

Westinghouse Non-Proprietary Class 3



Westinghouse Electric Company LLC
Hematite Decommissioning Project
3300 State Road P
Festus, MO 63028
USA

ATTN: Materials Control, ISFSI and
Decommissioning Branch
USNRC, Region III,
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Our ref: HEM-14-100
Date: December 18, 2014

Subject: Hematite Decommissioning Project - Report of Trace Investigation of Railcar Shipment
Manifest Number RW-14-303 (License No. SNM-00033, Docket No. 070-00036)

References: 1) 10 CFR 20, Appendix G

In Reference 1, the U.S. Nuclear Regulatory Commission (NRC) requires shippers to file a written report with the appropriate NRC Region of trace investigations into radioactive material shipments for which a notification or receipt is not received within 20 days after transfer. Reference 1 requires this written report to be submitted within two weeks of completion of the investigation. Enclosure (1) is a written report for the railcar shipment with the number RW-14-303 that was not received within 20 days after transfer.

In summary, Westinghouse Electric Company LLC (Westinghouse) initiated transfer of radioactive material and during transit the shipment was delayed by the railroad company due to computer failure and to conduct wheel/axle maintenance. The railcar has been received at the destination.

Please contact Ken Pallagi at 314-810-3353, should you have questions or need additional information.

Sincerely,

A handwritten signature in black ink, appearing to read 'Gay M. Fussell', written over a horizontal line.

Gay M. Fussell
Deputy Director
Hematite Decommissioning Project

Enclosure: 1) Written Report for Delay in Railcar Shipment Manifest Number RW-14-303

cc: J. J. Hayes, NRC/FSME/DWMEP/DURLD/MD
J. W. Smetanka, Westinghouse
M. M. LaFranzo, NRC Region III/DNMS/MCID

ENCLOSURE 1

Written Report for Delay in Railcar Shipment Manifest Number RW-14-303

**Westinghouse Electric Company LLC
Hematite Decommissioning Project**

Docket No. 070-00036

Written Report for Delay in Railcar Shipment Manifest Number RW-14-303

Reporting Regulation: 10 CFR 20, Appendix G, III.E
NRC License Number: SNM-33
Site Owner: Westinghouse Electric Company LLC
Site Name: Hematite Decommissioning Project (HDP)
Site Location: 3300 State Road P, Festus, MO 63028
Destination Name: US Ecology Idaho, Inc. (USEI)
Destination Location: 20400 Lemley Road, Grand View, ID 83624
Manifest Number: RW-14-303
Railcar Number: CHUX 201
Transfer/Departure Date: November 18, 2014
Destination Arrival Date: December 17, 2014
Container Volume: 2,743 ft³
Waste Volume: 2,610 ft³
Loaded Container Weight: 283,300 lbs
Waste Weight: 219,100 lbs
Contents: Excavated buried debris and soil
Radioactivity: U-234: 0.00179 Ci; U-235: 0.0000984 Ci;
U-238: 0.000513 Ci; Tc-99: 0.000240 Ci;
Ra-226: 0.000115 Ci; Th-232: 0.000102 Ci
Surface Radiation Level: Less than 0.04 mrem/hr
Event Summary: Shipment of CHUX 201 took 29 days, exceeding the 20 day threshold for reporting in 10 CFR 20 Appendix G, III.E. During daily tracking of the shipment, HDP was aware that the Railroad interrupted the shipment of CHUX 201 while in transit. The Railroad company experienced computer failure and "Bad Ordered" the railcar for wheel/axle maintenance. The Railroad performed the required maintenance on CHUX 201 and released the railcar to continue to its destination. Railcar CHUX 201 arrived at its destination on December 17, 2014.

Shipment Tracking: The Hematite Decommissioning Project (HDP) receives via email from the Railroad a railcar status report each day following departure of a shipment. In addition, HDP personnel can log into a Railroad website to obtain the most recent status of a railcar in shipment. Thus, HDP was aware of the location of the railcar and the reasons for the delays. Requests were made of the Railroad in furtherance of the railcar reaching its destination as soon as possible.

Preventative Measures: The railcar is owned by USEI and they take the following actions to avoid mechanical issues with railcars that create shipping delays:

- Preventative maintenance program for railcars with a company called Royce Industries.
- Inspection by personnel at the USEI Rail Transfer Facility of brakes, ladders, wheels, etc. when the railcars arrive. Royce Industries attends to any and all items noted in the inspection.
- Regular inspection by Royce Industries of railcars at the USEI Rail Transfer Facility with repairs made as needed.

These inspection and maintenance programs are established such that brakes and wheels will be serviceable for the entire round trip to HDP. Even so, the round trip distance of about 4000 miles and multiple stops and switches can degrade equipment more than expected. For the railcars currently assigned to HDP, occasional delays in route due to Railroad-identified maintenance issues are not unexpected. Near real-time tracking of in-route railcars and close communication with the Railroad help to mitigate the extent of a given delay.

Additional Information: The Railroad is governed by the Federal Railroad Administration and is held responsible for any unsafe equipment running on their lines. Regardless of who owns the rail car, the Railroad has responsibility to maintain equipment running on their lines. The Railroad regularly inspects all railcars at different points along the route. The Railroad does not need permission of the railcar owner to conduct repairs. If the Railroad identifies even marginal brakes on a railcar or any potential safety issue, the car will be pulled out of service, repaired, and then returned to service.

Upon return to service, the railcar is connected to the first available train headed the right direction. This train may not have other railcars with the same routing as the repaired railcar, so "normal" stops and transfers for a HDP to USEI shipment can be bypassed before the Railroad connects the railcar to a train with the necessary stops and transfers.