

---

---

## RESPONSE TO REQUEST FOR ADDITIONAL INFORMATION

### APR1400 Design Certification

Korea Electric Power Corporation / Korea Hydro & Nuclear Power Co., LTD

Docket No. 52-046

RAI No.: 480-8608  
SRP Section: 09.01.02 - New and Spent Fuel Storage  
Application Section: 9.1.2  
Date of RAI Issue: 05/11/2016

---

### **Question No. 09.01.02-55**

In RAI 79-7990, Question 9.1.2-1, the staff requested the applicant to discuss how the APR1400 design prevents the failure of non-seismic Category I SSCs from increasing the Keff in the new fuel storage pool (NFSP) or the spent fuel pool (SFP).

In its response the applicant stated that the spent fuel handling machine (SFHM) is designed to, in the event of a safe shutdown earthquake (SSE), not derail due to the strength of the rail mounting design, although the rails of the SFHM are designed as seismic Category III.

The staff evaluated the applicant's response and determined that additional information is required. The DCD classifies the SFHM as a seismic Category II system, but the rails of the machine are designed as seismic Category III. By the definition, as seismic Category III, these rails cannot be credited to remain functional following an SSE; therefore, these rails cannot be credited to prevent the derailment of the SFHM.

The staff requests the applicant to provide additional information clearly identifying how the SFHM design prevents it from falling into the SFP following an SSE (assuming failure of the seismic Category III rails), and to update the DCD accordingly.

### **Response**

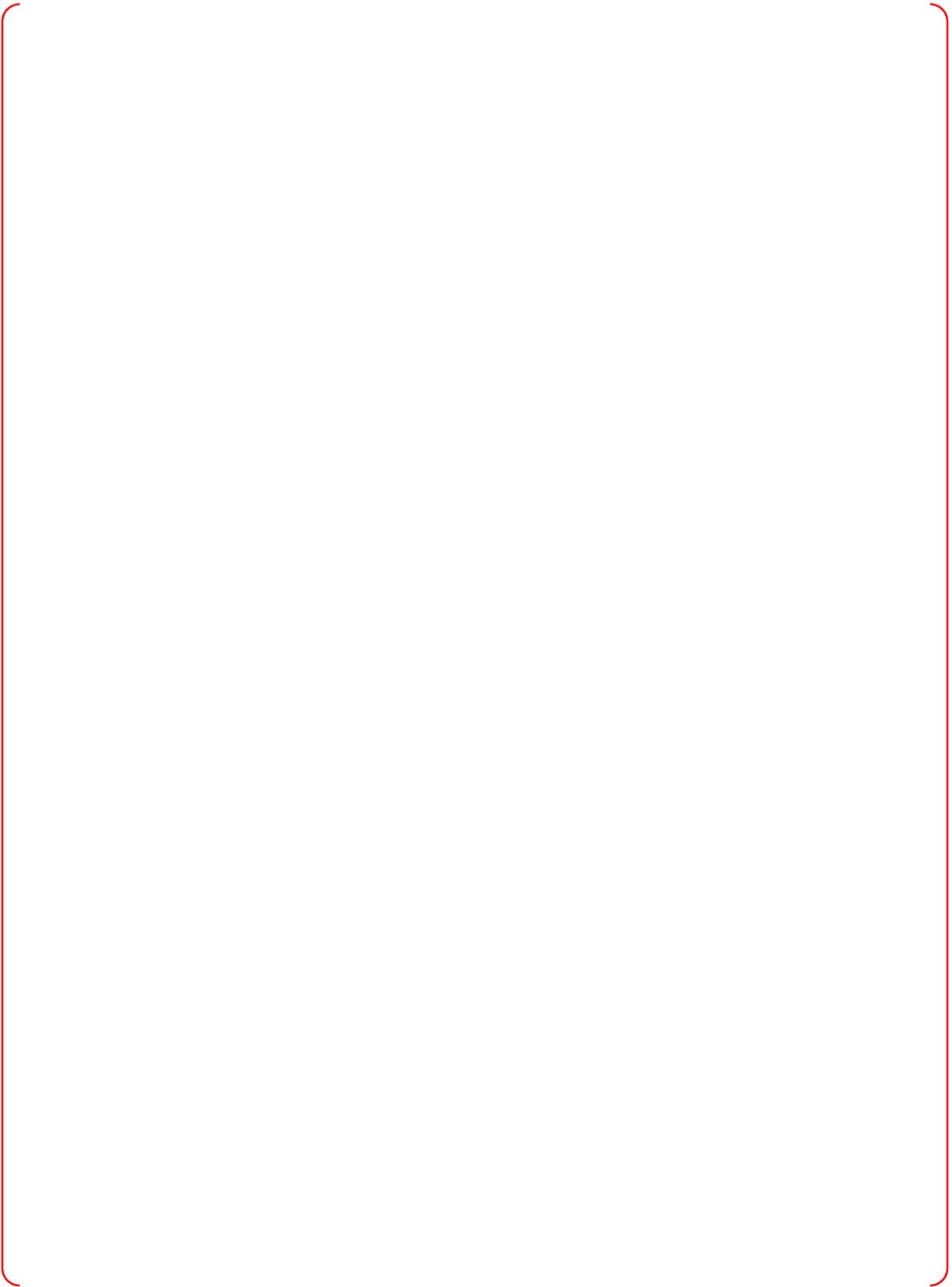
The SFHM rail is classified as seismic Category III, however, SFHM rail and rail bolts are evaluated by applying the SSE load, and the results show that the rail is credited to prevent the derailment of the SFHM. The following is the analysis result to prove that.

#### **Rail Bolt and Rail Analysis (Shin-Kori 3&4 Nuclear Power Plant)**

Typical Cross Section of Spent Fuel handling Machine (SFHM) and the lateral load (SSE Load) from Spent Fuel Handling Machine was shown in Fig 1.

The loads act between two sets of rail bolts spaced 197 mm apart.

TS



TS



**Impact on DCD**

There is no impact on the DCD.

**Impact on PRA**

There is no impact on the PRA.

**Impact on Technical Specifications**

There is no impact on the Technical Specifications.

**Impact on Technical/Topical/Environmental Reports**

There is no impact on any Technical, Topical, or Environmental Report.