



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,
2443 Warrenville Road, Suite 210,
Lisle, IL 60532-4352

Direct tel: 314-810-3355
E-mail: fusselgm@westinghouse.com
Our ref: HEM-16-9
Date: January 20, 2016

Subject: Hematite Decommissioning Project - Report of Trace Investigation of Railcar Shipment
Manifest Numbers RW-15-612 and RW-15-613 (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 of 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-15-612 and Enclosure 2 is a written report for the railcar shipment with the number RW-15-613 that were not received within 20 days after transfer.

In summary, Westinghouse Electric Company LLC (Westinghouse) initiated transfer of radioactive material and during transit the shipments were delayed by the railroad company to conduct repair to air brakes. The railcars have been received at the destination.

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

Sincerely,



Gay M. Fussell
Deputy Director
Hematite Decommissioning Project

Enclosure: 1) Written Report for Delay in Railcar Shipment Manifest Number RW-15-612
2) Written Report for Delay in Railcar Shipment Manifest Number RW-15-613

cc: J. W. Smetanka, Westinghouse
J. A. Smith, NRC/DUWP/MDB
M. A. Kunowski NRC Region III/DNMS/MCID
E. A. Bonano, NRC Region III/DNMS/MCID
M. M. LaFranzo, NRC Region III/DNMS/MCID

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ENCLOSURE 1

Written Report for Delay in Railcar Shipment Manifest Number RW-15-612

**Westinghouse Electric Company LLC
Hematite Decommissioning Project**

Docket No. 070-00036

Written Report for Delay in Railcar Shipment Manifest Number RW-15-612

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-15-612
Railcar Number: CHUX 299
Transfer/Departure Date: December 22, 2015
Destination Arrival Date: January 18, 2016
Container Volume: 2,743 ft³
Waste Volume: 2,610 ft³
Loaded Container Weight: 283,200 lbs
Waste Weight: 217,300 lbs
Contents: Excavated soil
Radioactivity: U-234: 0.00053 Ci; U-235: 0.0000291 Ci;
U-238: 0.000213 Ci; Tc-99: 0.00056 Ci;
Ra-226: 0.0000863 Ci; Th-232: 0.0000849 Ci
Surface Radiation Level: Less than 0.04 mrem/hr
Event Summary: Shipment of CHUX 299 took 27 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 299 while in transit for airbrake repair. Railcar CHUX 299 arrived at its destination on January 18, 2016.

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 scheduling 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.

ENCLOSURE 2

Written Report for Delay in Railcar Shipment Manifest Number RW-15-613

**Westinghouse Electric Company LLC
Hematite Decommissioning Project**

Docket No. 070-00036

Written Report for Delay in Railcar Shipment Manifest Number RW-15-613

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-15-613
Railcar Number: CHUX 125
Transfer/Departure Date: December 22, 2015
Destination Arrival Date: January 18, 2016
Container Volume: 2,743 ft³
Waste Volume: 2,610 ft³
Loaded Container Weight: 282,550 lbs
Waste Weight: 217,550 lbs
Contents: Excavated soil
Radioactivity: U-234: 0.00053 Ci; U-235: 0.0000291 Ci;
U-238: 0.000213 Ci; Tc-99: 0.00056 Ci;
Ra-226: 0.0000864 Ci; Th-232: 0.0000850 Ci
Surface Radiation Level: Less than 0.04 mrem/hr
Event Summary: Shipment of CHUX 125 took 27 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 125 while in transit for airbrake repair. Railcar CHUX 125 arrived at its destination on January 18, 2016.

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 scheduling 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.