

Donald K. Cobb
Assistant Vice President, Nuclear Generation

Fermi 2
6400 North Dixie Hwy., Newport, MI 48166
Tel: 734.586.5201 Fax: 734.586.4172

DTE Energy



10 CFR 20

August 29, 2006
NRC-06-0061

Mr. James Caldwell
Regional Administrator, Region III
U. S. Nuclear Regulatory Commission
2443 Warrenville Road, Suite 210
Lisle, Illinois 60532-4352

References: 1) Fermi 1
NRC Docket No. 50-16
NRC License No. DRP-9

2) 10 CFR 20 Appendix G, Section III

Subject: Waste Shipments Not Received Within Twenty Days

This letter documents the investigation performed by the Fermi Radwaste staff for a shipment of Fermi 1 radioactive waste, shipped on July 17, 2006 at approximately 4 p.m., that was not received at the processing facility within the time required by 10 CFR 20, Appendix G. The shipment (Detroit Edison Shipment 06-009) consisted of approximately 19,200 gallons of rinsate (salt water) from the reaction of sodium during decommissioning activities. This shipment has since been received at the processing site for which it was manifested.

In accordance with 10 CFR Part 20, Appendix G, Section III, when a licensee does not receive an acknowledgement that a shipment has reached its destination within 20 days after transfer, an investigation must be performed tracing the shipment, and a report of the investigation is to be submitted to the appropriate NRC Regional Office within two weeks of the completion of the investigation. The investigation began on August 7, 2006 when it was determined that the required receipt was not received within the required timeframe as the shipment was still in transit to the processing facility.

This shipment was tracked by the transportation vendor through the use of the car identification number through the railroad. Daily (Monday-Friday) reports on the

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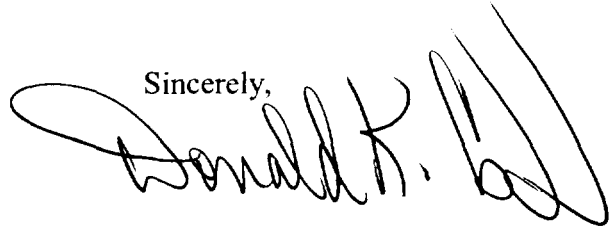
progress of the shipment were obtained by Fermi staff from the transportation vendor from the start of the investigation until the rail car was delivered to the Energy Solution, Clive Facility the evening of August 12, 2006.

Normal rail transit from Newport, Michigan to Clive, Utah is approximately 16 days. Two incidents during transportation were contributors to the delay of the shipment. The first incident was a delay at the Chappell, Nebraska switchyard. The shipment was delayed for 3 days waiting for a locomotive for the train. The second event occurred at Roper, Utah. A delay of 5 days was incurred to replace a bad air line that was discovered as the result of a routine inspection by the railroad.

A signed copy of the NRC Manifest (NRC Form 540) showing acknowledgement of receipt was obtained on August 17, 2006, and the investigation and tracking of these shipments were completed.

Should you have any questions or require additional information, please contact Mr. Ronald W. Gaston of my staff at (734) 586-5197.

Sincerely,

A handwritten signature in black ink, appearing to read "Donald K. Gaston". The signature is fluid and cursive, with a large initial "D" and "G".

cc: D. H. Jaffe
P. J. Lee
C. A. Lipa
Document Control Desk
NRC Resident Office
Supervisor, Electric Operators,
Michigan Public Service Commission