



## WMSC Inspection Report 20251106A

ISSUED 11/10/2025

### Inspection Details

Title: Rail Vehicle Operator (RVO) certification inspection at the Greenbelt Yard (E99)

Location: Greenbelt Yard (E99)

Date of Inspection: 11/6/2025

Time of Inspection: 7:00am to 9:00am

Unannounced

Non-Risk-Based

Functional Area: Roadway Worker Protection

Hazard Rating: 1B

### Overview

On November 6, 2025, WMSC Inspectors attempted to conduct a Rail Vehicle Operator (RVO) certification inspection at Greenbelt Yard (E99). The purpose of the inspection was to verify the Electronic Solution Implementation required in Corrective Action Plan C-0268. C-0268 ultimately resulted from the [Train Operator Certification Order](#) issued by the WMSC on February 28, 2024. "The WMSC identified through safety event investigations that Metrorail has continued to deviate from the train operator certification procedures and requirements that Metrorail designed to ensure that train operators have the required safety and operational skills to safely operate trains." Metrorail assessed the feasibility of an electronic solution to support compliance with the Performance Standardization Program Manual and Digital Modernization was to develop and submit a project plan for the electronic compliance solution(s) identified. The solution Metrorail created is an app that can be accessed via mobile personal electronic devices or tablets. The program runs the worker recertifying through a series of questions, which are then logged into a backend database. Rail vehicle operation responsibilities are examined to determine the degree to which their operating task skills conform to established performance standards. The app helps to automate the certification process by capturing practical certification data and enforcing quality controls.

This inspection set out to conduct a risk-based inspection on the rail vehicle operation certification. However, no rail vehicle operator certifications was occurring at the time according to the Greenbelt Yard (E99) interlocking operator. As a result of no certification activity being available at



Greenbelt Yard (E99), the WMSC Inspectors used their time to conduct an inspection of the Greenbelt Yard (E99) S&I shop. (see below)

After concluding the inspection, the WMSC inspectors conducted a debrief with the Metrorail Shop Supervisor in accordance with Program Standard Section 6.F.1.

## Defects and Corrective Actions

WMSC Inspections identify safety issues that may be classified as defects, findings, or recommendations. Findings and recommendations are defined by Program Standard Section 5.E.2 and 5.E.3 respectively. Ordinarily, issues identified in a WMSC inspection report are classified as defects. Defects are specific safety issues of non-conformance/non-compliance that are identified and that require remedial action.

This inspection did not identify any findings or recommendations and therefore does not require a WMSC Corrective Action Plan in accordance with Program Standard Section 5.E.4.

## Defect Observations and Determinations

WMSC Inspectors announced the inspection activity to the Greenbelt Yard (E99) interlocking operator to determine the rail vehicle operator certification location and perform a job safety briefing. However, no certification activities were being performed at Greenbelt Yard (E99) that day. While at Greenbelt Yard, WMSC Inspectors noted defects within the Service and Inspection (S&I) shop.

### Defect 1 (mitigated)

While in the Greenbelt S&I shop, WMSC Inspectors observed a car equipment employee performing work underneath elevated rail cars 3248-3249 on Track 6 south without any axles on either vehicle chocked. WMSC Inspectors examined both sides of the elevated consist and immediately notified the Greenbelt shop supervisor who was located in the office. The shop supervisor immediately went to Track 6 to reinstruct the technician and ensure the wheel chocks were installed.

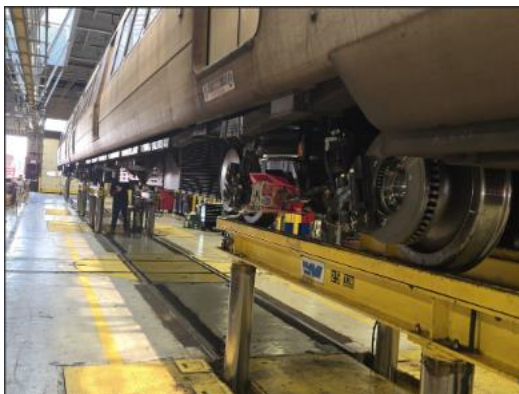


Photo 1: (left) unchocked wheels.

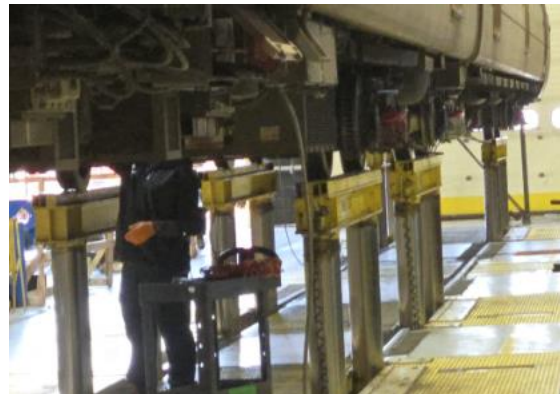


Photo 2: (Right) employee working under elevated railcar.

**Hazard rating: 1B**



## Defect 2

While in the Greenbelt S&I shop, WMSC Inspectors observed a car equipment employee performing work inside elevated rail cars 3045-3044 on Track 6 north without fall protection. Multiple doors open on both sides of the elevated consist. The WMSC Inspectors examined both sides of the elevated consist and immediately notified the Greenbelt shop supervisor who was located in the office.



Photo 1: (left) doors open on railcar without fall protection. Photo 2: (right) Other side of vehicle doors open without fall protection.

**Hazard rating: 1B**

## Next Steps

Please respond **by Thursday, November 13, 2025**, to acknowledge receipt and to convey responses to the WMSC regarding what, if any, actions will be or have been taken in response.