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Nuclear Power Plant
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Joseph E. Russell
Resident Manager

April 3, 1990
IP3-90-035
MFP-90-081B

M. Wayne Hodges, Director
Division of Reactor Safety
U.S. Nuclear Regulatory Commission
Region I
475 Allendale Road
King of Prussia, Pennsylvania 19406

Dear Mr. Hodges:

This letter and its attachment provide the Authority's position on questions raised by you and members of your staff during conference calls conducted on 3/29/90 and 3/30/90. These questions were documented in a telecopy, as requested by the Authority, received via the Indian Point 3 (IP3) NRC Resident Inspectors.

As stated during these conference calls, the Authority believes that it is and has been in compliance with the IP3 Technical Specifications related to the 7-day requirements for compatible emergency diesel generator fuel oil.

The Authority believes that to maintain a dedicated onsite tanker truck, prime mover, storage tanks and access roads, as vital equipment, constitute new requirements not addressed in the original IP3 licensing basis.

Should you or your staff have any questions regarding this matter, please contact Mr. M. Peckham of my staff.

Sincerely,

For

Joseph E. Russell
Resident Manager
Indian Point Unit 3
Nuclear Power Plant

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INDIAN POINT THREE
NRC QUESTIONS REGARDING EMERGENCY DIESEL FUEL SUPPLIES
RECEIVED VIA TELECOPY APRIL 2, 1990

NRC QUESTIONS:

"Indian Point 3 Technical Specification 3.7.A.5 requires, in part, that, " ... 26,300 gallons of fuel compatible for operation with the diesels available onsite other than the underground storage tanks or at the Buchanan substation." The Technical Specification Bases states, " A truck with hosing connections compatible with the underground diesel fuel oil storage tanks is available for transferral of diesel oil from storage areas either on site or at the Buchanan Substation." The Technical Specification further requires that for equipment to be operable the auxiliary equipment also be capable of performing their supporting function.

Considering the above facts, provide the rationale for not declaring the diesels inoperable when the "truck" and associated equipment, which are auxiliary equipment, are not maintained as vital equipment for the purpose of demonstrating they are capable of performing their intended safety function. The fuel oil in the remote tanks can not be considered "available" if the equipment for transfer is not maintained in a reliable state (i.e. maintained, controlled, secure, dedicated with its necessary support equipment).

Provide the basis for not declaring the truck a vital part of the fuel system."

AUTHORITY RESPONSE:

This question was considered during the initial licensing process. In section 9.5.3, "Diesel Generator Fuel Oil Storage and Transfer System" of the NRC Safety Evaluation Report for Indian Point 3, paragraph 3 on page 9-19 it is stated:

> "Since these large storage tanks (referring to the 30,000 gallon and 200,000 gallon Con Edison tanks) are not directly piped into the 7700 gallon underground fuel storage tanks, provisions have been made to transfer the oil in the larger tanks to the underground tanks. The applicant has a contract with a local company , to effect this transfer if necessary"

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The original safety evaluation report, in addressing this issue, evaluated and concluded that contracts with a local company were adequate to provide for reliable transfer of fuel oil and no reference to other means of fuel transport was included.

In section 8.5 "Diesel Fuel Oil System" of this Safety Evaluation Report the electrical power requirements from safety related load centers are described. No mention is made of safety related requirements beyond the equipment currently maintained as safety related.

Additional discussions took place between our Engineering staff and the NRC on this issue subsequent to the publication of the Safety Evaluation Report. NRC (then AEC) Project Manager, H. Specter, suggested that we should increase the reliability of the fuel oil transfer process by providing for a tanker truck, onsite, to effect the transfer in the event commercial capabilities were not timely. It was also noted that the tanker did not need to be dedicated solely to diesel oil transfer. This resulted in the placement of the tanker as found by NRC Inspector Carl Woodard.

The IP3 Technical Specifications do not require the existence of a tanker truck and prime mover on site. The basis for the Technical Specifications does discuss two possibilities for effecting the transfer of fuel oil from the remote tanks to the underground diesel fuel oil system tanks.

> "A truck with hosing connections compatible with the underground diesel fuel oil storage tanks is available for transferal of diesel oil from storage areas either on site or at the Buchanan Substation. Commercial oil supplies and trucking facilities are also available"

It is the Authority's position that these two statements provide for alternative methods for ensuring the transfer of compatible fuel oil to the underground storage tanks from the onsite storage areas or from the Buchanan substation storage tank either by the onsite tanker or by a commercial vendor. Furthermore, the Authority believes that these statements are of the type mentioned in 10 CFR50.36a "Technical Specifications" which states:

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> "A summary statement of the bases or reasons for such specifications, other than those covering administrative controls, should also be included in the application but shall not become part of the technical specifications"

This statement verifies that the tanker truck is not a Technical Specification requirement. This was also recognized during initial IP3 licensing hence a Technical Specification was not required.

In 1980 the NRC, through its contractor Los Alamos National Laboratory (LANL), conducted a vital area analysis of IP-3. This information was updated during the Regulatory Effectiveness Review (RER) conducted in September of 1986. In neither report was the fuel oil storage capacity (i.e., tanker truck, prime mover, storage tanks) considered as requiring Vital Area protection. This Los Alamos study would require only one EDG, its switchgear, starting system, and an eight (8) hour capacity of fuel oil (see page II-23 of the RER). IP3 currently maintains as Vital all three (3) Emergency Diesel Generators (EDGs), the 7700 gallon fuel oil tanks, associated piping and valves, and the fuel transfer pumps(but not the EDG normal fill line).

The Authority believes that requiring the tanker, its prime mover, access roads, and the remote storage tanks to be an integral part of the diesel fuel oil system and, therefore, requiring that they be protected by the security plan, constitutes new requirements. The NRC has evaluated this question before and accepted our current configuration.

The Authority has taken the following actions to address the NRC's concerns:

1. Con Edison has agreed to formally control the tanker and move it within the Con Edison Protected Area (PA). IP3 will audit their program periodically.

2. An Operations procedure, specifying the use of the tanker, prime mover and the IP3 Con Edison interface required has been developed.