APPENDIX D
TRANSPORTATION

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APPENDIX D
TRANSPORTATION

D.1 INTRODUCTION

This appendix summarizes the methods and results of analysis for determining the environmental impacts of radioactive materials transportation on public highways and rail systems. The impacts are presented by alternative and include doses and health effects.

D.2 TRANSPORTATION REGULATIONS

The regulatory standards for packaging and transporting radioactive materials are designed to achieve four primary objectives:

- Protect persons and property from radiation emitted from packages during transportation, by specific limitations on the allowable radiation levels;
- Provide proper containment of the radioactive material in the package (achieved by packaging design requirements based on performance-oriented packaging integrity tests and environmental criteria);
- Prevent nuclear criticality (an unplanned nuclear chain reaction that may occur as a result of concentrating too much fissile material in one place); and
- Provide physical protection against theft and sabotage during transit.

The U.S. Department of Transportation regulates the transportation of hazardous materials in interstate commerce by land, by air, and on navigable water. As outlined in a 1979 Memorandum of Understanding (MOU) with the U.S. Nuclear Regulatory Commission (NRC), the Department of Transportation specifically regulates the carriers of radioactive materials and the conditions of transport such as routing, handling and storage, and vehicle and driver requirements. The Department of Transportation also regulates the labeling, classification, and marking of radioactive material packages.

The NRC regulates the packaging and transport of radioactive material for its licensees, which includes commercial shippers of radioactive materials. Under an agreement with the U.S. Department of Transportation, the NRC sets the standards for packages containing fissile materials and Type B packages. The NRC also establishes safeguards and security regulations to minimize the theft, diversion, or attack on certain shipments.

The U.S. Department of Energy (DOE), through its management directives, orders, and contractual agreements, ensures the protection of public health and safety by imposing standards on its transportation activities that are equivalent to those of the NRC and Department of Transportation. DOE has the authority, granted by a 1973 MOU between the Department of Transportation and the Atomic Energy Commission, to certify DOE-owned packages. DOE may design, procure, and certify its own packages, for use by DOE and its contractors, if the packages provide for a level of safety that is equivalent to that provided in Title 10 of the Code of Federal Regulations (CFR) Part 71.

The U.S. Department of Transportation also has requirements that help reduce transportation impacts. For example, there are requirements for drivers, packaging, labeling, marking, and placarding. There are also requirements that specify the maximum dose rate associated with radioactive material shipments, which help reduce incident-free transportation doses.

The Federal Emergency Management Agency is responsible for establishing policies for, and coordinating civil emergency management, planning, and interaction with, federal executive agencies that have emergency response functions in the event of a transportation incident. The Federal Emergency Management Agency coordinates federal and state participation in developing emergency response plans and is responsible for the development of the interim Federal Radiological Emergency Response Plan. This plan is designed to coordinate federal support to state and local governments, upon request, during the event of a transportation incident.

Other agencies regulating the handling and transport of radioactive materials include the U.S. Postal Service, the Occupational Safety and Health Administration, and the U.S. Environmental Protection Agency.

Radioactive materials are transported in Excepted packages, Industrial packages, Type A packages, or Type B packages. The amount of radioactive material determines which package must be used. Excepted packages are used to transport materials with extremely low levels of radioactivity and must meet only general design requirements. Industrial packages are used to transport materials which present a limited hazard to the public and environment, such as contaminated equipment and radioactive waste solidified in materials such as concrete.

Type A packages are used to transport radioactive materials with higher concentrations of radioactivity such as low-level radioactive waste (LLW). Type A packages are designed to retain their radioactive contents in normal transport. Under normal conditions, a Type A package must withstand:

- Hot (158 degrees Celsius [70 degrees Fahrenheit]) and cold (-40 degrees Celsius [-40 degrees Fahrenheit]) temperatures
- Pressure changes of 3.6 pounds per square inch
- Normal vibration experienced during transportation
- Simulated rainfall of 5 centimeters (2 inches) per hour for 1 hour
- Free drop from 0.3 to 1 meter (1 to 4 feet), depending on the package weight
- Corner drop test
- Compression test
- Impact of a 6-kilogram (13.2-pound) steel cylinder with rounded ends dropped from 1 meter (3 feet) onto the most vulnerable surface of the cask.

Type B packages are used to transport materials with radioactivity levels higher than those allowed for Type A packages. Type B packages are designed to retain their radioactive contents in both normal and accident conditions. In addition to the normal conditions outlined above, under accident conditions a Type B package must withstand:

- Free drop for 9 meters (30 feet) onto an unyielding surface in a way most likely to cause damage to the cask
- For some low-density, light-weight packages, a dynamic crush test consisting of dropping a 500-kilogram (1,100-pound) mass from 9 meters (30 feet) onto the package resting on an unyielding surface
- Free drop from 1 meter (40 inches) onto the end of a 15-centimeter (6-inch) diameter vertical steel bar
- Exposure for not less than 30 minutes to temperatures of 800 degrees Celsius (1,475 degrees Fahrenheit)
- For all packages, immersion in at least 15 meters (50 feet) of water for 8 hours
- For some packages, immersion in at least 0.9 meter (3 feet) of water for 8 hours in an orientation most likely to result in leakage
- For some packages, immersion in at least 200 meters (660 feet) of water for 1 hour.

Compliance with these requirements is demonstrated by using a combination of simple calculational methods, computer modeling techniques, or full-scale or scale-model testing of casks.

D.3 TRANSPORTATION ROUTES

To assess incident-free and transportation accident impacts, route characteristics were determined for shipments from the West Valley Demonstration Project (WVDP) Site to Envirocare in Clive, Utah; the Hanford Site in Richland, Washington; the Idaho National Engineering and Environmental Laboratory (INEEL); the Nevada Test Site (NTS) in Mercury, Nevada; the Oak Ridge National Laboratory (ORNL) in Tennessee; the Savannah River Site (SRS) in Aiken, South Carolina; and the Waste Isolation Pilot Plant (WIPP) in Carlsbad, New Mexico. Representative highway and rail routes were analyzed using the routing computer code WebTRAGIS (Johnson and Michelhaugh 2000).[1] The routes were calculated using current routing practices and applicable routing regulations and guidelines. Route characteristics include total shipment distance between each origin and destination and the fractions of travel in rural, suburban, and urban population density zones. Population densities were determined using data from the 2000 census. Table D-1 shows the truck and rail route distances and the population densities along the proposed routes.

The WebTRAGIS computer code predicts highway routes for transporting radioactive materials within the United States. The WebTRAGIS database is a computerized road atlas that currently describes approximately 386,000 kilometers (240,000 miles) of roads. Complete descriptions of the interstate highway system, U.S. highways, most of the principal state highways, and a number of local and community highways are identified in the database. The WebTRAGIS computer code calculates routes that maximize the use of interstate highways. This feature allows the user to determine routes for shipment of radioactive materials that conform to U.S. Department of Transportation regulations (as specified in 49 CFR Part 397). The calculated routes conform to applicable guidelines and regulations and therefore represent routes that could be used. However, they may not be the actual routes used in the

[1] There is direct rail access to Envirocare, the Hanford Site, INEEL, ORNL, SRS, and WIPP. There is no direct rail access to NTS, including Yucca Mountain.

Table D-1. Truck and Rail Route Distances and Population Densities

Origin	Destination	Distances (in kilometers)[a]			Population Densities (in person per square kilometer)[b]		
		Rural	Suburban	Urban	Rural	Suburban	Urban
Truck Routes							
WVDP	Envirocare	2,505.2	659.5	81.5	11.6	303.3	2,352.1
	SRS	856.3	583.1	35.4	17.7	309.0	2,197.5
	Hanford	3,222.1	792.0	82.2	11.2	294.5	2,309.8
	WIPP	2,482.8	1,225.0	77.1	15.3	292.1	2,115.7
	NTS/Yucca Mountain	3,055.0	756.7	115.9	11.0	308.9	2,468.1
	INEEL	2,642.9	702.3	70.3	11.8	295.2	2,325.3
	ORNL	716.4	517.1	25.2	19.3	291.5	2,110.5
SRS	WIPP	1,729.6	650.8	64.4	13.2	315.6	2,172.5
	NTS/Yucca Mountain	3,253.7	893.2	137.2	11.0	333.7	2,393.5
INEEL	WIPP	1,952.1	266.0	42.8	6.9	356.2	2,293.6
ORNL	WIPP	1,647.1	538.6	67.8	12.7	328.2	2,263.6
Hanford	WIPP	2,531.3	355.7	54.7	7.2	339.3	2,277.2
	NTS/Yucca Mountain	1,507.7	299.1	75.3	8.6	345.4	2,537.9
Rail Routes[c]							
WVDP	Envirocare	2,778.9	502.5	176.1	8.2	423.4	2,482.9
	SRS	1,284.6	430.1	96.9	15.3	391.4	2,486.0
	Hanford	3,471.5	559.6	176.9	6.3	413.2	2,477.1
	WIPP	2,491.5	372.9	117.3	7.4	437.9	2,448.8
	NTS/Yucca Mountain (rail portion of route)	3,172.5	507.8	176.3	7.4	421.8	2,482.8
	NTS/Yucca Mountain (truck portion of route)	517.71	4.18	0.16	1.08	577.00	1,764.67
	INEEL	2,839.1	490.0	159.9	8.2	414.3	2,487.0
	ORNL	827.6	329.6	97.6	15.2	435.1	2,490.6

Table D-1. Truck and Rail Route Distances and Population Densities (cont)

Origin	Destination	Distances (in kilometers)[a]			Population Densities (in person per square kilometer)[b]		
		Rural	Suburban	Urban	Rural	Suburban	Urban
Rail Routes (cont)[c]							
SRS	WIPP	2,512.2	421.6	78.7	9.9	415.7	2,188.4
	NTS/Yucca Mountain (rail portion of route)	3,479.1	550.9	125.5	7.4	418.6	2,280.7
	NTS/Yucca Mountain (truck portion of route)	517.71	4.18	0.16	1.08	577.00	1,764.67
INEEL	WIPP	2,169.7	162.2	42.5	3.6	421.8	2,292.5
ORNL	WIPP	2,458.6	360.4	63.8	8.0	388.7	2,241.2
Hanford	WIPP	2,986.1	214.0	57.2	3.7	428.8	2,262.3
	NTS/Yucca Mountain (rail portion of route)	1,597.5	124.3	38.0	4.7	400.2	2,370.1
	NTS/Yucca Mountain (truck portion of route)	517.71	4.18	0.16	1.08	577.00	1,764.67

Acronyms: WVDP = West Valley Demonstration Project; SRS= Savannah River Site; WIPP= Waste Isolation Pilot Plant; NTS = Nevada Test Site; INEEL = Idaho National Engineering and Environmental Laboratory; ORNL = Oak Ridge National Laboratory.

a. To convert kilometers to miles, multiply by 0.62137.

b. To convert people per square kilometer to people per square mile, multiply by 2.59.

c. Envirocare, SRS, Hanford, WIPP, INEEL, and ORNL have direct rail access. NTS does not have direct rail access.

future. The code is updated periodically to reflect current road conditions, and it has been benchmarked against reported mileages and observations of commercial truck firms.

The WebTRAGIS computer code also is designed to simulate the routing of the U.S. rail system. The WebTRAGIS database consists of 94 separate subnetworks and represents various competing rail companies in the United States. The database used by WebTRAGIS was originally based on Federal Railroad Administration data and reflected the U.S. railroad system in 1974. The database has since been expanded and modified over the past two decades. Standard assumptions in the WebTRAGIS computer code were applied to the routes analyzed for this EIS and simulate the selection process railroads used to direct shipments of radioactive material. Currently, there are no specific routing regulations for transporting radioactive material by rail. WebTRAGIS is updated periodically to reflect current track conditions, and it has been benchmarked against reported mileages and observations of commercial rail firms.

Because there is no rail access to the NTS, it was assumed that radioactive waste would be shipped to Nevada by rail to an intermodal transfer facility in Nevada and then shipped from the intermodal transfer facility to NTS by truck.

D.4 SHIPMENTS

Radioactive material shipments associated with the proposed alternatives are assumed to be transported by either truck or rail. At this time, insufficient data exist to determine what fraction of shipments would be shipped by either transport mode. Therefore, the transportation analysis assumed that radioactive materials would be shipped 100 percent by truck and 100 percent by rail to bound potential impacts.

Several types of containers were assumed to be used to transport the radioactive waste evaluated in this environmental impact statement (EIS). The types of containers, their volumes, and the numbers of containers in a shipment are listed in Table D-2. Table D-3 lists the waste volumes, numbers of containers, and numbers of shipments for each alternative evaluated in the EIS. In Tables D-2 and D-3, a shipment is defined as the amount of waste transported on a single truck or a single railcar. There may be multiple railcars per train, but the data used in the transportation analysis and the resulting transportation impacts are based on the number of railcars that are transported. For example, rail accident rates are based on the number of accidents per railcar-mile, not on the number of accidents per train-mile.

The waste volumes used in this EIS were based on current waste volumes and future projections. These volumes were then escalated by about 10 percent to account for the uncertainties in future waste projections, packaging efficiency, and the choice of shipping container. Using this process, contact-handled transuranic (CH-TRU) waste was escalated from 1,019 cubic meters (36,000 cubic feet) to 1,133 cubic meters (40,000 cubic feet); remote-handled transuranic (RH-TRU) waste was escalated from 227 cubic meters (8,000 cubic feet) to 255 cubic meters (9,000 cubic feet); and LLW was escalated from 12,743 cubic meters (450,000 cubic feet) to 14,158 cubic meters (500,000 cubic feet). Drum Cell waste was not escalated because actual container counts are known. The volume of Drum Cell waste was based on 19,877 71-gallon drums and an additional 500 71-gallon drums containing sodium-bearing waste. All Drum Cell waste and sodium-bearing waste was assumed to be Class C LLW. This yields a volume of 5,477 cubic meters (193,405 cubic feet), so the total volume of LLW analyzed was 19,635 cubic meters (693,405 cubic feet). The escalated volume includes 223 cubic meters (7,889 cubic feet) of mixed LLW.

Table D-2. Waste Types and Containers

Waste Type	Container	Container Volume (ft^3)[a]	Effective Volume (ft^3)	Number of Containers per Shipment
Class A LLW	B-25 box	90	81	14 (truck) 28 (rail)
Class A LLW	55-gallon drum	7.65	6.885	84 (truck) 168 (rail)
Class B LLW	HIC[b]	100	90	1 (truck) 4 (rail)
Class B LLW	55-gallon drum	7.65	6.885	84 (truck) 168 (rail)
Class C LLW	HIC[b]	100	90	1 (truck) 4 (rail)
Class C LLW	71-gallon drum[c]	9.5	9.5	24 (truck) 96 (rail)
Class C LLW	55-gallon drum[d]	7.65	6.885	10 (truck) 40 (rail)
CH-TRU	55-gallon drum[e]	7.65	6.885	42 (truck) 42 (rail)
RH-TRU	55-gallon drum[f]	7.65	6.885	10 (truck) 40 (rail)
MLLW	55-gallon drum	7.65	6.885	84 (truck) 168 (rail)
HLW	Canister	NA[g]	NA	1 (truck) 5 (rail)

Acronyms: LLW = low-level radioactive waste; HIC = high-integrity container; CH-TRU = contact-handled transuranic waste; RH-TRU = remote-handled transuranic waste; MLLW = mixed low-level waste; HLW = high-level radioactive waste.

a. To convert cubic feet to cubic meters, multiply by 0.028317.
b. High-integrity containers were assumed to be shipped in a Type B shipping container.
c. Solidified waste from the Drum Cell.
d. Class C drums were assumed to be shipped in a Type B shipping container holding 10 drums.
e. CH-TRU waste drums were assumed to be shipped in a Type B TRUPACT-II shipping container, which holds 14 drums. A truck or rail shipment was assumed to hold three TRUPACT-II shipping containers.
f. RH-TRU waste drums were assumed to be shipped in a Type B shipping container holding 10 drums.
g. NA = not applicable.

D.5 INCIDENT-FREE TRANSPORTATION

Radiological dose during normal, incident-free transportation of radioactive materials results from exposure to the external radiation field that surrounds the shipping containers. The dose is a function of the number of people exposed, their proximity to the containers, their length of time of exposure, and the intensity of the radiation field surrounding the containers.

Radiological impacts were determined for crew workers and the general population during normal, incident-free transportation. For truck shipments, the crew were drivers of the shipment vehicles. For rail shipments, the crew were workers in close proximity to the shipping containers during inspection or classification of railcars. The general population was the individuals within 800 meters (2,625 feet) of the road or railway (off-link), sharing the road or railway (on-link), and at stops. Collective doses for the crew and general population were calculated using the RADTRAN 5 computer code (Neuhauser et al. 2000).

Table D-3. Waste Volumes, Containers, and Shipments By Alternative

Waste Type	No Action Alternative			Alternative A			Alternative B		
	Volume (ft^3)[a]	Number of Containers	Number of Shipments	Volume (ft^3)	Number of Containers	Number of Shipments	Volume (ft^3)	Number of Containers	Number of Shipments
Class A LLW (boxes)	97,649	1,206	87 (truck) 44 (rail)	351,586	4,341	311 (truck) 156 (rail)	351,586	4,341	311 (truck) 156 (rail)
Class A LLW (drums)	47,351	6,878	82 (truck) 41 (rail)	83,014	12,508	144 (truck) 72 (rail)	83,014	12,508	144 (truck) 72 (rail)
Class B LLW (HIC)	0	0	0	38,500	428	428 (truck) 107 (rail)	38,500	428	428 (truck) 107 (rail)
Class B LLW (drums)	0	0	0	194	29	1 (truck) 1 (rail)	194	29	1 (truck) 1 (rail)
Class C LLW (HIC)	0	0	0	12,618	141	141 (truck) 36 (rail)	12,618	141	141 (truck) 36 (rail)
Class C LLW (55-gallon drums)	0	0	0	6,198	901	91 (truck) 23 (rail)	6,198	901	91 (truck) 23 (rail)
Class C LLW (71-gallon drums)	0	0	0	193,405	20,377	850 (truck) 213 (rail)	193,405	20,377	850 (truck) 213 (rail)
CH-TRU	0	0	0	40,000	5,810	139 (truck) 139 (rail)	40,000	5,810	278 (truck)[b] 278 (rail)[b]
RH-TRU	0	0	0	9,000	1,308	131 (truck) 33 (rail)	9,000	1,308	262 (truck)[c] 66 (rail)[d]
MLLW	0	0	0	7,889	1,146	14 (truck) 7 (rail)	7,889	1,146	14 (truck) 7 (rail)
HLW		0	0		300	300 (truck) 60 (rail)		300	600 (truck)[e] 120 (rail)[f]
Total	145,000	8,084	169 (truck) 85 (rail)	742,404	46,839	2550 (truck) 847 (rail)	742,404	46,839	3,120 (truck)[g] 1,079 (rail)[h]

Acronyms: LLW = low-level radioactive waste; HIC = high-integrity container; CH-TRU = contact-handled transuranic waste; RH-TRU = remote-handled transuranic waste; MLLW = mixed low-level waste; HLW = high-level radioactive waste.

a. To convert cubic feet to cubic meters, multiply by 0.028317.

b. 139 CH-TRU shipments from WVDP to interim storage, 139 CH-TRU shipments from interim storage to disposal.

c. 131 RH-TRU shipments from WVDP to interim storage, 131 RH-TRU shipments from interim storage to disposal.

d. 33 RH-TRU shipments from WVDP to interim storage, 33 RH-TRU shipments from interim storage to disposal.

e. 300 HLW shipments from WVDP to interim storage, 300 HLW shipments from interim storage to disposal.

f. 60 HLW shipments from WVDP to interim storage, 60 HLW shipments from interim storage to disposal.

g. Includes 270 TRU waste, and 300 HLW, truck shipments from interim storage to disposal. Alternative B would load the same number of truck shipments (2,550) at WVDP for shipment offsite as Alternative A.

h. Includes 172 TRU waste, and 60 HLW, rail shipments from interim storage to disposal. Alternative B would load the same number of rail shipments (847) at WVDP for shipment offsite as Alternative A.

Collective Dose Scenarios

Calculating the collective doses is based on developing unit risk factors. Unit risk factors provide an estimate of the impact from transporting one shipment of radioactive material over a unit distance of travel in a given population density zone. The unit risk factors may be combined with routing information such as the shipment distances in various population density zones to determine the risk for a single shipment (a shipment risk factor) between a given origin and destination. Cashwell et al. (1986) contains a detailed explanation of the use of unit risk factors. Table D-4 contains the unit risk factors for truck and rail shipments.

Table D-4. Unit Risk Factors for Incident-Free Transportation

Receptor	Type of Zone	Rail	Truck
Public			
Off-link (rem per [persons per square kilometer] per kilometer)	Rural	3.90×10^{-8}	2.89×10^{-8}
	Suburban	6.24×10^{-8}	3.18×10^{-8}
	Urban	1.04×10^{-7}	3.18×10^{-8}
On-link (person-rem per kilometer per vehicle per hour)	Rural	1.21×10^{-7}	9.53×10^{-6}
	Suburban	1.55×10^{-6}	2.75×10^{-5}
	Urban	4.29×10^{-6}	9.88×10^{-5}
Residents near rest/refueling and walk-around stops (person-rem per [persons per square kilometer] per kilometer)	Rural	1.24×10^{-7}	5.50×10^{-9}
	Suburban	1.24×10^{-7}	5.50×10^{-9}
	Urban	1.24×10^{-7}	5.50×10^{-9}
Residents near rail classification stops (person-rem per [persons per square kilometer] per square kilometer)	Suburban	1.59×10^{-5}	NA[a]
Public including workers at rest/refueling stops (person-rem per kilometer)	Rural	NA	7.86×10^{-6}
	Suburban	NA	7.86×10^{-6}
	Urban	NA	7.86×10^{-6}
Workers			
Dose in moving vehicle (person-rem per kilometer)	Rural	NA	4.52×10^{-5}
	Suburban	NA	4.76×10^{-5}
	Urban	NA	4.76×10^{-5}
Classification stops at origin and destination (person-rem)	Suburban	0.0464	0.018
In-transit rail stops (person-rem per kilometer)	Rural	1.45×10^{-5}	NA
	Suburban	1.45×10^{-5}	NA
	Urban	1.45×10^{-5}	NA
Walk-around inspection (person-rem per kilometer)	Rural	NA	1.93×10^{-5}
	Suburban	NA	1.93×10^{-5}
	Urban	NA	1.93×10^{-5}

a. NA = not applicable.

Each waste type was assigned an external radiation dose rate representative of its constituents and shipping container. High-level waste (HLW), Class B LLW, and Class C LLW were assigned a dose rate of 14 millirem (mrem) per hour at 1 meter (3 feet) from their respective vehicles. Using the RADTRAN 5 computer code, this yields the regulatory maximum dose rate at 2 meters (7 feet) from the vehicle, which is 10 mrem per hour. RH-TRU waste was assigned a dose rate of 10 mrem per hour at 1 meter, and CH-TRU waste was assigned a dose rate of 4 mrem per hour at 1 meter (DOE 1997a). Class A LLW and mixed LLW were assigned a dose rate of 1 mrem per hour at 1 meter (DOE 1997b).

Incident-free nonradiological fatalities were also evaluated using unit risk factors. These fatalities would result from exhaust and fugitive dust emissions from highway and rail traffic and are associated with 10-micrometer particles. The nonradiological unit risk factor for truck transport used in this analysis was 1.5×10^{-11} fatalities per kilometer per persons per square kilometer; for train transport, the nonradiological unit risk factor was 2.6×10^{-11} fatalities per kilometer per persons per square kilometer. Escorts for HLW shipments were assumed to be in automobiles, with a unit risk factor of 9.4×10^{-12} fatalities per kilometer per persons per square kilometer. These unit risk factors were estimated from the data in Biwer and Butler (1999) and have been adjusted to account for more current diesel exhaust emission factors, a fleet average fugitive dust emission factor for roads, an age-adjusted mortality rate, and an average 10-micrometer particle risk factor. The distances used in the nonradiological analyses were doubled to reflect the round-trip distances, because these impacts could occur whether or not the shipments contain radioactive material.

Maximally Exposed Individual Exposure Scenarios

Maximum individual doses were calculated using the RISKIND computer code (Yuan et al. 1995). The maximum individual doses for the routine transport offsite were estimated for transportation workers and for members of the public. For rail shipments, the three scenarios for members of the public were:

- A railyard worker working at a distance of 10 meters (33 feet) from the shipping container for 2 hours,
- A resident living 30 meters (98 feet) from the rail line where the shipping container was being transported, and
- A resident living 200 meters (656 feet) from a rail stop where the shipping container was sitting for 20 hours.

For train shipments, the maximum exposed transportation worker was an inspector working 1 meter (3 feet) from the shipping container for 1 hour.

For truck shipments, the three scenarios for members of the public were:

- A person caught in traffic and located 1 meter (3 feet) away from the surface of the shipping container for 30 minutes,
- A resident living 30 meters (98 feet) from the highway used to transport the shipping container, and
- A service station worker working at a distance of 20 meters (66 feet) from the shipping container for 1 hour.

The hypothetical maximum exposed individual doses were accumulated for all shipments over 1 year. For workers, it was assumed that they would be exposed to 23 percent of the shipments, based on working 2,000 hours per year. However, for the scenario involving an individual caught in traffic next to a truck, the radiological exposures were calculated for only one event because it was considered unlikely that the same individual would be caught in traffic next to all containers for all shipments. For truck shipments, the maximum exposed transportation worker is the driver who was assumed to drive shipments for up to 1,000 hours per year. In the maximum exposed individual scenarios, the exposure rate for the shipments depended on the type of waste being transported. Also, the maximum exposure rate for the truck driver was 2 mrem per hour (10 CFR 71.47(b)(4)).