
Safety Elements in the WIPP Rail Transportation Contract or Tender

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WIPP Rail Transportation Contract or Tender

DOE–CBFO shall include those requirements described in the WGA’s document entitled “Safety Elements in the WIPP Rail Transportation Contract or Tender” in its rail transportation services contracts and related documents.

Basis for Procurement of Services

Contract or Tender; proposal evaluated on both technical/management considerations and cost; lowest bidder not necessarily required to be selected for the contract award.

Preparation/Update of Carrier Management Plan

Preparation of a carrier Management Plan which, at a minimum, addresses the following areas:

- Management Organization
- Emergency Response
- Safety
- Training
- Payment of Applicable State Fees
- Provisions for Audits by Appropriate State personnel

Equipment Specifications

The rail carrier shall designate all TRU waste trains to that class of trains the rail carrier assigns its highest priority.

Railroad equipment (engines, cask and buffer cars) used to transport transuranic waste shall be of premium quality and shall be strictly maintained.

Casks cars and buffer cars shall be dedicated cars used only for WIPP shipments.

WIPP cars shall be placed as close to the front of the train as possible.

Casks cars shall have appropriate mounting brackets and power sources for TRANSCOM equipment.

Cask cars shall have a secure storage area for lifting lugs and welding rods. Lifting lugs and welding rods for attaching the lugs to the TRUPACT–II shall be carried on each rail car.

Railcars shall meet or exceed the requirements of the FRA and the requirements contained in the Field Manual of the American Association of Railroad Interchange Rules.

The cars shall be equipped with shelf couplers.

All trains shall use two-way end of train braking devices that comply with the regulatory requirements for design, performance, operational use, inspection and testing.

Maintenance

The rail carrier shall develop and implement a preventive maintenance inspection schedule to ensure that all cask cars and buffer cars used for WIPP shipments are maintained to the highest standards.

Crew Qualifications

The carrier shall ensure that only qualified crews operate trains transporting TRU waste.

All locomotive engineers shall meet the Qualification and Certification of Locomotive Engineers requirements (49 CFR Part 240) to operate over the district in which the train will move.

All carrier personnel used for WIPP shipments shall meet the FRA regulations for recurrent training and function specific training for specific work.

All crew members shall have the appropriate hazardous materials training as required by 49 CFR 172.700. Carriers shall provide appropriate radiological training for their crew members including the ALARA (As Low As Reasonably Achievable) principle and basic protective measures including time, distance and shielding.

Operations Center Personnel Training

The carrier shall ensure that operations center personnel are appropriately trained in the procedures and protocols for WIPP shipments.

Inspections

The Carrier shall ensure that all WIPP rail cars are in compliance with all applicable requirements of the Federal Railroad Administration and the Association of American Railroads.

The carrier shall inspect all cask cars and buffer cars prior to their point-of-origin departure. Cars not meeting inspection standards shall be repaired prior to being placed in service.

Rail carriers and/or the DOE shipper of record shall coordinate and schedule inspections for loaded WIPP shipments with FRA and appropriate state agencies.

The carriers shall provide access to rail yards for FRA inspectors, FRA certified state inspectors, and state hazardous materials inspectors for point-of-origin and en route inspections.

The carrier shall allow states to conduct en route inspections at crew change points, refueling locations, and other scheduled stopping locations. Rail carriers shall coordinate and schedule inspections for loaded WIPP shipments with FRA and appropriate state agencies.

Conductors must maintain all inspection materials with each car number specified.

The carrier shall provide access to the carrier's right-of-way along the designated routes for FRA inspectors and FRA certified state inspectors to inspect the track, defective bearing detectors (hot boxes) and signal systems.

Either FRA's or the carrier's track geometry car shall be operated over the designated route prior to the first shipment and annually thereafter to ensure the quality and integrity of the geometry of the track along the designated route.

When weather could cause warping, washouts or make rails brittle, the carrier shall make additional inspections of the track prior to shipments.

Dispatch of Shipments

The carrier's operations director shall participate in the decision to dispatch a shipment. This participation shall include checking weather and track conditions along designated routes.

Safe and Secure Holding Locations

The carrier and states, assisted by the FRA, shall identify preferred safe and secure holding locations along the route prior to the first shipment. Adequate separation from other hazardous materials and the ability to secure the shipment will be considered in selecting acceptable holding locations.

Trains should not remain parked longer than it takes to make crew changes, perform inspections, refuel, or make repairs.

The trains carrying WIPP shipments should avoid using sidings for parking, but may use sidings to allow other trains with a similar priority to pass.

The decision to release the shipment from a safe holding location shall be coordinated with the States, the CMR and the carrier.

Emergency Response

Specific memoranda of understanding will be developed between the states and the carriers. These memoranda shall provide for access to the railroad property by state and local responders. For areas where the track is not readily accessible by vehicle, the memoranda shall also specify

methods that the carriers will use to transport responders to the scene of an incident. The memorandum shall specify that emergency responders will be provided with a rail system map with the nearest road access points, GPS coordinates if available, and the rail operations center telephone numbers. Finally, the memoranda shall clearly delineate private and public responsibilities and define the approach to be taken in the event of a rail incident.

The memoranda of understanding will specify that the incident command system shall be used and that the Incident Commander shall be a state, tribal or local official as described in the emergency response plan for the jurisdiction where the incident occurs.

The rail carriers and their emergency response and cleanup and recovery contractors shall participate in WIPPTREX exercises.

Shipment Surveillance/Security

Any additional security while in safe and secure holding locations required by a state shall be coordinated by the shipper and/or carrier. Reasonable security, which may include a stationed law enforcement officer, a railroad police officer or law enforcement agent, must be provided on all parked trains still en route intersite or to WIPP. A train shall be considered parked when it remains idle and without movement for more than one (1) hour.

The carrier shall work with DOE and the Western Corridor States to develop procedures to utilize their own tracking and communication capabilities to complement the TRANSCOM system.

Training and Exercises

The carrier shall participate in DOE supported WIPPTREX and New Mexico WIPPTRAX rail exercises.

Public Information

In the event of an incident or accident involving a WIPP shipment, the states, DOE and the rail company will be proactive in providing accurate information on the incident to the public. This information will be coordinated between the states, DOE and the rail company prior to release.

Routing

WIPP shipments should avoid classification yards as much as possible.

WIPP cars shall not be:

- i. Humped.
- ii. Cut off while in motion

- iii. Coupled into with more force than is necessary to complete the coupling.
- iv. Struck by any car moving of its own momentum.
- v. Each WIPP car shall be labeled “Do not hump or cut off car while in motion.”

DOE will specify designated routes in its rail transportation services contracts, its transportation plan and related documents. The carrier will only use these specifically designated routes. The contracts shall clearly articulate the conditions under which route deviations may occur and the duties and responsibilities of the carrier and DOE in the event of a required deviation.

Route deviations may occur under the following conditions: (Note: The conditions when route deviations may be allowed will be developed after the initial route selection.)

When a carrier requests a route deviation, DOE shall:

- (To be developed.)
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When route deviations occur, it shall be the responsibility of the carrier to:

- (Responsibilities to be developed.)
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