to expire on September 30. The contract extension is valued at $65 million and, according to the DOE, is intended to accommodate the department's competitive procurement process for the new Idaho Cleanup Project Core contract. Under the contract extension, ITG will continue to characterize, certify, package, and store transuranic waste for off site disposal; dispose of mixed low-level waste at an appropriate treatment or disposal facility; and retrieve stored waste from the site's Transuranic Storage Area-Retrieval Enclosure. ITG consists of BWXT Technical Services Group, URS Energy and Construction (AECOM), and Energy Solutions Federal Services.

The Department of Energy announced on October 21, 2015, that it has awarded a four-year contract with an approximate value of $31.6 million to **Spectra Tech,** of Oak Ridge, Tenn., for managing spent nuclear fuel storage facilities and licenses under Nuclear Regulatory Commission regulations. According to the DOE, the scope of the facilities procurement contract includes the management and operation of the Fort St. Vrain independent spent fuel storage installation (ISFSI) in Colorado (including security); the management, operation, and oversight of the Three Mile Island-2 ISFSI at the Idaho Nuclear Technology and Engineering Center in Idaho; and management of the Idaho Spent Fuel Facility license. The hybrid-type contract has a firm-fixed-price, indefinite delivery/indefinite quantity, and cost-reimbursable contract line item numbers.

On December 9, 2015, **Areva** announced that its subsidiary **Areva Federal Services** has been awarded a contract worth $8.6 million by the Department of Energy for the design and fabrication of prototype railcars for nuclear material transportation. The railcars will be used for the large-scale transport of used nuclear fuel and other high-level radioactive waste to interim and eventual permanent storage facilities. According to the company, the contract includes the conceptual design and dynamic modeling of HLW transport cask cars, as well as buffer cars, which provide spacing between the cask railcars and the locomotive. Areva will begin the fabrication of the prototype cask and buffer railcars once the Association of American Railroads certifies the concepts for HLW transport. A team led by Areva Federal Services will include **KASGRO Rail,** the fabricator of the only cask car currently certified for HLW transport, and **Transportation Technology Center,** a railcar dynamic modeling and testing facility. **Stoller Newport News Nuclear** and **MHF Logistics** will support conceptual design reviews. ■