



BOSTON EDISON

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**BOSTON EDISON COMPANY FINAL STATUS REPORT
ON REPLACEMENT FACILITY FOR WELLESLEY RECEPTION CENTER**

Attached is Boston Edison's final report on the status of efforts to establish a replacement facility for the Wellesley Reception Center. The information contained in this report primarily concerns actions that have been undertaken by Boston Edison Company in support of the Massachusetts Emergency Management Agency (MEMA) which is responsible for Radiological Emergency Response Planning in the Commonwealth of Massachusetts. Insofar as this report concerns the actions or activities of any entity other than Boston Edison Company, we have attempted to verify such information and it is our belief all such information is accurate. Please be advised that any views or opinions that may be expressed in this document are those of Boston Edison Company and do not necessarily represent the views of MEMA or any other state or local agency.

Comments or questions on the report should be directed to Mr. Robert Fairbank, Boston Edison Regulatory Affairs and Emergency Preparedness Manager.

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Enclosure

cc: See next page

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BOSTON EDISON
WELLESLEY RECEPTION CENTER RELOCATION PROGRESS
FINAL STATUS REPORT
April 5, 1994

INTRODUCTION

This is the last in a series of reports on the progress of establishing a replacement location for the Wellesley Massachusetts Highway Department Reception Center. These reports were to be submitted on a monthly basis until the new reception center is functional. Since, on March 30, 1994 the South Weymouth Reception Center replaced the Wellesley Reception Center, this will be the final report.

The efforts and schedules described herein are those of Boston Edison Company in support of the Massachusetts Emergency Management Agency (MEMA) which has overall responsibility for Radiological Emergency Response planning in the Commonwealth of Massachusetts. Any views or opinions expressed within are those of Boston Edison and do not necessarily represent the views of MEMA or other state and local agencies.

BACKGROUND

The Massachusetts Highway Department (MHD) facility in Wellesley, Massachusetts, has been functioning as one of the three reception centers for evacuees from a potential emergency at the Pilgrim Nuclear Power Station. Boston Edison held a letter of agreement with MHD for use of the facility in support of MEMA's Radiological Response Plan.

On April 27, 1993, MHD notified Boston Edison that it would terminate this agreement on December 31, 1993, (Boston Edison, based on a letter from MHD dated September 9, 1993, received an extension for use of the Wellesley facility until March 31, 1994) and that the MHD volunteer emergency workers would be reallocated and, therefore, unavailable to perform as emergency workers at the Wellesley facility. In subsequent letters to MEMA and the NRC, FEMA expressed its concern over the impending loss of the facility and much of the key staff.

Sharing FEMA's concern that an alternate reception center be identified, the NRC, by letter dated June 29, 1993, (Mr. Ronald Eaton to Mr. E. Thomas Boulette) requested a schedule of BECo's progress to date and monthly updates until the new reception center is functional.

As discussed in Status Report #4 dated November 23, 1993, the South Weymouth Naval Air Station in South Weymouth, MA was identified by MEMA as the replacement for the Wellesley facility.

PLANS/PROCEDURES

- Revision 0 of the plans/procedures for the S. Weymouth Reception Center was issued on March 27, 1994, and was placed in the facilities at S. Weymouth on March 30, 1994. FEMA's comments, received on February 28, 1994 were reviewed and incorporated, as applicable, into Rev. 0.
- Changes to associated (EPZ town, Area II, Framingham EOC) procedures were also incorporated as of March 30, 1994.

STAFFING

- There are now 153 volunteers in the S. Weymouth Reception Center organization. This is more than enough to fill the 84 positions required by the plan/procedures.

TRAINING

- Required classroom training sessions started on January 18, 1994, and additional classes were conducted on January 24, 25, and 26, 1994. Other classroom sessions were held on March 2, 3, 8 and 9, 1994 to ensure that everyone had an opportunity to attend a classroom session.
- Practicals and drills started with a Reception Center practical on February 1, 1994. Additional sessions were held on February 7, 16, 17, 19 and March 12, 1994. FEMA observed the full drill held on March 12, 1994, and a remedial demonstration of personnel monitoring on March 16, 1994. After observing these drills, FEMA approved the transfer to the New Reception Center at South Weymouth.

FACILITY/EQUIPMENT

- On March 30, 1994, equipment held at Wellesley to maintain the emergency response readiness there was moved to S. Weymouth. This equipment replaced the training equipment that was previously there and brought the S. Weymouth facility into compliance with procedures and inventory lists.

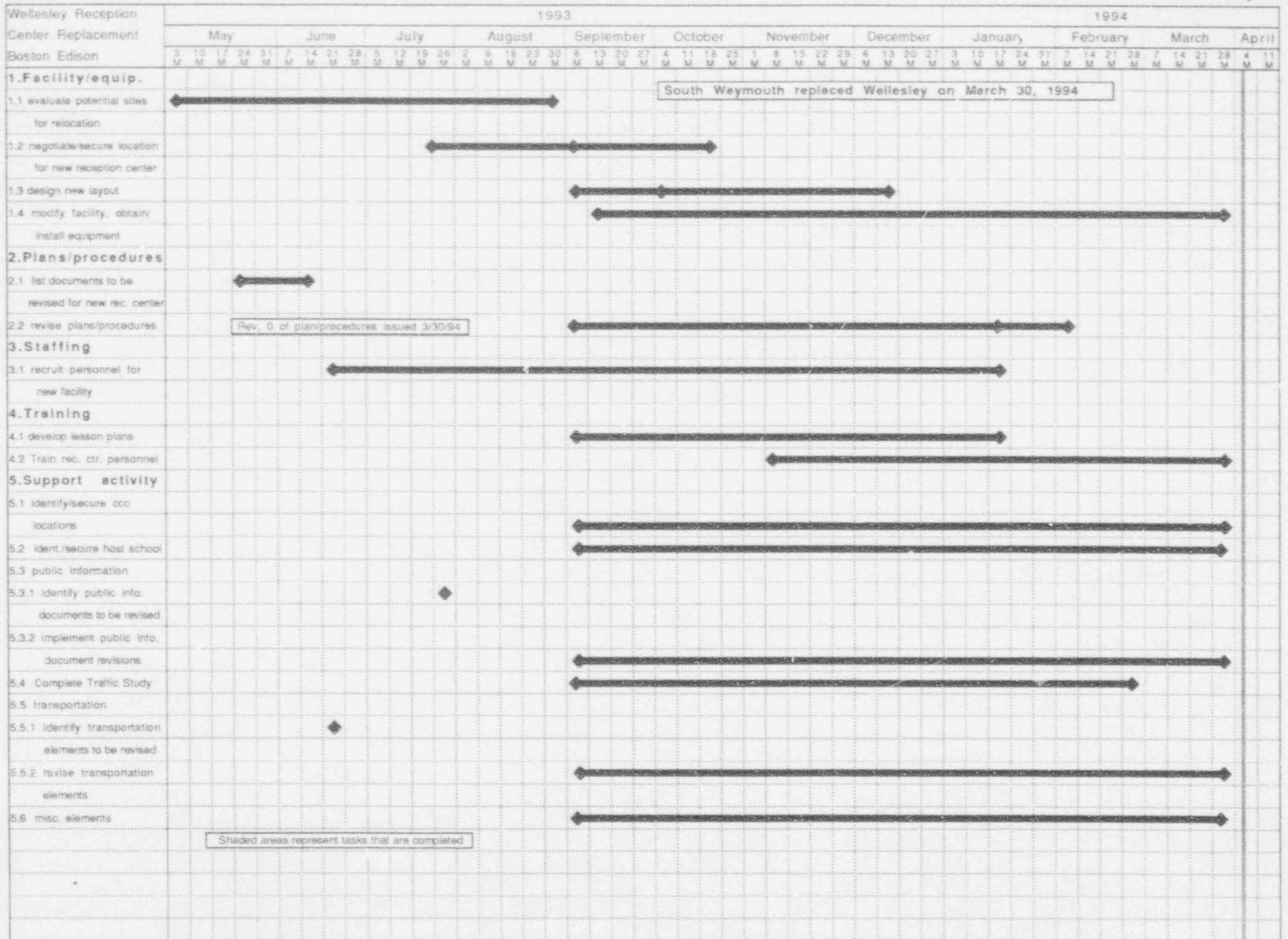
OFFSITE PROGRAM SUPPORT ACTIVITIES

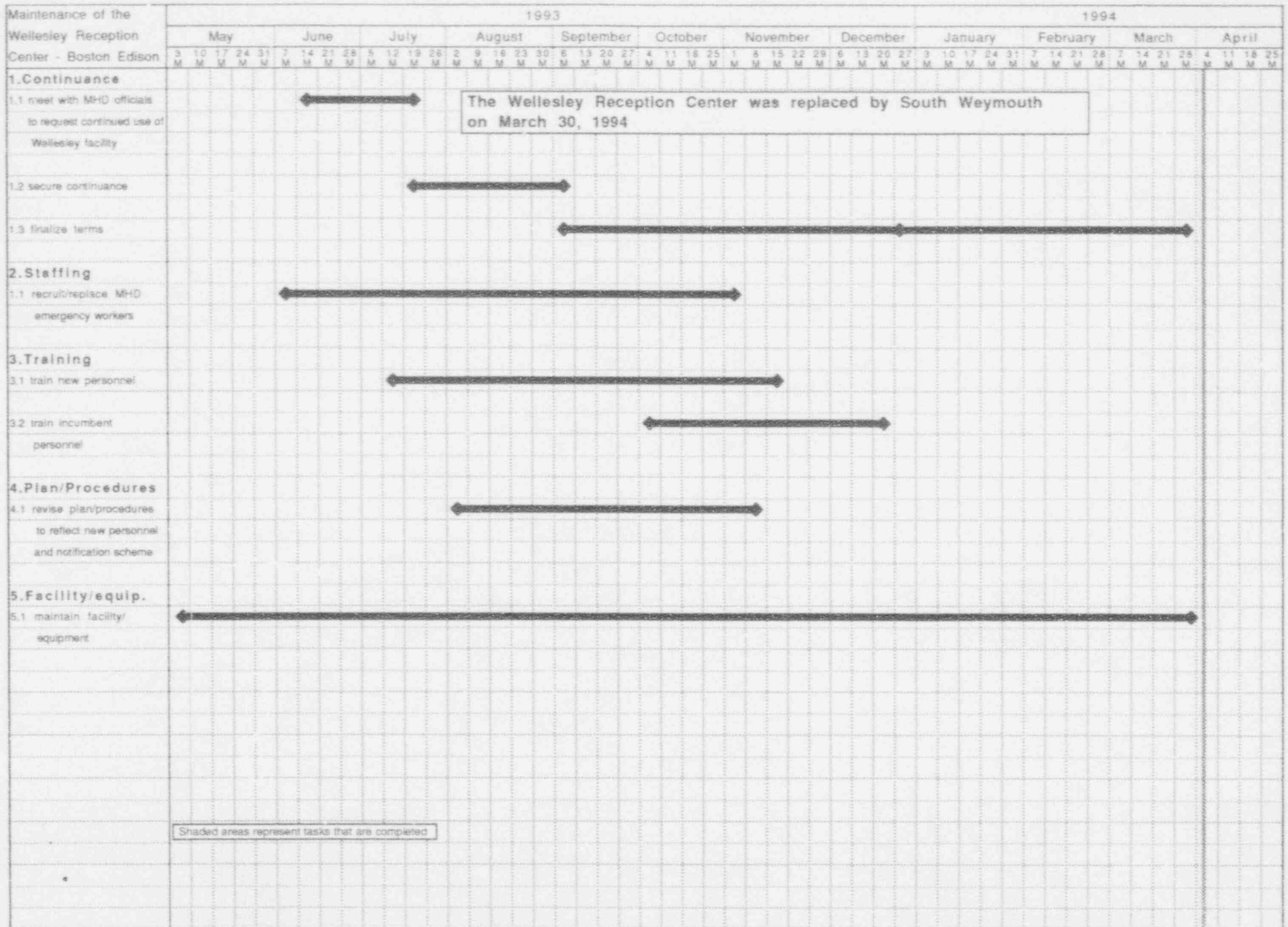
- The Evacuation Time Estimate Contractor, funded by Boston Edison, completed the road survey study for South Weymouth. The study was delivered to Boston Edison on February 28, 1994. Traffic Control Points suggested by the study were added to South Weymouth procedures, Area II procedures, and to MEMA's Traffic Management Plan.
- The addendum to the 1994 Calendar/Brochure reflecting S. Weymouth as the reception center was reviewed and approved by MEMA on February 25, 1994. It was mailed starting March 25, 1994 and received by EPZ residents during the week of March 28, 1994.
- The 1994 Visitor Brochure and 1994 Placard was reviewed and approved by MEMA also on February 16, 1994 and distributed during the week of March 28, 1994.

SCHEDULE

Attached are two schedules dated April 5, 1994 which represent updates of the schedules originally provided with Status Report #1. The two schedules focused upon the two avenues on which Boston Edison provided assistance to MEMA.

Boston Edison provided the attached close-out schedules to MEMA on April 5, 1994.





Shaded areas represent tasks that are completed