motor Carrier Evaluation Program follows a three-step process involving: 1) Initial Safety Screening, 2) Onsite Evaluation, 3) Monitoring & Actions

Initial Safety Screening	Onsite Evaluation ⁽¹⁾ /Offsite Review	Monitoring & Actions
<ul style="list-style-type: none"> ▪ Site Office identifies need for motor carrier not currently on MCEP list ▪ Needs evaluation submitted to DOE Site Office and Headquarters ▪ If additional carrier needed, initial screening of carrier begins ▪ Review FMCSA Behavior Analysis and Safety Improvement Categories (BASIC) Safety Measurement System (SMS) <ul style="list-style-type: none"> i. Unsafe Driving ii. Hours of Service iii. Driver Fitness iv. Controlled Substances and Alcohol v. Vehicle Maintenance vi. Hazardous Material Compliance vii. Crash Indicator viii. Carrier Initial Safety Screening Criteria <ul style="list-style-type: none"> a) Motor carrier must have a satisfactory DOT Motor Carrier Safety Rating, or b) It is unrated, and its safety status, published monthly in the FMCSA SMS must not exceed the thresholds – currently the HazMat intervention thresholds ix. SAFER, Safety Net, DOT Volpe <ul style="list-style-type: none"> a) Operating Status b) Safety Rating c) Authorized Commodity d) Insurance e) HazMat Safety Permit x. Carrier Profile - DOE form (DOT#, POCs, equip, etc.) xi. Additional documents (Operating Authorities, MCS-90 and Acord Form, DOT HazMat Safety Permit) xii. Financial Information 	<ul style="list-style-type: none"> ▪ Review Carrier Policies, Procedures, and Records, such as <ul style="list-style-type: none"> i. Carrier Quality Assurance Program ii. Carrier History iii. Emergency Response Procedure/Plan iv. Safety and Security Plans v. Training vi. Drug and Alcohol Program and Testing ▪ Review Financial Stability <ul style="list-style-type: none"> i. Asset-to-Liability Ratio ii. Operating Ratio <p>Onsite Evaluation</p> <ul style="list-style-type: none"> ▪ Vehicle Maintenance ▪ Drivers Logs ▪ Driver Qualifications ▪ Verify Capabilities ▪ Interview Carrier Staff 	<ul style="list-style-type: none"> ▪ Review FMCSA SMS ▪ SAFER, Safety Net, DOT Volpe ▪ Monitor monthly, and issue status report quarterly ▪ Provide updates more frequently, as needed <p><u>Outcomes and Actions</u></p> <ul style="list-style-type: none"> ▪ Remains or Placed on MCEP list ▪ Placed on Caution Status (Watch List) ▪ Re-Evaluate ▪ Placed on Non-Use Status ▪ Placed on Temporary Non-Use Status, if MCEP requirement/criteria not met ▪ Inactive Status, if not used in past 3 years ▪ Suspension (Never implemented) ▪ Debarment (Never implemented)
<p>1) Onsite Evaluations are very similar to DOT Onsite Compliance Reviews</p>		



Minimum Required Evaluations and Documents

Documents





Roles and Responsibilities of Key MCEP Evaluation Members

Function	Duties / Responsibilities	Federal or Contractor Employee	Appointed by
DOE MCEP Program Manager	Manages and administers the MECP. Ensures evaluation teams have appropriate composition and skill set. Updates and distribute the Evaluated Carrier List and Monitoring Spreadsheet	Federal	EM/Office of Packaging and Transportation
Site Transportation Manager / Transportation POC	Manages/Directs site or major contractor transportation services. Oversight of transportation activities.	Federal or Contractor may serve as a Transportation Specialist.	Local Site Office or Contractor
Evaluation Team Leader	Conducts initial carrier evaluations; initiates contact with carriers; ensures that documentation received from carriers is accurate; ensures that information submitted to DOE is distributed; and evaluates information about carrier performance metrics.	Federal or Contractor (if Contractor, a Federal employee with manage the Team)	By the DOE MCEP Program Manager for an evaluation of a National carrier. By the DOE Site Office Management for a local evaluation.
Evaluation Team Member	Participate in the initial evaluation, the onsite evaluation, offsite review, or any monitoring stage.	Federal or Contractor SME	By the DOE MCEP Program Manager for an evaluation of a National carrier. For a local evaluation by the DOE Site Office Management in coordination with the DOE MCEP Program Manager.



Evaluator Qualifications and Training

DOE MCEP Program Manager

- Selects and validates the training and qualification of Evaluation Team Members.
- **Minimum required training and/or demonstrated experience and proficiency for evaluators:**
 - DOE MCEP Evaluator Training offered by DOE OPT;
 - **Commercial Motor Vehicle Periodic Inspection and Maintenance**, a three-day course offered by the DOT Transportation Safety Institute;
 - **Motor Carrier Safety Compliance**, a five-day course offered by the DOT Transportation Safety Institute; and
 - **DOT Motor Carrier Safety Compliance Hours of Service Refresher**, a one-day course offered by the DOT Transportation Safety Institute.



Evaluator Qualifications and Training (Cont.)

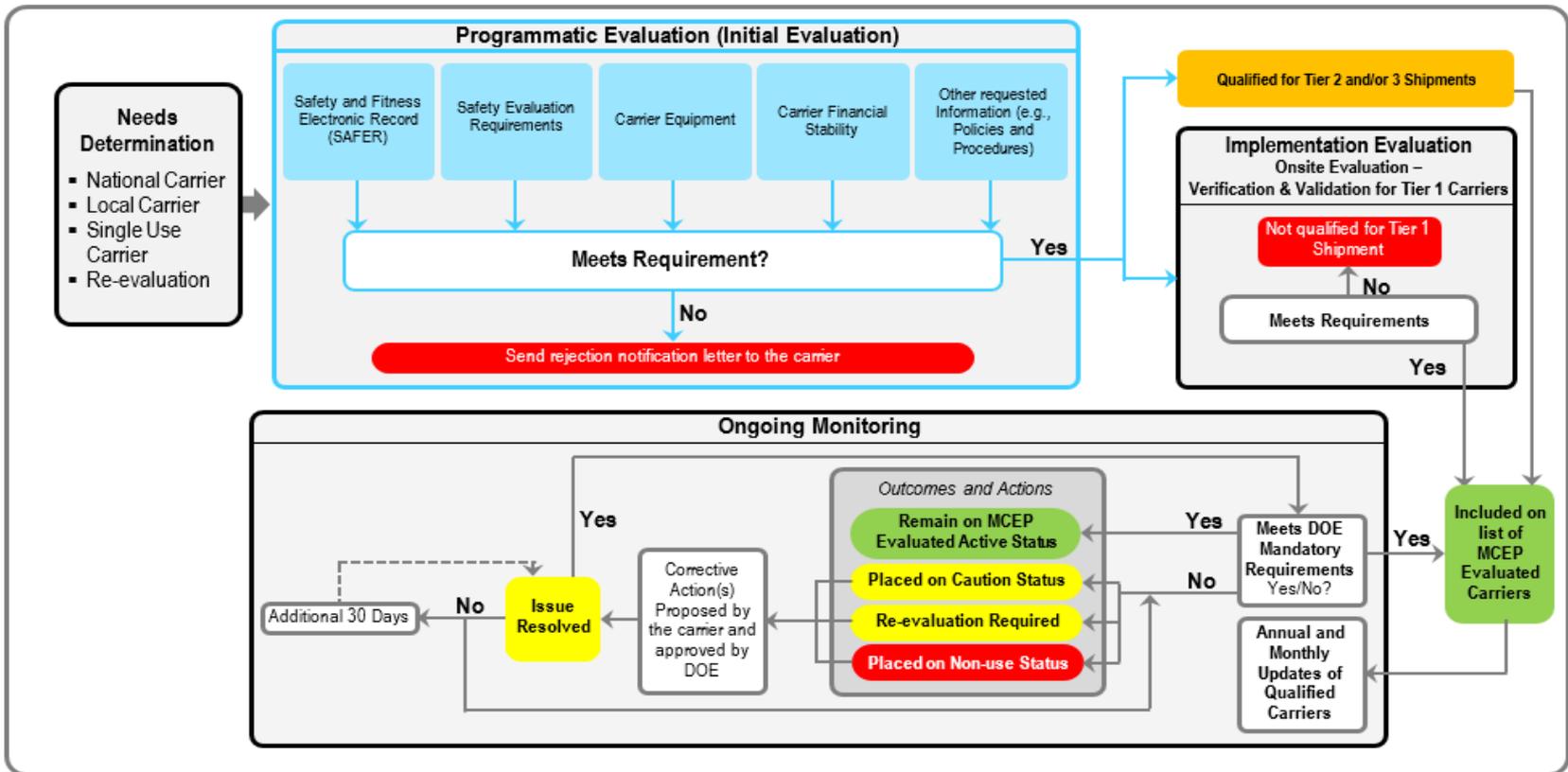
- **Evaluators** should possess formal training, or demonstrate competence and practical experience in:
 - Techniques of examining, questioning, evaluating, and reporting evaluation data.
 - Managing evaluations, including planning, organizing, communicating, and directing evaluations when designated as Team Leads.

- **Prospective evaluators** must complete and submit an Evaluation Team Member Qualification Form (Volume II, Appendix 18) to the DOE MCEP Program Manager to assess the candidate's qualifications.



MCEP Process for Qualifying Carriers

MCEP Evaluation Process





Shipping/Carrier Partnership

- DOE believes it is imperative that the carrier be viewed as a responsible partner in the process of transporting hazardous materials.
- DOE also endorses the development of strong working relationships between the shippers of hazardous materials and the carriers they use