

**Marty L. Richey**  
Site Vice President724-682-5234  
Fax: 724-643-8069

June 14, 2017

L-17-195

10 CFR 71.95

Mr. Michael Layton, Director  
Division of Spent Fuel Management  
Office of Nuclear Material Safety and Safeguards  
U.S. Nuclear Regulatory Commission  
One White Flint North  
11555 Rockville Pike  
Rockville, MD 20852  
ATTN: Document Control Desk

**SUBJECT:**

Beaver Valley Power Station, Unit Nos. 1 and 2  
BV-1 Docket No. 50-334, License No. DPR-66  
BV-2 Docket No. 50-412, License No. NPF-73

10 CFR 71.95 Report – Failure to Follow Conditions of TN-RAM Packaging Certificate  
of Compliance No. 9233

71-9233

Dear Mr. Layton:

FirstEnergy Nuclear Operating Company (FENOC) is submitting this report pursuant to 10 CFR 71.95 (a)(3) and (b) with respect to Certificate of Compliance (CoC) No. 9233, Revision 14, for the TN-RAM Packaging, Docket No. 71-9233. FENOC is an authorized user of the TN-RAM packaging under the provisions of 10 CFR § 71.17 General license: NRC-approved package.

Only one TN-RAM packaging has been fabricated and in use since 1989. It has been discovered that the attachment points, impact limiter lifting lugs, were not intended for package lifting or tie-down and were not rendered inoperable for transport operations as required by 10 CFR 71.87(h) and 49 CFR 173.410 (b). The failure to render the impact limiter lifting lugs inoperable was noted during routine operations. Further review of the design determined that the attachment points intended for lifting the impact limiters will not withstand the static force required for lifting and tie-down in 10 CFR 71.45.

Enclosure 1 of this letter provides AREVA's notification of the applicability to the Beaver Valley Power Station (BVPS) Unit Nos. 1 and 2. FENOC records show that BVPS made one shipment using the TN-RAM cask on January 12, 1993.

NM5520  
IE72  
NRR  
NM55

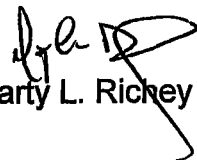
Beaver Valley Power Station, Unit Nos. 1 and 2  
L-17-195  
Page 2

AREVA's immediate action taken was to install a cover on each impact limiter lifting lug retained by a bolt installed in the lifting lug through hole, which renders the attachment point inoperable. In addition to installing the cover, a durable marking, stating "IMPACT LIMITER LIFTING ONLY," was placed near each impact limiter lifting lug to identify the intended use of the lifting lugs. Enclosure 2 of this letter contains AREVA's 10 CFR 71.95 written report.

There are no regulatory commitments contained in this submittal. Any actions discussed in this FENOC letter that represent intended or planned actions are described for the NRC's information, and are not regulatory commitments.

Should the NRC staff require additional information regarding this report, please do not hesitate to contact Eli Crosby, Manager, Site Radiation Protection at 724-682-7648.

Sincerely,



Marty L. Richey

Enclosure 1: AREVA Notification letter E-48377, dated April 19, 2017

Enclosure 2: AREVA written report to E-48377

cc: Mr. D. H. Dorman, NRC Region I Administrator  
Mr. J. A. Krafty, NRC Senior Resident Inspector  
Mr. B. Venkataraman, NRR Project Manager  
Mr. John Vera, PM for TN-RAM, SFM Licensing Branch

Enclosure 1  
L-17-195

AREVA Notification letter E-48377; dated April 19, 2017  
(1 page)



April 19, 2017  
E-48377

To: Registered Users for CoC Number 9233, Revision 14

Subject: Notification to Registered Users (Licensees) - Failure to Follow Conditions of TN-RAM Packaging Certificate of Compliance No. 9233

As the certificate holder of Certificate of Compliance (CoC) No. 9233 for the TN-RAM Packaging, TN Americas LLC wishes to inform you of the discovery of a situation involving a failure to follow conditions in the TN-RAM Packaging CoC. It has been determined that this situation is reportable under 10 CFR 71.95 if you used the TN-RAM from the time of first use in 1989 until now.

A sample cover letter and a written report are provided for licensees to report the use of the package without rendering the impact limiter lifting attachment points inoperable. The written report contains the narrative description of the event as required by 10 CFR 71.95(c).

A cover has been installed on each of the impact limiter lifting lugs that renders these attachment points inoperable during transport operations. The covers may be removed for lifting the impact limiter only, and users should install these covers after installing the impact limiters on the TN-RAM. Additionally, a durable marking, stating "IMPACT LIMITER LIFTING ONLY," was placed near each impact limiter lifting lug to identify the intended use of the lifting lugs.

Should you require additional information regarding this situation, please do not hesitate to contact Glenn Mathues of my staff at 410-910-6538 or me at (410)-910-6878.

Sincerely,

A handwritten signature in black ink, appearing to read 'Don Shaw'.

Don Shaw  
Licensing Manager

cc: John Vera (NRC PM for the TN-RAM, SFM Licensing Branch)  
Glenn Mathues (TN Americas LLC)  
Peter Vescovi (TN Americas LLC)  
Jay Thomas (TN Americas LLC)

Enclosures:

1. Sample Cover Letter
2. Written Report per 10 CFR 71.95(c)

**TN AMERICAS LLC**

7135 Minstrel Way, Suite 300, Columbia, Maryland 21045  
Tel.: 410 910 6900 - Fax: 410 910 6902 - [www.us.aveva.com/TNAmericas](http://www.us.aveva.com/TNAmericas)

Enclosure 2  
L-17-195

AREVA written report to E-48377  
(6 pages)

## 10 CFR 71.95 Written Report

### **(1) Abstract**

The TN-RAM package has trunnions intended as attachment points for lifting and tie-down. The trunnions are a structural part of the package that is designed to meet the requirements of the regulation for lifting and tie-down. Attachment points for lifting the impact limiters during installation and removal are a structural part of the impact limiters that are part of the TN-RAM package. An evaluation of the TN-RAM lifting attachment points demonstrates that the trunnions and impact limiter lifting lugs have been designed only for their intended use. Inadvertent use of the impact limiter lifting lugs to lift or tie-down the TN-RAM would impair the ability of the package to meet requirements for transport. However, operation of the TN-RAM has not included any controls to render the impact limiter lifting lugs inoperable during transport operations as required by transport regulations. An evaluation of the lifting and tie-down operations has been done to determine the extent of the condition and appropriate corrective actions to render the impact limiter lugs inoperable. A review of the NRC 10 CFR Part 71.78(h) regulatory requirements for Operating Controls and Procedures determined that use of the cask without rendering the impact limiter lugs inoperable is a practice that did not follow the conditions of the certificate of compliance.

### **(2) Description of the event**

#### **(i) Status of components or systems that were inoperable at the start of the event and that contributed to the event**

The TN RAM cask system is a Type B transportation package design approved by the NRC (71-9233). The package is a steel encased lead shielded cask with wood impact limiters attached at both ends. The impact limiters are a packaging component that is required by the NRC approval of the package design. Impact limiters protect the cask shell and contents by absorbing shocks from impacts incidental to normal and accident transportation conditions. The cask shell is a right circular cylinder with trunnions welded to the outer shell for lifting and tie-down. The overall dimensions of the packaging are approximately 178 inches long and 92 inches diameter with the impact limiters installed. The cask body is approximately 129 inches long with an outer diameter of 51 inches. The maximum gross weight of the package is approximately 80,000 lbs. The structural evaluation for tie-down and lifting devices in the TN-RAM SAR states that there are no other structural parts of the package which can be used for tie down attachments.

#### **(ii) Dates and approximate times of occurrences**

The TN-RAM package first use was on or about 1989. The lifting lugs were not rendered inoperable during the period of operation since first use.

#### **(iii) The cause of each component or system failure or personnel error**

The TN-RAM SAR contains loading and handling guidelines that include general instructions for removal of the impact limiters using a "suitable crane and two legged sling", rotating and lifting the cask using a "suitable crane hook" to "engage the lift beam to the two front trunnions", and removal and installation of "front and rear trunnion tie-downs." The Operations and Maintenance Manual for the TN-RAM (OM-7) expands on the handling guideline and describes the trunnions intended purpose for lifting and tie-down of the cask. OM-7 also describes the impact limiter lifting lugs as "located such that the limiter is

## 10 CFR 71.95 Written Report

balanced when it is lifted." The glossary of terms in OM-7 defines lifting lugs as "attachments provided on the impact limiters for handling operations," lift beams as "devices for cask lifting and handling operations," and trunnions as "handling attachments provided for cask primary lifting, support and tie-down." These definitions describe the intended purpose of attachment points. The design of the impact limiter rigging equipment is sized for attachment to the lifting lugs, and lift beams are specialized lifting devices that are designed for attachment to the trunnions. A dynamometer is installed between the crane hook and sling that is attached to the lifting lugs. The dynamometer is used to support the weight to allow removal of impact limiter bolts, and the procedure requires "lift up on the sling until a reading of 3700, +0, -100 pounds is indicated on the dynamometer." Any attempt to lift the weight of the TN-RAM package would exceed 3700 pound reading on the dynamometer. Tie-down members for the TN-RAM are trailer support pedestals specially designed for attachment to the trunnions.

The tarp installed over the support frame during transport has been considered a control to render the impact limiter lugs inoperable. The tarp when installed blocks access to the impact limiter lugs, but the lifting lugs are accessible when the tarp and support frame are removed for handling operations. Transport operations include the preparation of the package for transport (installing impact limiters), securing the package to the trailer for transit (tie-down), and receiving the package (removing impact limiters). During preparation for transport and receipt of the TN-RAM, the impact limiters are installed without the tarp in place. Prior to removal of the impact limiters and after installation the lift lugs are accessible.

Rigging equipment or tie-down members could inadvertently be attached to the lift lugs. However, lifting or tie-down of the TN-RAM using the lifting lugs would require intentional misuse of the rigging equipment and tie-down members, and violate operational controls and procedures for handling the cask. A method for rendering the lift lugs inoperable is required to prevent attachment to these points during preparation and receipt phases of transport operations. The tarp does not meet the intent of the requirement in the regulation to render the attachment point inoperable during all phases of transport operations.

### **(iv) The failure mode, mechanism, and effect of each failed component**

The impact limiter attachment points are intended only for lifting the impact limiter during removal and installation while the TN-RAM package is attached to the transportation trailer. Each impact limiter weighs approximately 3700 lbs. The impact limiter shell is a structural part of the packaging that retains the wood shock absorber. The shell is sealed to protect the wood material from environmental conditions incident to routine use.

The impact limiter lifting lugs are designed for a safety factor against yield that is consistent with accepted industry standards for material handling using standard rigging equipment.

## 10 CFR 71.95 Written Report

The nominal design weight of the impact limiter is 3695 lbs. The most likely failure mechanism or "weak link" in the attachment point on the impact limiter would be a tensile breakage of the lifting lug. Attempting to lift the package using the impact limiter lifting lugs would not result in damage to the structural impact limiter shell that would impair the ability to meet transport requirements.

The lifting lugs were not intended to tie-down of the TN-RAM during for transport. The stress applied to the lifting lugs used at attachment points for tie-down would be different than for the intended use to lift the impact limiters. A review of the impact limiter lifting design basis indicates that the lifting lugs would not withstand the stress applied by static forces required for tie-down in 71.45(a) or static force required by DOT for Protection Against Shifting and Falling Cargo (49 CFR 393).

- (v) **A list of systems or secondary functions that were also affected for failures of components with multiple functions**  
Lifting lugs are designed for the single purpose of lifting the impact limiter.
- (vi) **The method of discovery of each component or system failure or procedural error**  
Failure to render the impact limiter lugs inoperable was noted during routine operation of the TN-RAM.
- (vii) **For each human performance-related root cause, a discussion of the cause(s) and circumstances**  
Approved operational procedures and controls in place were followed since first use of the cask. There is no known instance of lifting or tie-down of the TN-RAM using the lifting lugs during nearly 30 years operating experience.
- (viii) **The manufacturer and model number (or other identification) of each component that failed during the event**  
No failure of the impact limiter lifting lugs occurred on the TN-RAM No. 001.
- (ix) **For events occurring during use of a packaging, the quantities and chemical and physical form(s) of the package contents**  
Quantities of radioactive material in form of activated metals shipped during use of the package varied during use. During this period of use the package contents was limited to about 14,000 Ci Co-60 equivalent activity that was recently increased in 2015 to a allow up to 30,000 Ci Co-60 equivalent activity.

### (3) Safety Significance

The lifting lugs when used as intended have been evaluated to meet industry standards for rigging and material handling. Attempting to lift the TN-RAM using the lifting lugs would result in a yielding and tensile failure of the lifting lug. The structural shell of the impact limiter would not likely be damaged due to attempting to lift the package using the lifting lugs. Stresses generated in the impact limiter shell when used as a tie-down attachment point for securement of load during



## 10 CFR 71.95 Written Report

transport have not been analyzed. Using the impact limiter lifting lugs as tie-down attachment points could generate stresses in the impact limiter shell that could result in tears or cracks. Undetected during the normal use or periodic inspections, these defects would allow moisture ingress and eventual degradation of the wood impact absorbing material that would impair the performance of the package during normal and accident transport conditions.

### (4) Corrective Actions

Both engineering and administrative controls have been implemented to prevent inadvertent use of the impact limiter lugs for lifting or tie-down of the package. The engineering control is a cover for each impact limiter lifting lug that is retained by a bolt installed in the lifting lug through hole to render the attachment point inoperable. The lifting lug covers prevent attachment of rigging equipment or tie down members to the impact limiters lift lugs during transport (Figure 1).

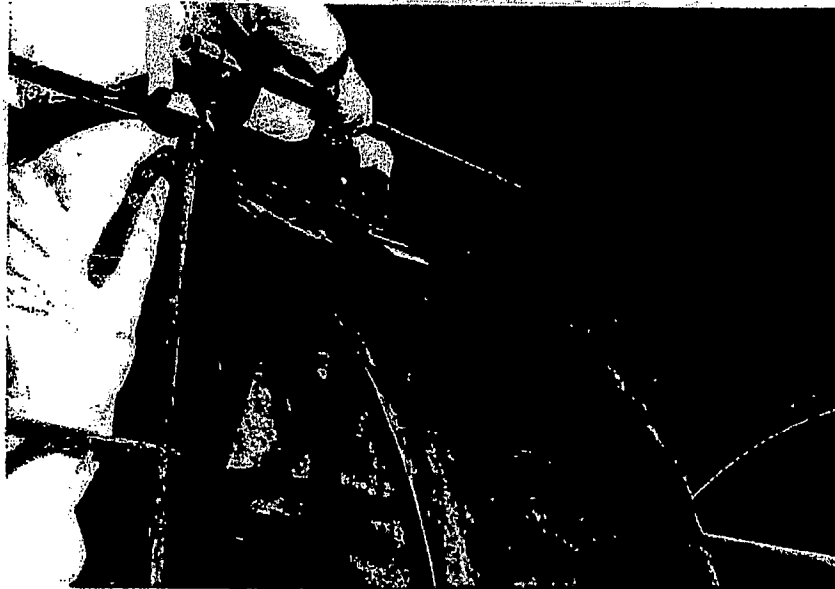


Figure 1 – Lifting Lug Cover

An administrative control identifies the intended use of the impact limiter lifting lugs by a durable marking near each impact limiter lifting lug stating "IMPACT LIMITER LIFTING ONLY" (Figure 2). Additionally a statement should be added in the SAR Chapter 7- Operations and Operations and Maintenance Manual, OM-07 "TN RAM Operations Manual" subsection 8.5 that would require rendering the impact limiter lifting lugs inoperable and stating the allowed attachment points for lifting and tie-down of the TN-RAM. The SAR Chapter 7 is a condition of the § 71.17, General license: NRC-approved package, and OM-7 is provided to the cask users as a guide with more detailed instructions on implementing the operations requirements in the SAR.

## 10 CFR 71.95 Written Report

Neither TN-RAM SAR Ch. 7—Operations or previous versions of Operations and Maintenance manual OM-7 include a requirement to render inoperable attachment points that are structural part of the package and not designed for intended package lifting or tie-down. The most recent version of OM-7 however, did add a requirement to render the lifting lugs inoperable by installing a bolt through the lug, or other similar method.

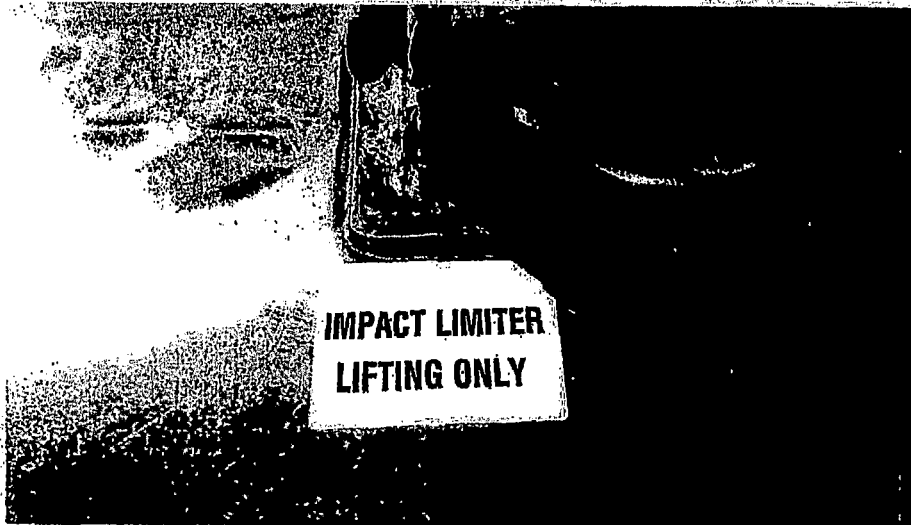


Figure 2 – Lifting Lug Marking

### (5) Extent of the Condition

Operating procedures and design of the lift beam that are intended for lifting the cask and the lifting lugs make it improbable that the lift beam would be attached to the lifting lugs.

Furthermore, the trailer trunnion pedestals are tie-down members specifically designed for attachment to the trunnions making it improbable that generic tie-down members attached to the lifting lugs would be used to secure the TN-RAM to the trailer.

The design and operation of the TN-RAM limits the possibility of inadvertent use of the impact limiter lifting lugs as package lifting or tie-down attachment points. All lifting and tie-down operations are controlled by detailed operating procedures and performed by trained and qualified personnel. The TN-RAM cask shell is lifted without the impact limiters installed. Impact limiters are removed from the cask shell prior to lifting operations to remove the cask shell from the trailer, and likewise the impact limiters are installed after lifting operations to place cask shell on the trailer is complete. Handling is done exclusively by persons trained in operation of the TN-RAM at the loading facility and unloading facilities, and transport is by exclusive use on a specialized trailer.

### (6) Contact information

[The name and telephone number of a person within the licensee's organization who is knowledgeable about the event and can provide additional information]

## 10 CFR 71.95 Written Report

### **(7) Extent of exposure of individuals to radiation or to radioactive materials**

No individuals were exposed to radiation or to radioactive materials as a consequence of not rendering the impact limiter lifting lugs inoperable during transport operations.