

SUMMARY OF TECHNICAL ADVISORY GROUP FOR A MULTI-USE CANISTER MEETING
on
November 2, 2006

ATTENDEES:	<u>SFST</u>	<u>HLWRS</u>
	Bill Ruland	Jack Davis
	Earl Easton	Marissa Bailey
	Gordon Bjorkman	Mahendra Shah
	Larry Campbell	James Rubenstone
	Bob Einziger	Dennis Galvin
	Drew Barto	

BACKGROUND: This is a periodic meeting of the Technical Advisory Group for a multi-use Canister (TAG-C), established earlier this year between Nuclear Material Safety and Safeguards, Divisions of High Level Repository Safety (HLWRS) and Spent Fuel Storage and Transportation (SFST) (formerly Spent Fuel Project Office), to exchange technical information about U.S. Department of Energy's (DOE) proposed new approach of using a standardized Transport, Aging, and Disposal (TAD) canister.

PURPOSE: To explore regulatory and technical options to ensure that the process for licensing TAD canister under Parts 71, 72, and 63, is effective and efficient, and that regulatory uncertainty is minimized.

OUTCOME: To identify and achieve general consensus on the regulatory and technical issues applicable to the review and approval of TADs under Parts 71, 72, and 63.

PROCESS: Following describes the discussion of the agenda items:

A. Memberships on the TAG-C working group.

Staff members from SFST and HLWRS will be added, as needed, depending on the issues to be addressed by the TAG-C. A staff member from Nuclear Reactor Regulations (NRR) should be invited to the future meeting because the TAD canister would be loaded at a nuclear power plant under 10 CFR Part 50, and fuel characteristics and records generated at the time of fuel loading would have to be considered during licensing under 10 CFR Parts 71, 72, and 63.

B. Re-evaluate the need to revise one or more regulations (Parts 71, 72, 63) to minimize regulatory uncertainty.

Rulemaking to revise regulations (Parts 71, 72, 63) is not envisioned at this time. To minimize potential of regulatory uncertainty, SFST and HLWRS, however, will continue to interface periodically through TAG-C meetings, or informally. SFST will prepare a "process" chart to outline areas of interface required between SFST and HLWRS, and discuss it in the next TAG-C meeting.

HLWRS staff stated that DOE expects to issue TAD performance specifications by November 2006.

C. Use of fuel burn-up credit in licensing across regulations

At this time, the extent to which DOE plans to take credit for fuel burn-up to demonstrate pre-closure or post-closure safety is not known. It appears that DOE is pursuing to purchase French test data for the fuel burn-up.

SFST staff plans to visit the Global Nuclear Fuel company on November 17th in Wilmington, NC, to understand their plans for testing the fuel to obtain the burn-up data. Results of the visit will be discussed in the next TAG-C meeting.

D. Damaged-fuel definition - consistency across regulations

SFST staff described Revision 2 of the SFST-ISG-1 on the damaged fuel definition. Revised definition of the damaged fuel is based on the function of the fuel in meeting the regulatory requirements, either in a transport or a storage cask.

E. Path Forward, and action items

1. SFST to prepare a "process" chart for interface between SFST and HLWRS during licensing of the TAD canister under 10 CFR Parts 71, 72, and 63.
2. Discuss TAD performance specifications, if available, in the next Monthly (December) meeting.
3. HLWRS to invite an NRR staff member, knowledgeable in the loading of spent fuel into canisters under 10 CFR Part 50, to attend the next TAG-C meeting.

F. Plans for the next meeting: Tentatively during the first week in December, 2006.