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From: Daniel Orr
 To: A. Randolph Blough; Daniel Holody; George Malone; Scott Barber
 Date: 5/26/04 1:31PM
 Subject: Re: Calls from SCWE allegor

The level 1 root cause is in progress on the near electrocution. Our assessment of the issue at the time was that they treated it as a big deal. The near electrocution was one of several contractor issues with industrial safety. PSEG initiated a site wide stand-down on ALL work requiring a safety tagout. The standdown lasted for better than a day. The immediate corrective actions besides the rollouts included an enhancement to the tagging process. The actual event was unusual because it involved a single crosstie breaker between two non-safety busses. The bus being worked was deenergized, but 460V existed on the one side of the cross-tie breaker. The electrician was unaware that this was the case. The electrician was saved by his electrical safety gear. There were issues with the amount of pre-job information that exists on the various tagout printouts, i.e. operators get one printout for tagging and maintenance supervisors get another printout with potential different amplifying details. I have asked a couple of times on the root cause for this issue. I have not yet seen the evaluation that is in progress. Again our assessment was that PSEG management took a strong stand on the issue of industrial safety. That is not to say they have yet been effective in addressing the issues behind industrial safety.

Dan O

>>> Scott Barber 05/26/04 10:04AM >>>

This is in response to the "near miss electrocution" comment.

On April 30, the residents reported a maintenance stand down due to poor contractor oversight during electrical bus work. Apparently, a maintenance contractor had been assigned to tighten lugs (torque check) on some electrical bus work without a clear understanding of the tagging boundaries. On the first two torque checks he felt nothing; however, on the third he felt a slight tingle. It was subsequently determined that he was inappropriately working on energized equipment. I believe that is the issue that being referred to as a "near miss electrocution".

I wonder if he could have tightened some of the connectors for the 2B 230 volt vital bus?

>>> A. Randolph Blough 05/25/04 06:59PM >>>

i have had several calls from the allegor in the past week; (she knows i work late and calls after the secretaries have gone.)

i will summarize the discussions below:

- - she said attorneys are working on a 'settlement' of her civil suit; she provided details of what she is asking which is, in general, to be involved with creating a center of excellence on SCWE within PSEG but for the benefit of all of industry. she asked for my support and i said, of course, NRC will remain neutral

- - she asked about the meeting in June, said some would shy away from a meeting at any PSEG premises, including the news center, and suggested a VFW in Pennsville, but she wasn't sure if it would support good sound systems and visual aids - - we had already been moving toward the holiday inn in Swedesboro, so i decided to let that proceed; we can check into the VFW in Pennsville for future meetings; if the facility is ok, it might save us some money to use it.

- - she asked about the plants and the outage at Salem. **Dan, she said she has heard that, on a level 1 assoc with a 'near-miss electrocution,' that the eventual corrective actions were rather thin - - i did not commit to anything but we should ask the residents what they know and consider whether we need to do anything.**

- - asked, a couple times about hub and sam's turnover schedule; i just said that it's being sequenced with all the other ones.

- - on Friday, 5/21 she said bakken had met with dave lochbaum and provided copies of the assessments, including one for lochbaum to pass on to her, for comment. also, that attorneys are talking about groundrules for a possible meeting between bakken and her.

- - On Tuesday, 5/25, she called and said the PSEG assessments are very 'alarming', asked **why it's OK for the plants to operate**, which we discussed for awhile. She said she doesn't really buy it, and opined that many will challenge the NRC and PSEG on that. She also mentioned that Jill Lipoti had called and

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told her of the 'special inspection ' of the diesel -- **Dave, it looks like she is confused because,**
although the resident did some initial review ICW the state engr, i think the next step is a referral -
- do we need to do anything to un-confuse her?

Dan & Dave, RSVP on the bolded items.

thanks.

randy

CC: Anne Passarelli ; David Vito; Leanne Harrison; Marc Ferdas; Mel Gray; Theodore Wingfield

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