

Commercial Vehicle Safety Alliance Level VI Program 2013 Inspection Report

For Inspections in CY 2010, CY 2011, and CY 2012

Prepared for
U.S. Department of Energy

Prepared by
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December 2013

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Introduction

The Commercial Vehicle Safety Alliance (CVSA), a nonprofit organization of federal, state, and provincial government agencies and representatives from private industry in the United States, Canada and Mexico, is dedicated to improving commercial vehicle safety. The Alliance is comprised of all 50 states, two U.S. territories, twelve Canadian provinces and territories, and Mexico. CVSA promotes an environment free of commercial vehicle accidents and incidents. Its mission is to promote commercial motor vehicle safety and security by providing leadership to enforcement, industry and policy makers. This is accomplished by establishing effective transportation safety standards for motor carriers, drivers, vehicles and inspectors through compliance, education, training and enforcement programs.

Member agencies include state police, highway patrol organizations, public service and utility commissions, departments of transportation, motor vehicle and public safety departments, Canadian provincial governments, the Mexican government and supporting groups such as the U.S. Department of Transportation, the U.S. Department of Energy (DOE), Canadian Transport Officials and more than 500 associate industry members.

CVSA serves as a critical, central point for bringing state/provincial officials together with the truck/bus industries and federal governments in a unique discussion and problem-solving exchange of ideas. Member agencies sign a Memorandum of Understanding (MOU) and recognize and agree to uniform inspection standards and procedures as developed by CVSA. One of the MOU's significant elements is a reciprocity agreement between members to honor inspections conducted by other member agencies authorized to affix the CVSA decal.

The CVSA/DOE Cooperative Agreement

In 1986, the DOE Office of Civilian Radioactive Waste Management (OCRWM) and CVSA entered into a cooperative agreement to develop inspection standards for transporting radioactive materials. This standard became known as the Enhanced North American Standard Inspection for Radioactive Materials or CVSA Level VI inspection program. OCRWM extended the agreement to conduct a pilot study to evaluate the soundness of the procedures, develop training curricula, conduct training, perform inspections and generate statistical data on the inspections. A final report on this phase of the Cooperative Agreement, including the Pilot Study, was issued in October 1999. The *CVSA/DOE Cooperative Agreement Interim Report* was published in October 2002, which updated the program's progress to that point. In 2004 CVSA and DOE began a multiyear program to keep interested parties updated on the progress of the CVSA Level VI inspection program with a focus on DOE radioactive waste shipments to the Waste Isolation Pilot Plant (WIPP) in Carlsbad, New Mexico. At that time the only radioactive materials shipments receiving a CVSA Level VI inspection were those shipped by DOE. There was no regulation for a Level VI inspection of other radioactive material shipments.

HRCQ Radioactive Material Shipments

Effective January 1, 2005, the U.S. Department of Transportation required all vehicles and carriers transporting Highway Route Control Quantities (HRCQ) of radioactive material to obtain a Safety Permit. One of the requirements to obtain the permit requires the carriers to pass a CVSA Level VI inspection prior to the shipment being allowed to travel in the United States. All HRCQ radioactive material shipments entering into the United States must also pass the CVSA Level VI inspection either at the shipment's point of origin or when the shipment enters the United States.

As a result of this new regulation, CVSA began to receive a large number of inspection forms for CVSA Level VI inspections of other radioactive material shipments. Many of these inspections were for shipments either originating outside the United States or having destinations outside the United States. These shipments and associated inspections involved different trucking companies, vehicles, and drivers as compared to the shipments for DOE. Hence, beginning with the inspection report for CY 2006, CVSA presents and compares Level VI inspection data for both DOE WIPP shipments and other types of DOE and non-DOE shipments (referred to as "non-WIPP shipments").

CVSA Level II and Level III Inspections of En Route Shipments

CVSA guidelines and training to members are that a shipment inspected to the "defect free" level at the point of origin need not be re-inspected to the same degree while en route. Some states have laws or statutes that require all radioactive material shipments to be inspected and/or escorted. It was suggested in previous inspection reports that en route states with these laws choose to complete one of the other CVSA Level inspections and randomly inspect to the CVSA Level VI inspection standard instead of the practice of completing a full CVSA Level VI inspection on each shipment. Implementation of this suggestion was seen in the CY 2006 inspection data. States that previously conducted full CVSA Level VI inspections on all en route shipments were completing more CVSA Level II and Level III inspections in lieu of CVSA Level VI inspections.

A CVSA Level II inspection (also known as the Walk-Around Driver/Vehicle Inspection) includes an examination of the items specified under the North American Standard Inspection but does not require physically getting under the vehicle to inspect. As a minimum, Level II inspections must include examination of: driver's license; medical examiner's certificate and Skill Performance Evaluation Certificate (if applicable); alcohol and drugs; driver's record of duty status as required; hours of service; seat belt; vehicle inspection report (if applicable); brake systems; coupling devices; exhaust systems; frame; fuel systems; lighting devices (turn signals, brake lamps, tail lamps, head lamps and lamps/flags on projecting loads); safe loading; steering mechanism; suspension; tires; van and open-top trailer bodies; wheels and rims; windshield wipers; emergency exits on buses, and Hazardous Materials (HM) requirements as applicable. HM-required inspection items are inspected by certified HM inspectors.

The CVSA Level III inspection (or Driver/Credential Inspection) includes at a minimum an examination of the driver's license; medical examiner's certificate and Skill Performance Evaluation Certificate; driver's record of duty status; hours of service; seat belt; and vehicle inspection report.

States may opt to perform a CVSA Level II or Level III inspection instead of a Level VI inspection on an en route shipment. However, for en route shipments only the Level VI inspection data are considered in this Level VI inspection report.

CVSA Level VI Inspection Report

This is the sixth CVSA Level VI Program inspection report (CY 2010 – CY 2012 Report). It covers inspections conducted in CY 2010, CY 2011, and CY 2012. All previous and current reports may be obtained through CVSA's website at www.cvsa.org. Once on the website, to locate a report, select "Programs" at the top of the page then select the "North American Standard Level VI Inspection Program" link and then select the "CVSA/WIPP Updates & Reports" link.

Previous inspection reports were produced periodically with the most recent report published in November 2010, which covers inspections through CY 2009. The data for these reports were initially obtained from the hardcopy inspection forms submitted by the reporting agencies. Then beginning with the November 2010 report, it was decided to obtain data exclusively from the Federal Motor Carrier Safety Administration's (FMCSA's) Analysis & Information (A&I) Online website because by that time almost all agencies were submitting their inspection forms electronically and the capability to retrieve the Level VI inspection data from the A&I Online database became available. However for that report CY 2007 inspection data were not included as it was determined that a significant number of 2007 inspection forms were not submitted electronically. Beginning with 2008 there is high confidence that almost all Level VI inspection forms are submitted electronically and nearly all inspection data are available on the A&I Online website.

The Analysis & Information (A&I) Online Data Used for this Report

The CY 2010, CY 2011 and CY 2012 inspection data used for this report were retrieved from the Roadside Inspections module of the A&I Online website (<http://ai.fmcsa.dot.gov/SafetyProgram/RoadsideInspections.aspx>) with the Data Source being the FMCSA Motor Carrier Management Information System (MCMIS) data snapshot as of 7/26/2013. That is, the data retrieved are current with the state of the MCMIS on 7/26/2013.

Selected for retrieval were national Level VI inspections for all vehicles for CY 2010, CY 2011, and CY 2012. This generated 2,468 inspections for CY 2010, 2,408 inspections for CY 2011, and 1,798 inspections for CY 2012. However, one of the critical pieces of information for this report, shipment destination, is not coded for the Level VI inspections in the A&I Online database. Shipment destination would reveal if

the inspection is for a WIPP shipment. So a sequence of logical steps was developed from information that is available from the database to determine the type of shipment as 1) WIPP, 2) DOE but not WIPP, or 3) non DOE.

The logic used was (A&I Online database field names are in all capital letters):

- 1) If TRUWASTE is checked and the CARRIER NAME/DOT NUMBER is for one of the 2 carriers designated for WIPP shipments then it is a WIPP shipment.
- 2) If TRUWASTE is not checked and DOE FLAG is checked then it is a DOE shipment but not a WIPP shipment.
- 3) If TRUWASTE and DOE FLAG are both not checked then it is a non DOE shipment if HRCQ is checked.

Seventeen inspections for CY 2010, six inspections for CY 2011, and 19 inspections for CY 2012 could not be automatically categorized using this logic. From an expert review of information from the A&I Online database and available hardcopy inspection forms it was possible to assign one of the three shipment types to each of these 42 inspections.

Another critical piece of information for this report that is not coded consistently in the A&I Online database for the Level VI inspections is if the violation is an out-of-service violation and if it is an out-of-service violation what type of out-of-service violation, that is, Level VI or NAS (Level I). To determine the type of out-of-service violation it was necessary to conduct an expert review of information from the A&I Online database and available hardcopy inspection forms for each inspection with violations. From the expert review it was possible to code each violation as a Level VI out-of-service violation, a Level I out-of-service violation, or neither.

Other Data Used for this Report

After the initial review of the Level VI inspection data from the A&I Online database it was noted that Level VI inspections conducted by Texas in the CY 2010 – CY 2012 time period were not in the database. During this time period Texas did not submit inspection reports electronically but instead provided CVSA with the hardcopy forms for their Level VI inspections. CVSA received 9 inspection forms from Texas for 2012 (no Level VI inspections were conducted in 2010 or 2011). The data from these forms were coded and included in the data analyses for this report.

During a review of available hardcopy inspection forms it was discovered that 8 Level VI inspections (5 conducted in 2010, 2 conducted in 2011, and 1 conducted in 2012) were not included in the A&I Online database. The data from these inspection forms were coded and included in the data analyses for this report.

The resulting totals are 2473 inspections for CY 2010, 2410 inspections for CY 2011, and 1808 inspections for CY 2012.

The Tables in this Report

The following tables are the same tables used in previous inspection reports in order to maintain consistency. Once a state is added to the table it is never removed for the reason that from one year to the next a state may or may not have an inspection. For WIPP shipments, New York and Pennsylvania submitted inspection data for the first time in 2011. For non-WIPP shipments three states (California, Nebraska, and Wisconsin) submitted inspection data for the first time in 2010, a federal agency submitted inspection data for the first time in 2011, and four states and one territory (Maine, North Carolina, North Dakota, Puerto Rico, and Texas) submitted inspection data for the first time in 2012. Note that in this report the states and other agencies (i.e., federal and territorial) submitting inspection data are referred to as “states” in the tables and associated discussions.

Number of Shipments – WIPP

Table 1A identifies the number and type of inspections by state for WIPP shipments in 2010. Data from a total of 2,197 inspections were submitted by the states during this time period. The largest number of point of origin inspections occurred in Idaho with 682 while the largest number of en route inspections occurred in Colorado with 723.

Table 1B identifies the number and type of inspections by state for WIPP shipments in 2011. Data from a total of 2,170 inspections were submitted by the states during this time period. The largest number of point of origin inspections occurred in Idaho with 571 while the largest number of en route inspections occurred in Colorado with 659.

Table 1C identifies the number and type of inspections by state for WIPP shipments in 2012. Data from a total of 1,592 inspections were submitted by the states during this time period. The largest number of point of origin inspections occurred in Idaho with 396 while en route inspections occurred only in Colorado (382 inspections) and New Mexico (378 inspections).

**Table 1A. WIPP Shipments: Number and type of inspections by state
(January 1, 2010 – December 31, 2010)**

State	Point of Origin	En Route	Point of Destination	Total
Arizona	0	5	0	5
California	0	0	0	0
Colorado	0	723	0	723
Georgia	0	0	0	0
Idaho	682	2	0	684
Illinois	34	0	0	34
Nevada	0	0	0	0
New Mexico	127	384	0	511
Oregon	0	2	0	2
South Carolina	79	0	0	79
Tennessee	84	0	0	84
Washington	75	0	0	75
Total	1081	1116	0	2197

**Table 1B. WIPP Shipments: Number and type of inspections by state
(January 1, 2011 – December 31, 2011)**

State	Point of Origin	En Route	Point of Destination	Total
Arizona	0	0	0	0
California	0	0	0	0
Colorado	0	659	0	659
Georgia	0	0	0	0
Idaho	571	0	0	571
Illinois	30	0	0	30
Nevada	0	0	0	0
New Mexico	184	516	0	700
Oregon	0	0	0	0
New York	2	0	0	2
Pennsylvania	5	0	0	5
South Carolina	141	0	0	141
Tennessee	23	2	0	25
Washington	37	0	0	37
Total	993	1177	0	2170

**Table 1C. WIPP Shipments: Number and type of inspections by state
(January 1, 2012 – December 31, 2012)**

State	Point of Origin	En Route	Point of Destination	Total
Arizona	0	0	0	0
California	0	0	0	0
Colorado	0	382	0	382
Georgia	0	0	0	0
Idaho	396	0	0	396
Illinois	17	0	0	17
Nevada	0	0	0	0
New Mexico	219	378	0	597
Oregon	0	0	0	0
New York	0	0	0	0
Pennsylvania	0	0	0	0
South Carolina	193	0	0	193
Tennessee	7	0	0	7
Washington	0	0	0	0
Total	832	760	0	1592

Number of Shipments – Non-WIPP

Table 2A identifies the number and type of inspections by state for non-WIPP shipments in 2010. Data were submitted for a total of 276 CVSA Level VI inspections by the states during this time period.

Table 2B identifies the number and type of inspections by state for non-WIPP shipments in 2011. Data were submitted for a total of 240 CVSA Level VI inspections by the states/federal agencies during this time period.

Table 2C identifies the number and type of inspections by state for non-WIPP shipments in 2012. Data were submitted for a total of 216 CVSA Level VI inspections by the states during this time period.

**Table 2A. Non-WIPP Shipments: Number and type of inspections by state
(January 1, 2010 – December 31, 2010)**

State	Point of Origin	En Route	Point of Destination	Total
Arizona	4	23	0	27
California	4	1	0	5
Colorado	0	2	0	2
Florida	0	1	0	1
Georgia	0	0	0	0
Idaho	3	0	0	3
Illinois	4	1	0	5
Indiana	0	0	0	0
Maryland	10	0	0	10
Massachusetts	2	1	0	3
Michigan	22	0	0	22
Missouri	3	0	0	3
Nebraska	1	0	0	1
Nevada	0	0	0	0
New Jersey	9	0	0	9
New Mexico	13	68	1	82
New York	51	4	0	55
Ohio	1	0	0	1
Oregon	0	0	0	0
Pennsylvania	0	0	0	0
South Carolina	11	0	0	11
Tennessee	26	6	0	32
Virginia	0	0	0	0
Washington	2	1	0	3
Wisconsin	1	0	0	1
Total	167	108	1	276

**Table 2B. Non-WIPP Shipments: Number and type of inspections by state
(January 1, 2011 – December 31, 2011)**

State	Point of Origin	En Route	Point of Destination	Total
Arizona	0	10	0	10
California	1	0	0	1
Colorado	0	4	0	4
Florida	0	3	0	3
Georgia	0	0	0	0
Idaho	4	0	0	4
Illinois	6	12	0	18
Indiana	0	0	0	0
Maryland	16	0	0	16
Massachusetts	1	0	0	1
Michigan	52	0	0	52
Missouri	2	0	0	2
Nebraska	1	0	0	1
Nevada	0	0	0	0
New Jersey	2	0	0	2
New Mexico	6	71	0	77
New York	21	0	0	21
Ohio	1	0	0	1
Oregon	1	0	0	1
Pennsylvania	0	0	0	0
South Carolina	5	0	0	5
Tennessee	8	7	0	15
Virginia	1	0	0	1
Washington	4	0	0	4
Wisconsin	0	0	0	0
federal	1	0	0	1
Total	133	107	0	240

**Table 2C. Non-WIPP Shipments: Number and type of inspections by state
(January 1, 2012 – December 31, 2012)**

State	Point of Origin	En Route	Point of Destination	Total
Arizona	0	8	0	8
California	3	1	0	4
Colorado	0	5	0	5
Florida	0	2	0	2
Georgia	0	0	0	0
Idaho	5	0	0	5
Illinois	19	3	0	22
Indiana	0	0	0	0
Maine	1	0	0	1
Maryland	18	0	0	18
Massachusetts	3	0	0	3
Michigan	40	0	0	40
Missouri	3	0	0	3
Nebraska	0	0	0	0
Nevada	0	0	0	0
New Jersey	1	0	0	1
New Mexico	8	32	0	40
New York	16	2	0	18
North Carolina	0	1	0	1
North Dakota	1	0	0	1
Ohio	1	0	0	1
Oregon	0	0	0	0
Pennsylvania	0	0	0	0
Puerto Rico	4	0	0	4
South Carolina	10	0	0	10
Tennessee	3	8	0	11
Texas	9	0	0	9
Virginia	0	0	0	0
Washington	8	1	0	9
Wisconsin	0	0	0	0
federal	0	0	0	0
Total	153	63	0	216

Number of Violations

Tables 3A, 3B, and 3C (WIPP shipments: CY 2010, CY 2011, and CY 2012, respectively) and Tables 4A, 4B, and 4C (non-WIPP shipments: CY 2010, CY 2011, and CY 2012, respectively) identify the number and type of violations found by state. The first column displays the number of inspections that identified violations and the second column displays the number of violations identified during those inspections. The other columns display the number of non out-of-service violations and out-of-service violations.

Table 3A includes a total of 101 inspections identifying 117 violations during CY 2010. Of those 117 violations 69 were out-of-service violations (18 CVSA Level I out-of-service violations and 51 CVSA Level VI out-of-service violations).

Table 3B includes a total of 61 inspections identifying 66 violations during CY 2011. Of those 66 violations 31 were out-of-service violations (14 CVSA Level I out-of-service violations and 17 CVSA Level VI out-of-service violations).

Table 3C includes a total of 33 inspections identifying 36 violations during CY 2012. Of those 36 violations 11 were out-of-service violations (all CVSA Level VI out-of-service violations).

Table 3A. WIPP Shipments: Number and type of violations found listed by state and type of inspection (January 1, 2010 – December 31, 2010)

State	Type of Inspection	Number of Inspections Identifying Violations	Number of Violations Identified	NOT Out-of-Service Violations	Out-of-Service Violations		
					NAS	Level VI	Total
Arizona		0	0	0	0	0	0
California		0	0	0	0	0	0
Colorado	En Route	35	42	12	6	24	30
Georgia		0	0	0	0	0	0
Idaho	Point of Origin	46	51	31	5	15	20
	En Route	1	2	1	0	1	1
Illinois		0	0	0	0	0	0
Nevada		0	0	0	0	0	0
New Mexico	Point of Origin	1	1	0	0	1	1
	En Route	14	17	3	4	10	14
Oregon		0	0	0	0	0	0
South Carolina	Point of Origin	2	2	0	2	0	2
Tennessee	Point of Origin	2	2	1	1	0	1
Washington		0	0	0	0	0	0
Total		101	117	48	18	51	69

Table 3B. WIPP Shipments: Number and type of violations found listed by state and type of inspection (January 1, 2011 – December 31, 2011)

State	Type of Inspection	Number of Inspections Identifying Violations	Number of Violations Identified	NOT Out-of-Service Violations	Out-of-Service Violations		
					NAS	Level VI	Total
Arizona		0	0	0	0	0	0
California		0	0	0	0	0	0
Colorado	En Route	20	20	10	7	3	10
Georgia		0	0	0	0	0	0
Idaho	Point of Origin	23	24	14	3	7	10
Illinois		0	0	0	0	0	0
Nevada		0	0	0	0	0	0
New Mexico	En Route	13	13	7	4	2	6
Oregon		0	0	0	0	0	0
South Carolina	Point of Origin	3	3	2	0	1	1
Tennessee	Point of Origin	1	5	1	0	4	4
Washington	Point of Origin	1	1	1	0	0	0
Total		61	66	35	14	17	31

Table 3C. WIPP Shipments: Number and type of violations found listed by state and type of inspection (January 1, 2012 – December 31, 2012)

State	Type of Inspection	Number of Inspections Identifying Violations	Number of Violations Identified	NOT Out-of-Service Violations	Out-of-Service Violations		
					NAS	Level VI	Total
Arizona		0	0	0	0	0	0
California		0	0	0	0	0	0
Colorado	En Route	7	7	5	0	2	2
Georgia		0	0	0	0	0	0
Idaho	Point of Origin	16	17	12	0	5	5
Illinois		0	0	0	0	0	0
Nevada		0	0	0	0	0	0
New Mexico	Point of Origin	3	5	2	0	3	3
	En Route	3	3	3	0	0	0
Oregon		0	0	0	0	0	0
South Carolina	Point of Origin	3	3	3	0	0	0
Tennessee	Point of Origin	1	1	0	0	1	1
Washington		0	0	0	0	0	0
Total		33	36	25	0	11	11

Table 4A includes a total of 27 inspections identifying 38 violations during CY 2010. Of those 38 violations 14 were out-of-service violations (5 CVSA Level I out-of-service violations and 9 CVSA Level VI out-of-service violations).

Table 4B includes a total of 24 inspections identifying 40 violations during CY 2011. Of those 40 violations 10 were out-of-service violations (all CVSA Level VI out-of-service violations).

Table 4C includes a total of 19 inspections identifying 23 violations during CY 2012. Of those 23 violations 6 were out-of-service violations (2 CVSA North American Standard out-of-service violations and 4 CVSA Level VI out-of-service violations).

The appendices to this report contain lists of the violations for WIPP and non-WIPP shipments by year. Note that the data are listed as reported by the A&I Online database or coded from expert review of available hardcopy inspection forms and the information from the A&I Online database. In particular the out-of-service violation type values were assigned during expert review of the violations.

Table 4A. Non-WIPP Shipments: Number and type of violations found listed by state and type of inspection (January 1, 2010 – December 31, 2010)

State	Type of Inspection	Number of <u>Inspections</u> Identifying Violations	Number of <u>Violations</u> Identified	NOT Out-of-Service Violations	Out-of-Service Violations		
					NAS	Level VI	Total
Arizona	En Route	3	3	3	0	0	0
California	Point of Origin	2	2	0	0	2	2
Colorado		0	0	0	0	0	0
Idaho	Point of Origin	3	7	5	1	1	2
Illinois		0	0	0	0	0	0
Maryland		0	0	0	0	0	0
Massachusetts		0	0	0	0	0	0
Michigan	Point of Origin	4	4	4	0	0	0
Missouri	Point of Origin	1	2	1	0	1	1
Nevada		0	0	0	0	0	0
New Jersey	Point of Origin	5	11	6	1	4	5
New Mexico	Point of Origin	1	1	1	0	0	0
New York	Point of Origin	5	5	2	2	1	3
	En Route	2	2	2	0	0	0
Ohio		0	0	0	0	0	0
South Carolina		0	0	0	0	0	0
Tennessee	Point of Origin	1	1	0	1	0	1
Virginia		0	0	0	0	0	0
Washington		0	0	0	0	0	0
Total		27	38	24	5	9	14

Table 4B. Non-WIPP Shipments: Number and type of violations found listed by state and type of inspection (January 1, 2011 – December 31, 2011)

State	Type of Inspection	Number of Inspections Identifying Violations	Number of Violations Identified	NOT Out-of-Service Violations	Out-of-Service Violations		
					NAS	Level VI	Total
Arizona	En Route	1	3	3	0	0	0
California	Point of Origin	1	2	0	0	2	2
Colorado		0	0	0	0	0	0
Idaho	Point of Origin	1	2	0	0	2	2
Illinois	En Route	4	6	4	0	2	2
Maryland		0	0	0	0	0	0
Massachusetts		0	0	0	0	0	0
Michigan	Point of Origin	9	13	11	0	2	2
Missouri		0	0	0	0	0	0
Nevada		0	0	0	0	0	0
New Jersey	Point of Origin	2	3	3	0	0	0
New Mexico	En Route	3	5	5	0	0	0
New York	Point of Origin	1	1	1	0	0	0
Ohio		0	0	0	0	0	0
South Carolina		0	0	0	0	0	0
Tennessee		0	0	0	0	0	0
Virginia		0	0	0	0	0	0
Washington	Point of Origin	2	5	3	0	2	2
Total		24	40	30	0	10	10

Table 4C. Non-WIPP Shipments: Number and type of violations found listed by state and type of inspection (January 1, 2012 – December 31, 2012)

State	Type of Inspection	Number of Inspections Identifying Violations	Number of Violations Identified	NOT Out-of-Service Violations	Out-of-Service Violations		
					NAS	Level VI	Total
Arizona	En Route	1	1	1	0	0	0
California	Point of Origin	1	1	1	0	0	0
Colorado		0	0	0	0	0	0
Idaho	Point of Origin	1	1	1	0	0	0
Illinois	Point of Origin	1	1	0	0	1	1
Maryland		0	0	0	0	0	0
Massachusetts	Point of Origin	1	1	1	0	0	0
Michigan	Point of Origin	2	2	1	0	1	1
Missouri		0	0	0	0	0	0
Nevada		0	0	0	0	0	0
New Jersey	Point of Origin	1	1	1	0	0	0
New Mexico	Point of Origin	1	1	0	0	1	1
New York	Point of Origin	2	3	3	0	0	0
	En Route	1	1	1	0	0	0
Puerto Rico	Point of Origin	3	4	3	1	0	1
Ohio		0	0	0	0	0	0
South Carolina		0	0	0	0	0	0
Tennessee	Point of Origin	2	4	3	1	0	1
Virginia		0	0	0	0	0	0
Washington	Point of Origin	2	2	1	0	1	1
Total		19	23	17	2	4	6

Percentage of Inspections with No Violations and Violations

Tables 5A, 5B, and 5C (WIPP shipments: CY 2010, CY 2011, and CY 2012, respectively) and Tables 6A, 6B, and 6C (non-WIPP shipments: CY 2010, CY 2011, and CY 2012, respectively) identify the percentage of inspections having no violations or violations, listed by state and type of inspection.

For WIPP shipments in CY 2010 the percentage of violations is less than 7 percent for each state and type of inspection with the exception of en route inspections for Idaho (50 percent). However this is based on only two inspections. For WIPP shipments in CY 2011 and 2012 the percentage of violations is less than 5 percent for each state and type of inspection except for CY 2012 point of origin inspections for Tennessee (14 percent). Again this this is based on a low number (7) of inspections.

Tables 6A, 6B and 6C show that for non-WIPP shipments the percentages tend to be higher than for WIPP shipments for inspections finding violations.

**Table 5A. WIPP Shipments: Percentage of inspections having no violations or violations listed by state and type of inspection
(January 1, 2010 – December 31, 2010)**

State	Type of Inspection	Number of Inspections	No Violations	Violations
Arizona	En Route	5	100.00%	0.00%
California		0	0.00%	0.00%
Colorado	En Route	723	95.16%	4.84%
Georgia		0	0.00%	0.00%
Idaho	Point of Origin	682	93.26%	6.74%
	En Route	2	50.00%	50.00%
Illinois	Point of Origin	34	100.00%	0.00%
Nevada		0	0.00%	0.00%
New Mexico	Point of Origin	127	99.21%	0.79%
	En Route	384	96.35%	3.65%
Oregon	En Route	2	100.00%	0.00%
South Carolina	Point of Origin	79	97.47%	2.53%
Tennessee	Point of Origin	84	97.62%	2.38%
Washington	Point of Origin	75	100.00%	0.00%

**Table 5B. WIPP Shipments: Percentage of inspections having no violations or violations listed by state and type of inspection
(January 1, 2011 – December 31, 2011)**

State	Type of Inspection	Number of Inspections	No Violations	Violations
Arizona		0	0.00%	0.00%
California		0	0.00%	0.00%
Colorado	En Route	659	96.97%	3.03%
Georgia		0	0.00%	0.00%
Idaho	Point of Origin	571	95.97%	4.03%
Illinois	Point of Origin	30	100.00%	0.00%
Nevada		0	0.00%	0.00%
New Mexico	Point of Origin	184	100.00%	0.00%
	En Route	516	97.48%	2.52%
New York	Point of Origin	2	100.00%	0.00%
Pennsylvania	Point of Origin	5	100.00%	0.00%
Oregon		0	0.00%	0.00%
South Carolina	Point of Origin	141	97.87%	2.13%
Tennessee	Point of Origin	23	95.65%	4.35%
	En Route	2	100.00%	0.00%
Washington	Point of Origin	37	97.30%	2.70%

**Table 5C. WIPP Shipments: Percentage of inspections having no violations or violations listed by state and type of inspection
(January 1, 2012 – December 31, 2012)**

State	Type of Inspection	Number of Inspections	No Violations	Violations
Arizona		0	0.00%	0.00%
California		0	0.00%	0.00%
Colorado	En Route	382	98.17%	1.83%
Georgia		0	0.00%	0.00%
Idaho	Point of Origin	396	95.96%	4.04%
Illinois	Point of Origin	17	100.00%	0.00%
Nevada		0	0.00%	0.00%
New Mexico	Point of Origin	219	98.63%	1.37%
	En Route	378	99.21%	0.79%
New York		0	0.00%	0.00%
Pennsylvania		0	0.00%	0.00%
Oregon		0	0.00%	0.00%
South Carolina	Point of Origin	193	98.45%	1.55%
Tennessee	Point of Origin	7	85.71%	14.29%
Washington		0	0.00%	0.00%

**Table 6A. Non-WIPP Shipments: Percentage of inspections having no violations or violations listed by state and type of inspection
(January 1, 2010 – December 31, 2010)**

State	Type of Inspection	Number of Inspections	No Violations	Violations
Arizona	Point of Origin	4	100.00%	0.00%
Arizona	En Route	23	86.96%	13.04%
California	Point of Origin	4	50.00%	50.00%
	En Route	1	100.00%	0.00%
Colorado	En Route	2	100.00%	0.00%
Florida	En Route	1	100.00%	0.00%
Georgia		0	0.00%	0.00%
Idaho	Point of Origin	3	0.00%	100.00%
Illinois	Point of Origin	4	100.00%	0.00%
Illinois	En Route	1	100.00%	0.00%
Maryland	Point of Origin	10	100.00%	0.00%
Massachusetts	Point of Origin	2	100.00%	0.00%
	En Route	1	100.00%	0.00%
Michigan	Point of Origin	22	81.82%	18.18%
Missouri	Point of Origin	3	66.67%	33.33%
Nebraska	Point of Origin	1	100.00%	0.00%
Nevada		0	0.00%	0.00%
New Jersey	Point of Origin	9	44.44%	55.56%
New Mexico	Point of Origin	13	92.31%	7.69%
	En Route	68	100.00%	0.00%
	Point of Destination	1	100.00%	0.00%
New York	Point of Origin	51	90.20%	9.80%
	En Route	4	50.00%	50.00%
Ohio	Point of Origin	1	100.00%	0.00%
Oregon		0	0.00%	0.00%
Pennsylvania		0	0.00%	0.00%
South Carolina	Point of Origin	11	100.00%	0.00%
Tennessee	Point of Origin	26	96.15%	3.85%
Tennessee	En Route	6	100.00%	0.00%
Virginia		0	0.00%	0.00%
Washington	Point of Origin	2	100.00%	0.00%
	En Route	1	100.00%	0.00%
Wisconsin	Point of Origin	1	100.00%	0.00%

**Table 6B. Non-WIPP Shipments: Percentage of inspections having no violations or violations listed by state and type of inspection
(January 1, 2011– December 31, 2011)**

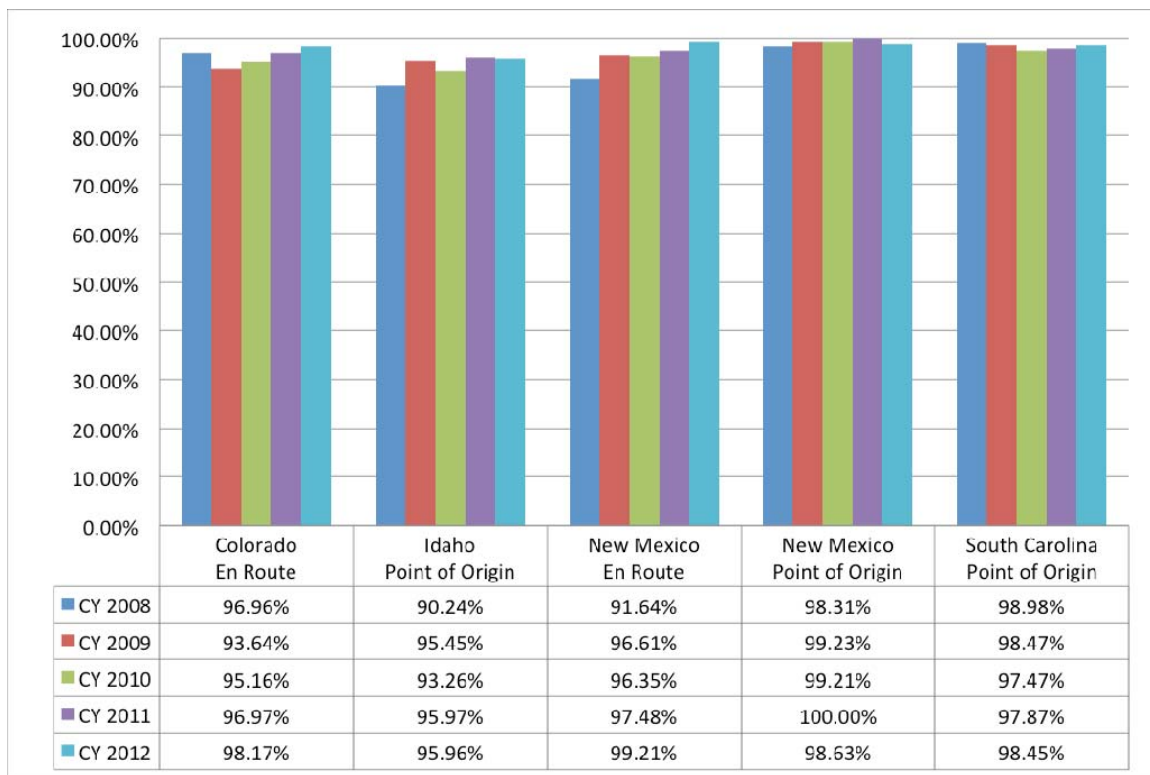
State	Type of Inspection	Number of Inspections	No Violations	Violations
Arizona	En Route	10	90.00%	10.00%
California	Point of Origin	1	0.00%	100.00%
Colorado	En Route	4	100.00%	0.00%
Florida	En Route	3	100.00%	0.00%
Georgia		0	0.00%	0.00%
Idaho	Point of Origin	4	75.00%	25.00%
Illinois	Point of Origin	6	100.00%	0.00%
Illinois	En Route	12	66.67%	33.33%
Maryland	Point of Origin	16	100.00%	0.00%
Massachusetts	Point of Origin	1	100.00%	0.00%
Michigan	Point of Origin	52	82.69%	17.31%
Missouri	Point of Origin	2	100.00%	0.00%
Nebraska	Point of Origin	1	100.00%	0.00%
Nevada		0	0.00%	0.00%
New Jersey	Point of Origin	2	0.00%	100.00%
New Mexico	Point of Origin	6	100.00%	0.00%
	En Route	71	95.77%	4.23%
New York	Point of Origin	21	95.24%	4.76%
Ohio	Point of Origin	1	100.00%	0.00%
Oregon	Point of Origin	1	100.00%	0.00%
Pennsylvania		0	0.00%	0.00%
South Carolina	Point of Origin	5	100.00%	0.00%
Tennessee	Point of Origin	8	100.00%	0.00%
Tennessee	En Route	7	100.00%	0.00%
Virginia	Point of Origin	1	100.00%	0.00%
Washington	Point of Origin	4	50.00%	50.00%
Wisconsin		0	0.00%	0.00%
federal	Point of Origin	1	100.00%	0.00%

**Table 6C. Non-WIPP Shipments: Percentage of inspections having no violations or violations listed by state and type of inspection
(January 1, 2012– December 31, 2012)**

State	Type of Inspection	Number of Inspections	No Violations	Violations
Arizona	En Route	8	87.50%	12.50%
California	Point of Origin	3	66.67%	33.33%
	En Route	1	100.00%	0.00%
Colorado	En Route	5	100.00%	0.00%
Florida	En Route	2	100.00%	0.00%
Georgia		0	0.00%	0.00%
Idaho	Point of Origin	5	80.00%	20.00%
Illinois	Point of Origin	19	94.74%	5.26%
Illinois	En Route	3	100.00%	0.00%
Maine	Point of Origin	1	100.00%	0.00%
Maryland	Point of Origin	18	100.00%	0.00%
Massachusetts	Point of Origin	3	66.67%	33.33%
Michigan	Point of Origin	40	95.00%	5.00%
Missouri	Point of Origin	3	100.00%	0.00%
Nebraska		0	0.00%	0.00%
Nevada		0	0.00%	0.00%
New Jersey	Point of Origin	1	0.00%	100.00%
New Mexico	Point of Origin	8	87.50%	12.50%
	En Route	32	100.00%	0.00%
New York	Point of Origin	16	87.50%	12.50%
	En Route	2	50.00%	50.00%
North Carolina	En Route	1	100.00%	0.00%
North Dakota	Point of Origin	1	100.00%	0.00%
Ohio	Point of Origin	1	100.00%	0.00%
Oregon		0	0.00%	0.00%
Pennsylvania		0	0.00%	0.00%
Puerto Rico	Point of Origin	4	25.00%	75.00%
South Carolina	Point of Origin	10	100.00%	0.00%
Tennessee	Point of Origin	3	33.33%	66.67%
Tennessee	En Route	8	100.00%	0.00%
Texas	Point of Origin	9	100.00%	0.00%
Virginia		0	0.00%	0.00%
Washington	Point of Origin	8	75.00%	25.00%
Washington	En Route	1	100.00%	0.00%
Wisconsin		0	0.00%	0.00%
federal		0	0.00%	0.00%

In the fifth inspection report (covering Level VI inspection conducted in CY 2008 and CY 2009) it is stated that the percentages of inspections of WIPP shipments with no violations found for almost all states increased over time, meaning fewer and fewer inspections were finding violations. This is also the case for the CY 2010 - CY 2012 time frame. For example, Colorado saw an increase in the percent of point of origin inspections finding no violations from 95.16 percent in CY 2010 to 96.97 percent in CY 2011 and 98.17 percent in CY 2012. Figure 1 shows the percentages of inspections of WIPP shipments with no violations found for CY 2008 – CY 2012 for those states with more than 50 inspections in each year.

Figure 1. WIPP Shipments: Percentage of inspections with no violations found for states with more than 50 inspections in each year



Percentage of Point of Origin and En Route Inspections with No Violations and Violations

Tables 7A, 7B, and 7C show the overall percentage of inspections having no violations and violations at the point of origin and en route for WIPP shipments for CY 2010, CY 2011, and CY 2012, respectively.

Tables 8A, 8B, and 8C show the overall percentage of inspections having no violations and violations at the point of origin and en route for non-WIPP shipments for CY 2010, CY 2011, and CY 2012, respectively.

For WIPP shipments, the percentage of inspections finding violations at the point of origin decreased by about a third from CY 2010 to CY 2012 while the percentage of inspections finding violations en route decreased by about two thirds from CY 2010 to CY 2012.

For non-WIPP shipments the percentages are noticeably higher than for WIPP shipments for inspections finding violations. However for the non-WIPP shipments there is an increasing trend over time in the percentage of inspections having no violations.

Table 7A. WIPP Shipments: Percentage of point of origin and en route inspections with no violation and with violations (January 1, 2010 – December 31, 2010)

Inspection Location	Number of Inspections	No Violations	Violations
Point of Origin	1081	95.28%	4.72%
En Route	1116	95.52%	4.48%

Table 7B. WIPP Shipments: Percentage of point of origin and en route inspections with no violation and with violations (January 1, 2011 – December 31, 2011)

Inspection Location	Number of Inspections	No Violations	Violations
Point of Origin	993	97.18%	2.82%
En Route	1177	97.20%	2.80%

Table 7C. WIPP Shipments: Percentage of point of origin and en route inspections with no violation and with violations (January 1, 2012 – December 31, 2012)

Inspection Location	Number of Inspections	No Violations	Violations
Point of Origin	832	97.24%	2.76%
En Route	760	98.68%	1.32%

Table 8A. Non-WIPP Shipments: Percentage of point of origin and en route inspections with no violation and with violations (January 1, 2010 – December 31, 2010)

Inspection Location	Number of Inspections	No Violations	Violations
Point of Origin	167	86.83%	13.17%
En Route	108	95.37%	4.63%

Table 8B. Non-WIPP Shipments: Percentage of point of origin and en route inspections with no violation and with violations (January 1, 2011 – December 31, 2011)

Inspection Location	Number of Inspections	No Violations	Violations
Point of Origin	133	87.97%	12.03%
En Route	107	92.52%	7.48%

Table 8C. Non-WIPP Shipments: Percentage of point of origin and en route inspections with no violation and with violations (January 1, 2012 – December 31, 2012)

Inspection Location	Number of Inspections	No Violations	Violations
Point of Origin	153	88.89%	11.11%
En Route	63	96.83%	3.17%

Comparison with Non-WIPP Shipments and Federal Motor Carrier Safety Administration Data

Tables 9A, 9B, and 9C are the comparisons of WIPP and non-WIPP CVSA Level VI inspections for CY 2010, CY 2011, and CY 2012, respectively. For all three years the percentages of inspections finding violations and the out-of-service rates are considerably larger for non-WIPP shipments than for WIPP shipments (more than double in most cases).

Tables 10A, 10B, and 10C allow comparisons of CVSA Level VI inspection information reported under the WIPP transportation program to roadside inspection data for the same time periods (CY 2010, CY 2011, and CY 2012) from the Federal Motor Carrier Safety Administration (FMCSA).

Of the 101 WIPP inspections in CY 2010 that found violations, 60 inspections found out-of-service violations. One of the 60 inspections found a driver out-of-service violation for a driver out-of-service rate of 0.05 percent. Fifty-nine of the inspections found vehicle out-of-service violations for a vehicle out-of-service rate of 2.69 percent. Sixteen of the 59 inspections found Level I out-of-service violations for a Level I out-of-service percent of 0.73 and forty-four of the 59 inspections found Level VI out-of-service violations for a Level VI out-of-service percent of 2.00.

Of the 61 WIPP inspections in CY 2011 that found violations, 28 inspections found out-of-service violations. These 28 inspections found only vehicle out-of-service violations for a vehicle out-of-service rate of 1.29 percent. Fourteen of the 28 inspections found Level I out-of-service violations for a Level I out-of-service percent of 0.65 and fourteen of the 28 inspections found Level VI out-of-service violations for a Level VI out-of-service percent of 0.65.

Of the 33 WIPP inspections in CY 2012 that found violations, 9 inspections found out-of-service violations. These 9 inspections found only vehicle out-of-service violations for a vehicle out-of-service rate of 0.57 percent. The 9 inspections found only Level VI out-of-service violations for a Level VI out-of-service percent of 0.57.

In general there continues to be a trend over time towards lower percentages of violations found and lower out-of-service rates for CVSA Level VI inspections of both WIPP and non-WIPP shipments. All rates are considerably lower than those reported by FMCSA for roadside and hazardous materials inspections during the same time periods.

It is CVSA's opinion that DOE, WIPP, the states, the carriers, and other interested parties are to be commended for the more than thirteen years of hard work and dedication that have gone into the WIPP shipping program and inspections that continue to show progress and improvement. It is important to keep up this dedication to continue insuring that the WIPP shipping campaign is as safe as possible.

Table 9A. WIPP Shipments in CY 2010: Comparison with Non-WIPP shipments

CVSA Level VI Inspection Data for WIPP Shipments (January 1, 2010 – December 31, 2010)				
Inspection Activity	Number	Percent	Level I OOS Percent	Level VI OOS Percent
Number of Inspections	2,197			
With no Violations	2,096	95.40%		
With Violations	101	4.60%		
Driver OOS* Rate	1	0.05%	0.05%	0.00%
Vehicle OOS Rate	59	2.69%	0.73%	2.00%
CVSA Level VI Inspection Data for Non-WIPP Shipments (January 1, 2010 – December 31, 2010)				
Inspection Activity	Number	Percent	Level I OOS Percent	Level VI OOS Percent
Number of Inspections	276			
With no Violations	249	90.22%		
With Violations	27	9.78%		
Driver OOS* Rate	0	0.00%	0.00%	0.00%
Vehicle OOS Rate	14	5.07%	1.81%	3.26%

*OOS = Out-of-Service

Table 9B. WIPP Shipments in CY 2011: Comparison with Non-WIPP shipments

CVSA Level VI Inspection Data for WIPP Shipments (January 1, 2011 – December 31, 2011)				
Inspection Activity	Number	Percent	Level I OOS Percent	Level VI OOS Percent
Number of Inspections	2,170			
With no Violations	2,109	97.19%		
With Violations	61	2.81%		
Driver OOS* Rate	0	0.00%	0.00%	0.00%
Vehicle OOS Rate	28	1.29%	0.65%	0.65%
CVSA Level VI Inspection Data for Non-WIPP Shipments (January 1, 2011 – December 31, 2011)				
Inspection Activity	Number	Percent	Level I OOS Percent	Level VI OOS Percent
Number of Inspections	240			
With no Violations	216	90.00%		
With Violations	24	10.00%		
Driver OOS* Rate	0	0.00%	0.00%	0.00%
Vehicle OOS Rate	8	3.33%	0.00%	3.33%

*OOS = Out-of-Service

Table 9C. WIPP Shipments in CY 2012: Comparison with Non-WIPP shipments

CVSA Level VI Inspection Data for WIPP Shipments (January 1, 2012 – December 31, 2012)				
Inspection Activity	Number	Percent	Level I OOS Percent	Level VI OOS Percent
Number of Inspections	1,592			
With no Violations	1,559	97.93%		
With Violations	33	2.07%		
Driver OOS* Rate	0	0.00%	0.00%	0.00%
Vehicle OOS Rate	9	0.57%	0.00%	0.57%
CVSA Level VI Inspection Data for Non-WIPP Shipments (January 1, 2012 – December 31, 2012)				
Inspection Activity	Number	Percent	Level I OOS Percent	Level VI OOS Percent
Number of Inspections	216			
With no Violations	197	91.20%		
With Violations	19	8.80%		
Driver OOS* Rate	0	0.00%	0.00%	0.00%
Vehicle OOS Rate	6	2.78%	0.93%	1.85%

*OOS = Out-of-Service

Table 10A. 2010 FMCSA inspection data

FMCSA Roadside Inspection Data for the Year 2010*			FMCSA HAZMAT Inspection Data for the Year 2010*		
<i>Inspection Activity</i>	<i>Number</i>	<i>Percent</i>	<i>Inspection Activity</i>	<i>Number</i>	<i>Percent</i>
Number of Inspections	3,603,291		Number of Inspections	211,219	
With no Violations	1,256,989	34.88%	With no Violations	N/A***	N/A
With Violations	2,346,302	65.12%	With Violations	N/A	N/A
Driver OOS** Rate†	182,946	5.23%	OOS Rate	9,039	4.28%
Vehicle OOS Rate†	481,801	19.80%			

†The number of inspections is a combination of some Driver, some Vehicle, and some combination of both. The OOS Rate is for this subgroup of all inspections.

*Data Source: FMCSA Motor Carrier Management Information System (MCMIS) November 29, 2013 data snapshot from <http://ai.fmcsa.dot.gov/SafetyProgram/RoadsideInspections.aspx>

**OOS = Out-of-Service

***N/A = Data not available

Table 10B. 2011 FMCSA inspection data

FMCSA Roadside Inspection Data for the Year 2011*			FMCSA HAZMAT Inspection Data for the Year 2011*		
<i>Inspection Activity</i>	<i>Number</i>	<i>Percent</i>	<i>Inspection Activity</i>	<i>Number</i>	<i>Percent</i>
Number of Inspections	3,591,710		Number of Inspections	205,920	
With no Violations	1,353,156	37.67%	With no Violations	N/A***	N/A
With Violations	2,238,554	62.33%	With Violations	N/A	N/A
Driver OOS** Rate†	172,655	4.97%	OOS Rate	7,841	3.81%
Vehicle OOS Rate†	492,704	20.35%			

†The number of inspections is a combination of some Driver, some Vehicle, and some combination of both. The OOS Rate is for this subgroup of all inspections.

*Data Source: FMCSA Motor Carrier Management Information System (MCMIS) November 29, 2013 data snapshot from <http://ai.fmcsa.dot.gov/SafetyProgram/RoadsideInspections.aspx>

**OOS = Out-of-Service

***N/A = Data not available

Table 10C. 2012 FMCSA inspection data

FMCSA Roadside Inspection Data for the Year 2012*			FMCSA HAZMAT Inspection Data for the Year 2012*		
<i>Inspection Activity</i>	<i>Number</i>	<i>Percent</i>	<i>Inspection Activity</i>	<i>Number</i>	<i>Percent</i>
Number of Inspections	3,541,156		Number of Inspections	203,672	
With no Violations	1,387,041	39.17%	With no Violations	N/A***	N/A
With Violations	2,154,115	60.83%	With Violations	N/A	N/A
Driver OOS** Rate†	167,651	4.89%	OOS Rate	7,639	3.75%
Vehicle OOS Rate†	489,032	20.13%			

†The number of inspections is a combination of some Driver, some Vehicle, and some combination of both. The OOS Rate is for this subgroup of all inspections.

*Data Source: FMCSA Motor Carrier Management Information System (MCMIS) November 29, 2013 data snapshot from <http://ai.fmcsa.dot.gov/SafetyProgram/RoadsideInspections.aspx>

**OOS = Out-of-Service

***N/A = Data not available

Overall CVSA Level VI Program – WIPP Shipments

Table 11 is a summary of the Level VI inspection program for WIPP shipments through December 31, 2012 (excluding the CY 2007 data for reasons discussed at the beginning of this report). Since March 24, 1999, there have been 20,797 CVSA Level VI inspections analyzed. Of these inspections, 93.64 percent found no violations, an increase from the 92.40 percent in the fifth (CY 2008 – CY 2009) inspection report. The combined Level I and Level VI out-of-service rate for vehicles decreased from 1.81 percent in the fifth inspection report to 1.75 percent for this report. Driver out-of-service rate also continues to drop (from 0.06 percent in the fifth inspection report to 0.05 percent in this report).

With the addition of the 2010-2012 Level VI inspection data, the number of inspections with Level I out-of-service violations continues to be less than 1 percent for the entire program. Most notable is that the percentage of Level I out-of-service violations continues to decrease. Adding this report's data to the entire program, the Level I out-of-service rate for drivers decreased from 0.05 percent (stated in the CY 2008 – CY 2009 Report) to 0.04 percent and the Level I out-of-service rate for vehicles decreased from 0.62 percent (stated in the CY 2008 – CY 2009 Report) to 0.59 percent.

Table 11. Review of entire CVSA Level VI Inspections for WIPP shipments

CVSA Level VI Inspection Data for WIPP Shipments (March 24, 1999 – December 31, 2006 and January 1, 2008 – December 31, 2012)				
<i>Inspection Activity</i>	<i>Number</i>	<i>Percent</i>	<i>Level I OOS Percent</i>	<i>Level VI OOS Percent</i>
Number of Inspections	20,797			
With no Violations	19,474	93.64%		
With Violations	1,323	6.36%		
Driver OOS* Rate	10	0.05%	0.04%	0.01%
Vehicle OOS* Rate	364	1.75%	0.59%	1.17%

*OOS = Out-of-Service

Conclusions

Data for this report was obtained electronically from the FMCSA A&I Online website. As first noted in the previous CY 2008 – CY 2009 report, there continues to be some deficiencies with this data source with respect to producing this report. In some cases, the shipment origin and destination are not identified and out-of-service violations are not identified as either Level I or Level VI out-of-service violations. Manual intervention was needed to obtain this information necessary for the report. Shipment origin and destination and type of out-of-service violation are data items on the inspection form. CVSA sees an opportunity to improve the data reported on A & I and recommends that FMCSA make these items available on the A&I Online website. CVSA also recommends these items be mandatory check items on the inspection form, so inspectors must list these items on all Level VI inspections.

In the process of reviewing the hardcopy inspection forms to obtain shipment destination and type of out-of-service violation data for this report, CVSA again noted deficiencies in the reporting of inspection data similar to those found for the previous inspection report. For example, it was discovered that some Level VI inspections were missing from the A& I Online database and some violations were incorrectly coded as out-of-service violations. These issues suggest a need for due diligence in the completion of inspection reports. Greater emphasis for inspector training and inspection review at the state level to insure correct data are being submitted to SAFETYNET. Through the Level VI Certification Class and the annual Train the Trainer of state Level VI refresher trainers, CVSA will continue to emphasize the need for accurate data.

Even with the data limitations described above there is enough data to conclude that the out-of-service rates from Level VI inspections of WIPP shipments and private industry continue to show declining numbers over time. The ultimate goal of the CVSA Level VI inspection program is and will continue to be the safe and uneventful shipments of radioactive materials from point of origin to destination. The states, carriers, DOE, and private industry can be proud of their continued safety program excellence as supported by the overall reduction of the out-of-service rates. The program should continue to strive for low out-of-service rates, which will ultimately lead to a low number of incidents. WIPP shipments continue to be one of the safest hazardous materials shipped on our highways today.

Appendix A

List of WIPP Shipment Violations - CY 2010

Unit	Inspection Date	Location	Inspection Type	Violation	Level I OOS	Level VI OOS
Driver	1/22/2010	Ft Collins,Co	En Route	395.8F1 - Drivers Record Of Duty Status Not Current		
Driver	2/2/2010	Fort Collins Port Of Entry	En Route	395.8F1 - Drivers Record Of Duty Status Not Current		
Driver	3/1/2010	Inl	Point of Origin	395.8 - Log Violation (General/Form And Manner)		
Driver	4/13/2010	Wipp Road	Point of Origin	395.8E - False Report Of Drivers Record Of Duty Status	X	
Driver	4/15/2010	Inl	Point of Origin	395.8 - Log Violation (General/Form And Manner)		
Driver	6/5/2010	Colo 25 @ Mp 267	En Route	395.8 - Log Violation (General/Form And Manner)		
Driver	6/21/2010	Inl	Point of Origin	395.8 - Log Violation (General/Form And Manner)		
Driver	8/9/2010	Inl	Point of Origin	395.3A2/R - 14 Hour Rule Violation (Property)		
Driver	8/11/2010	Inl	Point of Origin	391.43H - Improper Medical Examiners Certificate Form		
Driver	9/13/2010	Inl	Point of Origin	395.8 - Log Violation (General/Form And Manner)		
Driver	9/13/2010	Inl	Point of Origin	395.8E - False Report Of Drivers Record Of Duty Status		
Driver	10/19/2010	Idaho National Lab (Rwmc)	Point of Origin	395.8 - Log Violation (General/Form And Manner)		
Driver	10/20/2010	Scoville	Point of Origin	395.8 - Log Violation (General/Form And Manner)		
Driver	11/8/2010	Inl	Point of Origin	395.8 - Log Violation (General/Form And Manner)		
Semi-Trailer	1/4/2010	Inl	Point of Origin	393.110D - Large/Odd-Shaped Cargo Not Adeq. Secured		X
Semi-Trailer	1/7/2010	Ft Collins,Co	En Route	393.110D - Large/Odd-Shaped Cargo Not Adeq. Secured	X	

Unit	Inspection Date	Location	Inspection Type	Violation	Level I OOS	Level VI OOS
Semi-Trailer	1/13/2010	Ft Collins,Co	En Route	393.55D3 - Abs Malf Indctr Conec From Towed Cmv Mfg>2/01		X
Semi-Trailer	1/16/2010	Ft Collins,Co	En Route	393.110D - Large/Odd-Shaped Cargo Not Adeq. Secured		X
Semi-Trailer	1/17/2010	Fort Collins Port Of Entry	En Route	393.19 - No/Defective Turn/Hazard Lamp As Required		X
Semi-Trailer	1/17/2010	Fort Collins Port Of Entry	En Route	393.9T - Inoperable Tail Lamp		X
Semi-Trailer	1/21/2010	Ft Collins,Co	En Route	393.110D - Large/Odd-Shaped Cargo Not Adeq. Secured		X
Semi-Trailer	1/21/2010	Ft Collins,Co	En Route	393.9TS - Inoperative Turn Signal		X
Semi-Trailer	1/21/2010	Ft Collins,Co	En Route	393.55D3 - Abs Malf Indctr Conec From Towed Cmv Mfg>2/01		X
Semi-Trailer	1/22/2010	Eunice Weigh Pad	En Route	396.3A1 - Inspection, Repair And Maintenance Of Parts & Accessories	X	
Semi-Trailer	1/22/2010	Ft Collins,Co	En Route	393.110D - Large/Odd-Shaped Cargo Not Adeq. Secured		X
Semi-Trailer	1/22/2010	Eunice Weigh Pad	En Route	396.3A1B - Brakes (General)	X	
Semi-Trailer	2/9/2010	Inl	Point of Origin	393.100A - No Or Improper Load Securement	X	
Semi-Trailer	2/20/2010	Raton Mcss	En Route	393.45 - Brake Tubing And Hose Adequacy	X	
Semi-Trailer	3/3/2010	Ft Collins,Co	En Route	393.110D - Large/Odd-Shaped Cargo Not Adeq. Secured		X
Semi-Trailer	3/3/2010	Ft Collins,Co	En Route	393.110D - Large/Odd-Shaped Cargo Not Adeq. Secured		X
Semi-Trailer	3/17/2010	Inl	Point of Origin	393.110D - Large/Odd-Shaped Cargo Not Adeq. Secured		X
Semi-Trailer	3/24/2010	Inl	Point of Origin	172.403G - Failed To Label Ram Properly		
Semi-Trailer	3/31/2010	Fort Collins Poe Southbound	En Route	393.48A - Inoperative/Defective Brakes	X	

Unit	Inspection Date	Location	Inspection Type	Violation	Level I OOS	Level VI OOS
Semi-Trailer	3/31/2010	Fort Collins Poe Southbound	En Route	393.55D3 - Abs Malf Indctr Conec From Towed Cmv Mfg>2/01		X
Semi-Trailer	3/31/2010	Eunice Weigh Pad	En Route	396.3A1T - Tires (General)	X	
Semi-Trailer	4/9/2010	Savannah River Site	Point of Origin	393.75A3 - Tire-Flat And/Or Audible Air Leak	X	
Semi-Trailer	4/10/2010	Ft Collins Poe Sb	En Route	393.9 - Inoperable Required Lamp		
Semi-Trailer	4/17/2010	Inl	Point of Origin	396.3A1 - Inspection, Repair And Maintenance Of Parts & Accessories		
Semi-Trailer	4/17/2010	Inl	Point of Origin	393.9 - Inoperable Required Lamp	X	
Semi-Trailer	5/14/2010	Ft Collins,Co	En Route	393.55D3 - Abs Malf Indctr Conec From Towed Cmv Mfg>2/01		X
Semi-Trailer	5/14/2010	Raton Enforcement	En Route	393.55E - No Or Defective Abs Malfunction Indicator Lamp For Trailer Mfr After 03/01/1998		X
Semi-Trailer	5/18/2010	Inl	Point of Origin	393.110D - Large/Odd-Shaped Cargo Not Adeq. Secured	X	
Semi-Trailer	5/23/2010	Ft Collins Poe Sb	En Route	393.110D - Large/Odd-Shaped Cargo Not Adeq. Secured		X
Semi-Trailer	6/6/2010	Colo 25 Mp #267	En Route	393.55D1 - Abs Malf Circ/Signl Mfg>2/97,Sgl Cmv Mfg>2/98		X
Semi-Trailer	6/7/2010	Inl	Point of Origin	392.9A - Failing To Secure Load		
Semi-Trailer	6/14/2010	Inl	Point of Origin	393.55D3 - Abs Malf Indctr Conec From Towed Cmv Mfg>2/01		
Semi-Trailer	6/15/2010	Ft Collins,Co	En Route	393.55D3 - Abs Malf Indctr Conec From Towed Cmv Mfg>2/01		X
Semi-Trailer	6/25/2010	Inl	Point of Origin	393.110D - Large/Odd-Shaped Cargo Not Adeq. Secured		X
Semi-Trailer	6/26/2010	Ft Collins,Co	En Route	393.45D - Brake Connections With Leaks/Constrictions		X
Semi-Trailer	7/22/2010	Inl	Point of Origin	393.55E - No Or Defective Abs Malfunction Indicator Lamp For Trailer Mfr After 03/01/1998		X

Unit	Inspection Date	Location	Inspection Type	Violation	Level I OOS	Level VI OOS
Semi-Trailer	8/5/2010	Inl	Point of Origin	396.5B - Oil And/Or Grease Leak		
Semi-Trailer	8/10/2010	Raton Mcss	En Route	393.9 - Inoperable Required Lamp		X
Semi-Trailer	8/12/2010	Wipp Rd	Point of Origin	172.516C6 - Placard Damaged, Deteriorated, Or Obscured		
Semi-Trailer	8/25/2010	I-25	En Route	396.5B - Oil And/Or Grease Leak		
Semi-Trailer	8/31/2010	Raton Enforcement	En Route	393.9TS - Inoperative Turn Signal		X
Semi-Trailer	8/31/2010	Raton Enforcement	En Route	393.19 - No/Defective Turn/Hazard Lamp As Required		X
Semi-Trailer	9/11/2010	Lea County Roadside	En Route	393.45 - Brake Tubing And Hose Adequacy		X
Semi-Trailer	9/14/2010	Inl	Point of Origin	396.3A1B - Brakes (General)		
Semi-Trailer	10/6/2010	Inl	Point of Origin	396.3A1 - Inspection, Repair And Maintenance Of Parts & Accessories		
Semi-Trailer	10/20/2010	Scoville	Point of Origin	393.110D - Large/Odd-Shaped Cargo Not Adeq. Secured		X
Semi-Trailer	10/20/2010	Scoville	Point of Origin	393.110D - Large/Odd-Shaped Cargo Not Adeq. Secured		X
Semi-Trailer	11/3/2010	I-25	En Route	393.55D3 - Abs Malf Indctr Conec From Towed Cmv Mfg>2/01		X
Semi-Trailer	11/5/2010	Colo 25 @ Mp 267	En Route	393.45D - Brake Connections With Leaks/Constrictions		X
Semi-Trailer	11/5/2010	Inl	Point of Origin	396.3A1B - Brakes (General)		
Truck Tractor	1/6/2010	Inl	Point of Origin	393.83E - Improper Exhaust Discharge (Not Rear Of Cab)		X
Truck Tractor	1/13/2010	Inl	Point of Origin	393.28 - Improper Or No Wiring Protection As Required		
Truck Tractor	1/15/2010	Ft Collins,Co	En Route	393.43A - No/Improper Tractor Protection Valve	X	
Truck Tractor	1/19/2010	Inl	Point of Origin	393.9 - Inoperable Required Lamp		
Truck Tractor	1/30/2010	Inl	Point of Origin	393.83G - Exhaust Leak Under Truck Cab And/Or Sleeper		X

Unit	Inspection Date	Location	Inspection Type	Violation	Level I OOS	Level VI OOS
Truck Tractor	2/12/2010	Inl	Point of Origin	393.48A - Inoperative/Defective Brakes	X	
Truck Tractor	2/26/2010	Inl	Point of Origin	396.3A1 - Inspection, Repair And Maintenance Of Parts & Accessories		
Truck Tractor	2/27/2010	Inl	Point of Origin	393.48A - Inoperative/Defective Brakes		X
Truck Tractor	2/27/2010	Inl	Point of Origin	393.48A - Inoperative/Defective Brakes		X
Truck Tractor	2/28/2010	Fort Collins Port Of Entry	En Route	396.3A1B - Brakes (General)		X
Truck Tractor	2/28/2010	Fort Collins Port Of Entry	En Route	393.48A - Inoperative/Defective Brakes		X
Truck Tractor	3/16/2010	Ft Collins,Co	En Route	393.75A - Flat Tire Or Fabric Exposed	X	
Truck Tractor	3/24/2010	Inl	Point of Origin	172.203D5 - No Ram Label Category		
Truck Tractor	4/1/2010	Lea County Roadside	En Route	393.47A - Inadequate Brakes For Safe Stopping (Brake Components)		X
Truck Tractor	4/15/2010	Inl	Point of Origin	393.84 - Inadequate Floor Condition		X
Truck Tractor	4/21/2010	Raton Mcss	En Route	393.45D - Brake Connections With Leaks/Constrictions		X
Truck Tractor	4/30/2010	Eunice Weigh Pad	En Route	393.48A - Inoperative/Defective Brakes		X
Truck Tractor	5/7/2010	Inl	En Route	393.47A - Inadequate Brakes For Safe Stopping (Brake Components)		X
Truck Tractor	5/7/2010	Inl	En Route	396.5B - Oil And/Or Grease Leak		
Truck Tractor	5/12/2010	Inl	Point of Origin	396.3A1 - Inspection, Repair And Maintenance Of Parts & Accessories	X	
Truck Tractor	5/14/2010	Raton Enforcement	En Route	393.60C - Damaged Or Discolored Windshield		
Truck Tractor	5/21/2010	Raton Mcss	En Route	396.3A1B - Brakes (General)		
Truck Tractor	5/26/2010	Inl	Point of Origin	393.47A - Inadequate Brakes For Safe Stopping (Brake Components)		X
Truck Tractor	6/4/2010	Colo 25 @ Mp 267	En Route	393.9T - Inoperable Tail Lamp		
Truck Tractor	6/4/2010	Colo 25 @ Mp 267	En Route	393.25F - Stop Lamp Violations		
Truck Tractor	6/4/2010	Colo 25 @ Mp 267	En Route	393.9TS - Inoperative Turn Signal		X
Truck Tractor	6/9/2010	Colo 25 @ Mp 267	En Route	393.67C7 - Fuel Tank Fill Pipe Cap Missing		

Unit	Inspection Date	Location	Inspection Type	Violation	Level I OOS	Level VI OOS
Truck Tractor	6/10/2010	Colorado 25	En Route	393.207F - Air Suspension Pressure Loss		
Truck Tractor	6/10/2010	Inl	Point of Origin	396.3A1 - Inspection, Repair And Maintenance Of Parts & Accessories		
Truck Tractor	6/10/2010	Alamogordo Enforcement	En Route	393.45D - Brake Connections With Leaks/Constrictions		X
Truck Tractor	6/16/2010	Inl	Point of Origin	393.45B2 - Brake Hose/Tubing Chaffing And/Or Kinking		
Truck Tractor	6/26/2010	Ft Collins, Co	En Route	393.9H - Inoperable Head Lamps		X
Truck Tractor	6/27/2010	Fort Collins Port Of Entry S	En Route	393.209C - Loose Steering Column	X	
Truck Tractor	6/29/2010	Inl	Point of Origin	396.3A1B - Brakes (General)		X
Truck Tractor	6/29/2010	Ft Collins, Co	En Route	393.203B - Cab/Body Improperly Secured To Frame		
Truck Tractor	7/1/2010	Inl	Point of Origin	393.45D - Brake Connections With Leaks/Constrictions		
Truck Tractor	7/9/2010	Ft Collins Poe Sb	En Route	393.47A - Inadequate Brakes For Safe Stopping (Brake Components)		
Truck Tractor	7/15/2010	Inl	Point of Origin	393.9 - Inoperable Required Lamp		
Truck Tractor	7/18/2010	Fort Collins Port Of Entry	En Route	393.45B2 - Brake Hose/Tubing Chaffing And/Or Kinking		
Truck Tractor	8/5/2010	Los Alamos National Lab	Point of Origin	396.3A1 - Inspection, Repair And Maintenance Of Parts & Accessories		X
Truck Tractor	8/10/2010	Raton Mcss	En Route	393.9 - Inoperable Required Lamp		
Truck Tractor	9/9/2010	Inl	Point of Origin	393.75A3 - Tire-Flat And/Or Audible Air Leak		X
Truck Tractor	9/10/2010	Savannah River Site	Point of Origin	393.45 - Brake Tubing And Hose Adequacy	X	
Truck Tractor	9/23/2010	Colorado 25	En Route	396.3A1B - Brakes (General)		X
Truck Tractor	9/27/2010	Inl	Point of Origin	396.3A1 - Inspection, Repair And Maintenance Of Parts & Accessories		
Truck Tractor	9/29/2010	I-25	En Route	393.45 - Brake Tubing And Hose Adequacy		X
Truck Tractor	10/5/2010	Colo 25 @ Mp 267	En Route	393.83G - Exhaust Leak Under Truck Cab And/Or Sleeper	X	

Unit	Inspection Date	Location	Inspection Type	Violation	Level I OOS	Level VI OOS
Truck Tractor	10/12/2010	Inl	Point of Origin	396.3A1 - Inspection, Repair And Maintenance Of Parts & Accessories		
Truck Tractor	10/18/2010	Idaho National Lab (Rwmc)	Point of Origin	393.84 - Inadequate Floor Condition		X
Truck Tractor	10/19/2010	Idaho National Lab (Rwmc)	Point of Origin	172.602A - Er Info Missing		
Truck Tractor	10/29/2010	Inl	Point of Origin	396.3A1B - Brakes (General)		
Truck Tractor	10/30/2010	Inl	Point of Origin	396.3A1 - Inspection, Repair And Maintenance Of Parts & Accessories		
Truck Tractor	10/30/2010	Raton MCSS	En Route	396.3(a)(1) – Inspection, repair and maintenance of parts & accessories; Audible air leak on the Emergency glad hand.		X

Appendix B

List of WIPP Shipment Violations - CY 2011

Unit	Inspection Date	Location	Inspection Type	Violation	Level I OOS	Level VI OOS
Driver	2/4/2011	Inl	Point of Origin	395.3A2/R - 14 Hour Rule Violation (Property)		
Driver	3/9/2011	Inl	Point of Origin	395.15G - On-Board Recording Device Info Not Available		
Semi-Trailer	3/18/2011	Colo 25 @ Mp 267	En Route	393.45D - Brake Connections With Leaks/Constrictions	X	
Semi-Trailer	4/16/2011	Raton Mcss	En Route	393.55D3 - Abs Malf Indctr Conec From Towed Cmvr Mfg>2/01		X
Semi-Trailer	4/16/2011	Inl	Point of Origin	172.403A - Ram Label Requirement		
Semi-Trailer	4/28/2011	Inl	Point of Origin	393.45 - Brake Tubing And Hose Adequacy		X
Semi-Trailer	5/11/2011	Inl	Point of Origin	393.110D - Large/Odd-Shaped Cargo Not Adeq. Secured		X
Semi-Trailer	5/14/2011	Inl	Point of Origin	393.110D - Large/Odd-Shaped Cargo Not Adeq. Secured		X
Semi-Trailer	5/17/2011	Raton Enforcement	En Route	393.55E - No Or Defective Abs Malfunction Indicator Lamp For Trailer Mfr After 03/01/1998		X
Semi-Trailer	5/20/2011	Raton Mcss	En Route	393.9 - Inoperable Required Lamp		
Semi-Trailer	5/25/2011	Colorado 25 @ Mp 267	En Route	393.45D - Brake Connections With Leaks/Constrictions	X	
Semi-Trailer	5/26/2011	Colo 25 @ Mp 267	En Route	393.45B2 - Brake Hose/Tubing Chaffing And/Or Kinking		
Semi-Trailer	6/12/2011	Colo 25 @ Mp 267	En Route	393.75A1 - Tire-Ply Or Belt Material Exposed		X
Semi-Trailer	7/7/2011	Colo 25 @ Mp 267	En Route	393.55E - No Or Defective Abs Malfunction Indicator Lamp For Trailer Mfr After 03/01/1998		X

Unit	Inspection Date	Location	Inspection Type	Violation	Level I OOS	Level VI OOS
Semi-Trailer	8/9/2011	Raton Mcss	En Route	393.55E - No Or Defective Abs Malfunction Indicator Lamp For Trailer Mfr After 03/01/1998		
Semi-Trailer	8/17/2011	Inl	Point of Origin	171.2A - Failure To Comply With Hm Regulations		
Semi-Trailer	9/1/2011	Raton Mcss	En Route	393.55E - No Or Defective Abs Malfunction Indicator Lamp For Trailer Mfr After 03/01/1998		
Semi-Trailer	9/29/2011	Inl	Point of Origin	392.9A2 - Failing To Secure Vehicle Equipment		
Semi-Trailer	9/30/2011	Colo 25 @ Mp 267	En Route	393.45D - Brake Connections With Leaks/Constrictions	X	
Semi-Trailer	11/3/2011	Savannah River Site	Point of Origin	393.75A2 - Tire-Tread And/Or Sidewall Separation		X
Semi-Trailer	12/7/2011	Point Of Origin	Point of Origin	393.45B2 - Brake Hose/Tubing Chaffing And/Or Kinking		X
Semi-Trailer	12/7/2011	Point Of Origin	Point of Origin	393.45B2 - Brake Hose/Tubing Chaffing And/Or Kinking		X
Semi-Trailer	12/7/2011	Point Of Origin	Point of Origin	393.9T - Inoperable Tail Lamp		X
Semi-Trailer	12/7/2011	Point Of Origin	Point of Origin	393.47E - Clamp/Roto Type Brake(S) Out-Of-Adjustment		
Semi-Trailer	12/7/2011	Point Of Origin	Point of Origin	393.45B2 - Brake Hose/Tubing Chaffing And/Or Kinking		X
Truck Tractor	2/23/2011	Colo 25 @ Mp 267	En Route	393.75A2 - Tire-Tread And/Or Sidewall Separation		
Truck Tractor	2/23/2011	Colo 25 @ Mp 267	En Route	393.45 - Brake Tubing And Hose Adequacy		
Truck Tractor	3/2/2011	Savannah River Site	Point of Origin	385.415A1 - No Hm Safety Permit In Vehicle		
Truck Tractor	3/5/2011	Inl	Point of Origin	395.15G - On-Board Recording Device Info Not Available		
Truck Tractor	3/9/2011	Inl	Point of Origin	393.28 - Improper Or No Wiring Protection As Required		
Truck Tractor	3/16/2011	Roadside/Loving Weigh Pad	En Route	393.9H - Inoperable Head Lamps		
Truck Tractor	3/18/2011	Inl	Point of Origin	393.9 - Inoperable Required Lamp		
Truck Tractor	3/18/2011	Colo. 25 # Mm 267	En Route	393.45 - Brake Tubing And Hose Adequacy		

Unit	Inspection Date	Location	Inspection Type	Violation	Level I OOS	Level VI OOS
Truck Tractor	3/19/2011	Loving Weigh Pad	En Route	396.3A1 - Inspection, Repair And Maintenance Of Parts & Accessories		
Truck Tractor	3/28/2011	Inl	Point of Origin	396.3A1 - Inspection, Repair And Maintenance Of Parts & Accessories		X
Truck Tractor	4/1/2011	Colo 25 @ Mp 267	En Route	393.48A - Inoperative/Defective Brakes	X	
Truck Tractor	4/1/2011	Roadside/Loving Weigh Pad	En Route	393.75A3 - Tire-Flat And/Or Audible Air Leak	X	
Truck Tractor	4/11/2011	Inl	Point of Origin	393.45D - Brake Connections With Leaks/Constrictions		
Truck Tractor	4/14/2011	Raton Mcss	En Route	393.48A - Inoperative/Defective Brakes		
Truck Tractor	4/15/2011	I25 Mp 267	En Route	393.45D - Brake Connections With Leaks/Constrictions	X	
Truck Tractor	5/1/2011	I-25 Mp267	En Route	393.45D - Brake Connections With Leaks/Constrictions	X	
Truck Tractor	5/6/2011	Raton Mcss	En Route	393.43A - No/Improper Tractor Protection Valve	X	
Truck Tractor	5/11/2011	2355 Steven Drive Hanford	Point of Origin	393.75H - Under Inflated Tire		
Truck Tractor	5/13/2011	Inl	Point of Origin	396.3A1 - Inspection, Repair And Maintenance Of Parts & Accessories		
Truck Tractor	5/20/2011	Inl	Point of Origin	396.3A1 - Inspection, Repair And Maintenance Of Parts & Accessories		
Truck Tractor	6/11/2011	Inl	Point of Origin	393.9H - Inoperable Head Lamps		X
Truck Tractor	6/30/2011	Colo 25 @ Mp 267	En Route	393.45D - Brake Connections With Leaks/Constrictions		
Truck Tractor	7/9/2011	Colorado 25	En Route	393.45D - Brake Connections With Leaks/Constrictions		X
Truck Tractor	7/15/2011	Inl	Point of Origin	396.3A1 - Inspection, Repair And Maintenance Of Parts & Accessories		
Truck Tractor	8/4/2011	Inl	Point of Origin	393.45 - Brake Tubing And Hose Adequacy	X	
Truck Tractor	8/8/2011	Inl	Point of Origin	393.75A - Flat Tire Or Fabric Exposed	X	

Unit	Inspection Date	Location	Inspection Type	Violation	Level I OOS	Level VI OOS
Truck Tractor	8/10/2011	I-25 Mp267	En Route	393.47A - Inadequate Brakes For Safe Stopping (Brake Components)		
Truck Tractor	8/18/2011	I-25 Mp267	En Route	393.47A - Inadequate Brakes For Safe Stopping (Brake Components)		
Truck Tractor	8/18/2011	I-25 Mp267	En Route	393.47A - Inadequate Brakes For Safe Stopping (Brake Components)		
Truck Tractor	8/19/2011	I-25 Mp267	En Route	393.47A - Inadequate Brakes For Safe Stopping (Brake Components)		
Truck Tractor	8/30/2011	Inl	Point of Origin	393.9H - Inoperable Head Lamps		X
Truck Tractor	9/16/2011	I-25 Mp267	En Route	393.47A - Inadequate Brakes For Safe Stopping (Brake Components)		
Truck Tractor	10/5/2011	Savannah River Site	Point of Origin	393.45 - Brake Tubing And Hose Adequacy		
Truck Tractor	10/7/2011	Inl	Point of Origin	393.45D - Brake Connections With Leaks/Constrictions	X	
Truck Tractor	10/15/2011	Inl	Point of Origin	393.45B2 - Brake Hose/Tubing Chaffing And/Or Kinking		
Truck Tractor	11/3/2011	I-25 Mp267	En Route	393.43A - No/Improper Tractor Protection Valve	X	
Truck Tractor	11/5/2011	Inl	Point of Origin	393.48A - Inoperative/Defective Brakes		X
Truck Tractor	11/18/2011	Loving Weigh Pad	En Route	393.75A - Flat Tire Or Fabric Exposed	X	
Truck Tractor	11/30/2011	Loving Weigh Pad	En Route	396.5B - Oil And/Or Grease Leak		
Truck Tractor	12/10/2011	Raton Mcss	En Route	393.75A - Flat Tire Or Fabric Exposed	X	
Truck Tractor	12/13/2011	Inl	Point of Origin	393.45 - Brake Tubing And Hose Adequacy		

Appendix C

List of WIPP Shipment Violations - CY 2012

Unit	Inspection Date	Location	Inspection Type	Violation	Level I OOS	Level VI OOS
Driver	2/21/2012	Savannah River Site	Point of Origin	397.101E2 - Copy Of Training Record/Route (Ram)		
Driver	4/20/2012	Inl	Point of Origin	391.43H - Improper Medical Examiners Certificate Form		
Driver	5/18/2012	Inl	Point of Origin	391.43H - Improper Medical Examiners Certificate Form		
Driver	6/2/2012	Inl	Point of Origin	391.43H - Improper Medical Examiners Certificate Form		
Intermodal Chassis	6/26/2012	1205 Banner Hill Rd. Erwin, Tn	Point of Origin	396.3A1 - Inspection, Repair And Maintenance Of Parts & Accessories		X
Semi-Trailer	2/23/2012	Roadside - State Line	En Route	396.3A1 - Inspection, Repair And Maintenance Of Parts & Accessories		
Semi-Trailer	3/24/2012	Inl	Point of Origin	393.75C - Tire-Other Tread Depth Less Than 2/32 Of Inch		X
Semi-Trailer	3/24/2012	Colo 25 @ Mp 267	En Route	393.9TS - Inoperative Turn Signal		X
Semi-Trailer	5/4/2012	Inl	Point of Origin	396.3A1B - Brakes (General)		
Semi-Trailer	7/23/2012	Inl	Point of Origin	393.9 - Inoperable Required Lamp		
Semi-Trailer	9/7/2012	Inl	Point of Origin	393.110D - Large/Odd-Shaped Cargo Not Adeq. Secured		X
Semi-Trailer	9/8/2012	Colorado 25	En Route	396.5B-HLIW - Hubs - Oil And/Or Grease Leaking From Hub - Inner Wheel		
Semi-Trailer	10/8/2012	Inl	Point of Origin	393.11 - No/Defective Lighting Devices/Ref/Projected		

Unit	Inspection Date	Location	Inspection Type	Violation	Level I OOS	Level VI OOS
Semi-Trailer	10/11/2012	Inl	Point of Origin	396.3A1 - Inspection, Repair And Maintenance Of Parts & Accessories		
Semi-Trailer	10/11/2012	Inl	Point of Origin	393.48A - Inoperative/Defective Brakes		X
Semi-Trailer	10/12/2012	Los Alamos National Labs	Point of Origin	396.3A1 - Inspection, Repair And Maintenance Of Parts & Accessories		X
Semi-Trailer	10/12/2012	Los Alamos National Labs	Point of Origin	393.75A4 - Tire-Cut Exposing Ply And/Or Belt Material		X
Semi-Trailer	10/12/2012	Los Alamos National Labs	Point of Origin	393.75A4 - Tire-Cut Exposing Ply And/Or Belt Material		X
Semi-Trailer	11/1/2012	Savannah River Site	Point of Origin	393.45 - Brake Tubing And Hose Adequacy		
Semi-Trailer	12/8/2012	Inl	Point of Origin	396.5B - Oil And/Or Grease Leak		
Truck Tractor	3/22/2012	Inl	Point of Origin	396.3A1 - Inspection, Repair And Maintenance Of Parts & Accessories		
Truck Tractor	3/30/2012	Savannah River Site	Point of Origin	393.9 - Inoperable Required Lamp		
Truck Tractor	5/4/2012	Hwy 25 @ Mm 11	En Route	396.3A1 - Inspection, Repair And Maintenance Of Parts & Accessories		
Truck Tractor	5/11/2012	Roadside	En Route	393.9 - Inoperable Required Lamp		
Truck Tractor	6/25/2012	Los Alamos National Labs	Point of Origin	393.47A - Inadequate Brakes For Safe Stopping (Brake Components)		
Truck Tractor	7/8/2012	Colo 25 @ Mp 267	En Route	396.3A1 - Inspection, Repair And Maintenance Of Parts & Accessories		
Truck Tractor	7/15/2012	Colo 25 @ Mp 267	En Route	393.45D - Brake Connections With Leaks/Constrictions		
Truck Tractor	7/19/2012	Inl	Point of Origin	393.75H - Under Inflated Tire		
Truck Tractor	7/20/2012	I-25 Mp267	En Route	396.5B - Oil And/Or Grease Leak		
Truck Tractor	8/13/2012	Inl	Point of Origin	393.28 - Improper Or No Wiring Protection As Required		X
Truck Tractor	8/15/2012	Los Alamos National Labs	Point of Origin	396.3A1 - Inspection, Repair And Maintenance Of Parts & Accessories		

Unit	Inspection Date	Location	Inspection Type	Violation	Level I OOS	Level VI OOS
Truck Tractor	9/7/2012	Inl	Point of Origin	396.3A1 - Inspection, Repair And Maintenance Of Parts & Accessories		
Truck Tractor	9/9/2012	Colorado 25	En Route	396.3A1 - Inspection, Repair And Maintenance Of Parts & Accessories		X
Truck Tractor	9/27/2012	Inl	Point of Origin	396.3A1B - Brakes (General)		
Truck Tractor	10/27/2012	Inl	Point of Origin	393.45D - Brake Connections With Leaks/Constrictions		X
Truck Tractor	12/11/2012	Raton Mcss	En Route	393.9 - Inoperable Required Lamp		

Appendix D

List of Non-WIPP Shipment Violations - CY 2010

Unit	Inspection Date	Location	Inspection Type	Violation	Level I OOS	Level VI OOS
Driver	4/18/2010	Blue Water Bridge	Point of Origin	395.8 - Log Violation (General/Form And Manner)		
Semi-Trailer	1/26/2010	Interstate 10	En Route	172.516C2 - Placard Not Clear Of Appurtenance		
Semi-Trailer	1/26/2010	Interstate 10	En Route	172.516C2 - Placard Not Clear Of Appurtenance		
Semi-Trailer	2/9/2010	Interstate 10	En Route	172.516C2 - Placard Not Clear Of Appurtenance		
Semi-Trailer	4/5/2010	Kirkwood (Nb)	En Route	172.403A - Ram Label Requirement		
Semi-Trailer	4/5/2010	Kirkwood (Nb)	En Route	172.403A - Ram Label Requirement		
Semi-Trailer	6/24/2010	LLNL	Point of Origin	393.110(d) – Tie down assembly defective – cask 195. Tie down assembly completely loose – right rear (corrected at scene).		X
Semi-Trailer	7/15/2010	Inl	Point of Origin	393.9 - Inoperable Required Lamp	X	
Semi-Trailer	7/26/2010	Apm Terminal,Port Newark	Point of Origin	393.55E - No Or Defective Abs Malfunction Indicator Lamp For Trailer Mfr After 03/01/1998		X
Semi-Trailer	7/26/2010	Port Elizabeth	Point of Origin	393.75A3 - Tire-Flat And/Or Audible Air Leak	X	
Semi-Trailer	8/16/2010	Inl	Point of Origin	392.2RG - State Vehicle Registration Or License Plate Violation		
Semi-Trailer	8/16/2010	Inl	Point of Origin	393.13A - Retroreflective Tape Not Affixed As Required For Trailers Manufactured Prior To December 1993		
Semi-Trailer	9/16/2010	Port Elizabeth - McLester Street	Point of Origin	393.45(d) - Brake connections with leaks or constrictions; Audible air leak at emergency glad hand connection to trailer unit.		X
Semi-Trailer	12/3/2010	Orleans (Wellesley Island)	Point of Origin	393.45 - Brake Tubing And Hose Adequacy		

Unit	Inspection Date	Location	Inspection Type	Violation	Level I OOS	Level VI OOS
Semi-Trailer	12/3/2010	Orleans (Wellesley Island)	Point of Origin	393.53B - Cmv Mfr > 10/19/94 With Automatic Ab Adjust System Fails To Compensate For Wear		
Truck Tractor	1/14/2010	Orleans (Wellesley Island)	Point of Origin	393.75A3 - Tire-Flat And/Or Audible Air Leak	X	
Truck Tractor	1/18/2010	Orleans (Wellesley Island)	Point of Origin	393.45B2 - Brake Hose/Tubing Chaffing And/Or Kinking	X	
Truck Tractor	1/24/2010	Blue Water Bridge	Point of Origin	393.9 - Inoperable Required Lamp		
Truck Tractor	2/3/2010	Blue Water Bridge	Point of Origin	393.9 - Inoperable Required Lamp		
Truck Tractor	4/8/2010	Port Elizabeth	Point of Origin	393.9T - Inoperable Tail Lamp		X
Truck Tractor	4/18/2010	Blue Water Bridge	Point of Origin	393.45 - Brake Tubing And Hose Adequacy		
Truck Tractor	4/29/2010	South Of Mo 740	Point of Origin	393.45B2 - Brake Hose/Tubing Chaffing And/Or Kinking		
Truck Tractor	4/29/2010	South Of Mo 740	Point of Origin	393.45D - Brake Connections With Leaks/Constrictions		X
Truck Tractor	6/29/2010	Los Alamos National Lab	Point of Origin	396.5B - Oil And/Or Grease Leak		
Truck Tractor	7/15/2010	Inl	Point of Origin	393.11 - No/Defective Lighting Devices/Ref/Projected		
Truck Tractor	7/19/2010	Watertown (Sb)	Point of Origin	393.45B2 - Brake Hose/Tubing Chaffing And/Or Kinking		X
Truck Tractor	7/22/2010	Ornl	Point of Origin	396.3A1BOS - Brakes Out Of Service: The Number Of Defective Brakes Is Equal To Or Greater Tha	X	
Truck Tractor	7/26/2010	Port Elizabeth	Point of Origin	393.55D2 - Abs Malf Indctr To Cab Of Towing Cmv Mfg>2/01		X
Truck Tractor	7/26/2010	Port Elizabeth	Point of Origin	393.11TL - Tt Lwr Rr Mud Flaps Retro Sht/Reflex Mfg>7/97		
Truck Tractor	8/6/2010	GE-Hitachi Nuclear Energy Vallecitos	Point of Origin	393.45(a) – Audible air leak @ relay valve connections.		X
Truck Tractor	8/16/2010	Inl	Point of Origin	393.9 - Inoperable Required Lamp		X
Truck Tractor	8/16/2010	Inl	Point of Origin	393.11 - No/Defective Lighting Devices/Ref/Projected		

Unit	Inspection Date	Location	Inspection Type	Violation	Level I OOS	Level VI OOS
Truck Tractor	9/16/2010	Port Elizabeth - McLester Street	Point of Origin	393.47(d) – Insufficient brake linings; steer axle left lower lining with crack. Does not meet/exceed NAS OOS criteria.		
Truck Tractor	9/16/2010	Port Elizabeth - McLester Street	Point of Origin	393.47(d) – Insufficient brake linings; steer axle right upper lining with crack. Does not meet/exceed NAS OOS criteria.		
Truck Tractor	10/14/2010	APM Terminal - Port Newark	Point of Origin	172.203(d)(4) – Improperly listed label category – should read “Yellow-III” in accordance with 171.23(b)(11)		
Truck Tractor	10/14/2010	APM Terminal - Port Newark	Point of Origin	172.203(d)(10) – Highway Route Controlled Quantity of Class 7 “HRCQ” not entered in association with basic description on shipping paper, as required by 171.23(b)(11)		
Truck Tractor	10/14/2010	APM Terminal - Port Newark	Point of Origin	172.203(d)(5) – Improper TI indicated on shipping paper for package 96.19, 96.20, 96.23, and 96.25		
Truck Tractor	11/11/2010	Inl	Point of Origin	393.45B2 - Brake Hose/Tubing Chaffing And/Or Kinking		

Appendix E

List of Non-WIPP Shipment Violations - CY 2011

Unit	Inspection Date	Location	Inspection Type	Violation	Level I OOS	Level VI OOS
Driver	2/25/2011	Blue Water Bridge	Point of Origin	395.8 - Log Violation (General/Form And Manner)		
Driver	2/28/2011	Interstate 40	En Route	395.3A2/R - 14 Hour Rule Violation (Property)		
Driver	2/28/2011	Interstate 40	En Route	395.8 - Log Violation (General/Form And Manner)		
Driver	6/12/2011	I-294 Nb Hinsdale Oasis	En Route	395.8F1 - Drivers Record Of Duty Status Not Current		
Driver	9/13/2011	Blue Water Bridge	Point of Origin	387.7F - No Proof Of Financial Responsibility-Foreign		
Intermodal Chassis	7/29/2011	Blue Water Bridge	Point of Origin	390.21B - Carrier Name And/Or Usdot Req'd; Not Displayed		
Intermodal Chassis	10/27/2011	Blue Water Bridge	Point of Origin	393.45 - Brake Tubing And Hose Adequacy		
Semi-Trailer	2/28/2011	Interstate 40	En Route	177.817E - Shipping Paper Accessibility		
Semi-Trailer	3/29/2011	Blue Water Bridge	Point of Origin	393.55E - No Or Defective Abs Malfunction Indicator Lamp For Trailer Mfr After 03/01/1998		X
Semi-Trailer	5/15/2011	Marshall - I-70 W/B	En Route	393.47A - Inadequate Brakes For Safe Stopping (Brake Components)		X
Semi-Trailer	6/4/2011	San Jon Mcss	En Route	396.3A1 - Inspection, Repair And Maintenance Of Parts & Accessories		
Semi-Trailer	6/4/2011	San Jon Mcss	En Route	393.207A - Axle Positioning Parts Defective / Missing		
Semi-Trailer	7/1/2011	Orleans (Wellesley Island)	Point of Origin	393.48A - Inoperative/Defective Brakes		
Semi-Trailer	7/29/2011	Blue Water Bridge	Point of Origin	393.45 - Brake Tubing And Hose Adequacy		
Semi-Trailer	9/23/2011	Marion - I-57 N/B	En Route	172.403G - Failed To Label Ram Properly		

Unit	Inspection Date	Location	Inspection Type	Violation	Level I OOS	Level VI OOS
Semi-Trailer	9/28/2011	G E Valecitos	Point of Origin	393.48A - Inoperative/Defective Brakes		X
Semi-Trailer	10/23/2011	Blue Water Bridge	Point of Origin	393.75C - Tire-Other Tread Depth Less Than 2/32 Of Inch		X
Semi-Trailer	10/29/2011	San Jon, Nm	En Route	393.45B2 - Brake Hose/Tubing Chaffing And/Or Kinking		
Semi-Trailer	10/29/2011	San Jon, Nm	En Route	393.45B2 - Brake Hose/Tubing Chaffing And/Or Kinking		
Semi-Trailer	11/5/2011	Blue Water Bridge	Point of Origin	396.3A1 - Inspection, Repair And Maintenance Of Parts & Accessories		
Truck Tractor	1/18/2011	Inl	Point of Origin	393.45D - Brake Connections With Leaks/Constrictions		X
Truck Tractor	1/18/2011	Inl	Point of Origin	393.45D - Brake Connections With Leaks/Constrictions		X
Truck Tractor	2/14/2011	Port Elizabeth - McLester Street	Point of Origin	396.5(b) – Oil and/or grease leak underside engine area line to compressor		
Truck Tractor	2/14/2011	Port Elizabeth - McLester Street	Point of Origin	396.3(a)(1) – Inspection, repair and maintenance of parts & accessories; minor leak from shock absorber at axle 3 passenger side.		
Truck Tractor	2/26/2011	Marshall - I-70 W/B	En Route	393.51 - No Or Defective Brake Warning Device		
Truck Tractor	3/6/2011	Blue Water Bridge	Point of Origin	393.9 - Inoperable Required Lamp		
Truck Tractor	3/6/2011	Blue Water Bridge	Point of Origin	393.9 - Inoperable Required Lamp		
Truck Tractor	4/7/2011	Port Elizabeth - McLester Street	Point of Origin	396.3(a)(1) – Inspection, repair and maintenance of parts & accessories, minor oil leak at steering box.		
Truck Tractor	5/15/2011	Marshall - I-70 W/B	En Route	393.45D - Brake Connections With Leaks/Constrictions		X
Truck Tractor	6/12/2011	I-294 Nb Hinsdale Oasis	En Route	393.51 - No Or Defective Brake Warning Device		
Truck Tractor	6/14/2011	Sc33 Bow Hill (Poe)	Point of Origin	393.19 - No/Defective Turn/Hazard Lamp As Required		X
Truck Tractor	6/14/2011	Sc33 Bow Hill (Poe)	Point of Origin	393.9TS - Inoperative Turn Signal		X

Unit	Inspection Date	Location	Inspection Type	Violation	Level I OOS	Level VI OOS
Truck Tractor	8/2/2011	Sc33 Bow Hill (Poe)	Point of Origin	393.209D - Steering System Components Worn/Welded/Missng		
Truck Tractor	8/2/2011	Sc33 Bow Hill (Poe)	Point of Origin	393.45D - Brake Connections With Leaks/Constrictions		
Truck Tractor	8/2/2011	Sc33 Bow Hill (Poe)	Point of Origin	396.3A1 - Inspection, Repair And Maintenance Of Parts & Accessories		
Truck Tractor	9/25/2011	Raton Mcss	En Route	393.60C - Damaged Or Discolored Windshield		
Truck Tractor	9/28/2011	G E Valecitos	Point of Origin	393.48A - Inoperative/Defective Brakes		X
Truck Tractor	10/27/2011	Blue Water Bridge	Point of Origin	393.45D - Brake Connections With Leaks/Constrictions		
Truck Tractor	11/5/2011	Blue Water Bridge	Point of Origin	393.9 - Inoperable Required Lamp		
Truck Tractor	11/5/2011	Blue Water Bridge	Point of Origin	396.3A1 - Inspection, Repair And Maintenance Of Parts & Accessories		

Appendix F

List of Non-WIPP Shipment Violations - CY 2012

Unit	Inspection Date	Location	Inspection Type	Violation	Level I OOS	Level VI OOS
Driver	9/9/2012	San Juan, Pr	Point of Origin	385.415A1 - No Hm Safety Permit In Vehicle		
Driver	9/9/2012	San Juan, Pr	Point of Origin	385.415A1 - No Hm Safety Permit In Vehicle		
Driver	9/9/2012	San Juan, Pr	Point of Origin	385.415A1 - No Hm Safety Permit In Vehicle		
Driver	9/24/2012	Ornl 3rd Street	Point of Origin	397.101E2 - Copy Of Training Record/Route (Ram)		
Driver	9/24/2012	Ornl 3rd Street	Point of Origin	397.101E2 - Copy Of Training Record/Route (Ram)		
Semi-Trailer	1/16/2012	Ripley	En Route	172.324 - Non-Bulk Hazardous Substance Not Marked		
Semi-Trailer	1/16/2012	Interstate 40	En Route	172.403F - Ram Package 2 Labels On Opposite Sides		
Semi-Trailer	3/28/2012	Los Alamos National Labs	Point of Origin	393.47B - Mis-Matched Brake Chambers On Same Axle		X
Semi-Trailer	7/7/2012	Blue Water Bridge	Point of Origin	393.13A - Retroreflective Tape Not Affixed As Required For Trailers Manufactured Prior To December 1993		
Semi-Trailer	10/1/2012	Orleans (Wellesley Island)	Point of Origin	393.45B2 - Brake Hose/Tubing Chaffing And/Or Kinking		
Semi-Trailer	10/1/2012	Orleans (Wellesley Island)	Point of Origin	393.45B2 - Brake Hose/Tubing Chaffing And/Or Kinking		
Semi-Trailer	10/6/2012	Inl	Point of Origin	172.301A1 - No Proper Shipping Name And/Or Id# Marking On Non-Bulk Package		
Semi-Trailer	12/17/2012	South Los Angeles	Point of Origin	396.3A1 - Inspection, Repair And Maintenance Of Parts & Accessories		

Unit	Inspection Date	Location	Inspection Type	Violation	Level I OOS	Level VI OOS
Straight Truck	7/26/2012	H-Northboro	Point of Origin	393.45B2 - Brake Hose/Tubing Chaffing And/Or Kinking		
Truck Tractor	1/8/2012	Blue Water Bridge	Point of Origin	393.45 - Brake Tubing And Hose Adequacy		X
Truck Tractor	5/14/2012	Sc33 Bow Hill (Poe)	Point of Origin	393.45D - Brake Connections With Leaks/Constrictions		
Truck Tractor	5/14/2012	Sc33 Bow Hill (Poe)	Point of Origin	393.75A3 - Tire-Flat And/Or Audible Air Leak		X
Truck Tractor	6/26/2012	O'Fallon - I-64 E/B	Point of Origin	393.47A - Inadequate Brakes For Safe Stopping (Brake Components)		X
Truck Tractor	7/23/2012	Piscataway TWP Scales	Point of Origin	393.209(e) - Power steering violations – fluid leak		
Truck Tractor	7/30/2012	Orleans (Wellesley Island)	Point of Origin	393.45 - Brake Tubing And Hose Adequacy		
Truck Tractor	9/9/2012	San Juan, Pr	Point of Origin	393.70 - Fifth Wheel	X	
Truck Tractor	10/8/2012	Ornl	Point of Origin	393.45D - Brake Connections With Leaks/Constrictions		
Truck Tractor	10/8/2012	Ornl	Point of Origin	393.207F - Air Suspension Pressure Loss	X	