



TLI

Transport Logistics International, Inc.
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June 18, 2002

U.S. Nuclear Regulatory Commission
Document Control Desk
Washington, D.C. 20555

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Subject: Written Report

On June 4 Transport Logistics International (TLI) contacted the U.S. Nuclear Regulatory Commission (NRC) operations center regarding a shipment of low enriched uranium hexafluoride, which was temporarily unaccounted for after the cargo did not arrive at the consignee as scheduled.

Pursuant to 10 CFR 73.71 we hereby provide you with the formal written report as required within 30 days of the initial telephone notification.

On June 4, 2002 a shipment of 3 x 30B cylinders, inside protective shipping packages (USA/9196/AF-85), containing 6,736.9 kilograms uranium hexafluoride were scheduled to arrive at the Westinghouse facility in Columbia, SC. Scheduled time of delivery to Westinghouse was approximately 8:00 on June 4, 2002.

At 8:15 a.m. we received a phone call from Westinghouse indicating the consignment of 3 x 30B cylinders had not arrived at the plant as scheduled.

At 8:17 a.m. we contacted the inland carrier, Bridge Terminal Transport (BTT) out of Norfolk, Virginia, requesting information on the whereabouts of the driver, which was scheduled to deliver material to Westinghouse.

At 8:35 a.m. we received a phone call from BTT indicating that they had not be able to reach the driver directly, but they were calling his home to see if his family had heard from him.

At 9:00 a.m. TLI contacted Westinghouse again to confirm if driver had arrived at the facility. Westinghouse confirmed that they had checked with security gates and the immediate area surrounding the facility and no sign of the driver.

At 9:10 a.m. TLI contacted BTT to see if they had been able to reach the driver directly. BTT confirmed that they had not been able to reach the driver to confirm his whereabouts.

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At 9:15 a.m. TLI (Melissa Mann and myself) notified the NRC Operations Center by phone that the truck was late in arriving to its scheduled destination. We provided an overview of the shipment and confirmed that BTT was still trying to get in direct contact with driver. We confirmed that we would continue to communicate with the carrier and Westinghouse and additionally contact the South Carolina State Patrol for assistance.

Between 9:25 and 9:50 a.m., further communications were made with the carrier and Westinghouse, however the driver/truck had not been located. At 9:50 a.m. we contacted Captain Ben Thomas, South Carolina State Patrol (in Columbia) for assistance. Captain Thomas returned our phone call at 9:55 a.m.

At 10:05 a.m., during our phone conversation with Captain Thomas, we received a phone call from Westinghouse advising that they believed the truck was sighted approaching their initial security checkpoint. We undertook to confirm the status with Captain Thomas after Westinghouse had an opportunity to positively identify the shipment/driver.

At 10:10 a.m. the NRC Operations Center (Mr. Richard Laura) phoned for an update. We advised Mr. Laura that we had heard from Westinghouse that the driver was sighted approaching the security gate.

At 10:12 a.m. we received a phone call from Westinghouse confirming that the driver had arrived at their facility. Westinghouse verified the contact information (drivers name, license number, truck, truck license, package identification numbers, etc.), which was provided to them by TLI 24 hours prior for this consignment. The driver apparently reported that he pulled off the road for a nap.

At 10:14 a.m. TLI notified the NRC Operations Center by phone that the truck/driver had been located and were currently being cleared onto the Westinghouse site.

At 10:16 a.m. TLI notified the South Carolina State Patrol (Captain Thomas) that the truck/driver had been located.



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Since the above events we have contacted all of the inland carriers we utilize regarding the significance of the drivers meeting the delivery time for shipments of SNM material. We have also recommended that the carrier require the drivers to carry and utilize cellular phones so that they can be contacted at all times. For future shipments, prior to the shipment departing from the port, TLI will require 24 hour contact information for the driver.

Sincerely,

Daren Condrey
Senior Vice President

Cc: Director, Spent Fuel Projects Office (by mail)

NRCEvent