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Southern California Edison Company

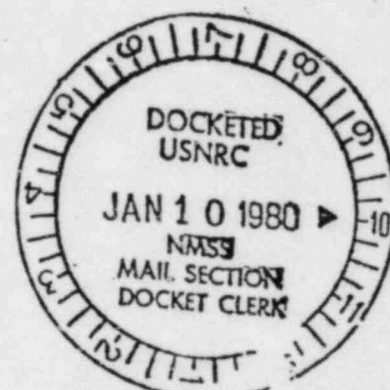
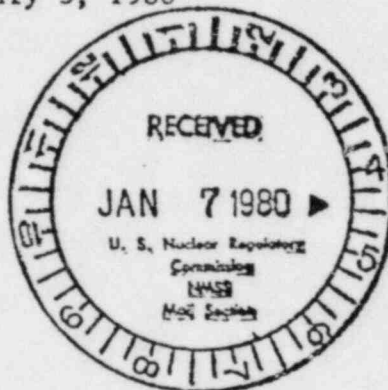
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2244 WALNUT GROVE AVENUE
ROSEMEAD CALIFORNIA 91770

JOHN LADESICH
ENGINEER FOR NUCLEAR FUEL CYCLE PROGRAMS

TELEPHONE
(213) 577-2622

January 3, 1980

Mr. Leroy Noderhaug
US NRC Region V
Office of Inspection & Enforcement
1990 N. California Blvd.
Suite 202
Walnut Creek, CA 94596



Dear Mr. Noderhaug:

In reference to our discussions on the advance notification requirements for each spent fuel shipment, I am sending some data that we collected on 103 shipments using Nuclear Assurance Corporation casks. These same casks will be used for our next shipping campaign.

Since we were making multiple shipments using several casks, our operations were geared to loading casks on an availability basis, which the data reflects. We did not have a specific schedule for each cask or each shipment and therefore cannot measure how well a schedule was kept. This data was collected to keep track of how we were doing and to evaluate invoice payments to the transporter. Even so, the data will show that requiring a full 7 days notice for each shipment will play havoc with shipping operations.

The analysis presented is not refined, intended only to give some indication of time intervals involved. No adjustments were made for the obvious 2 hour time zone difference between MSF and SONGS. Also, the notes describe delays incurred due to transporter or cask service problems, but not all situations were noted. We did not keep track of causes for delays at SONGS or at MSF.

The average turnaround time, using three casks was about 8.8 days. This will increase somewhat under the new regulations since the approved route is about 9% longer and uses fewer freeway miles than the old route.

On average it took about 2.3 days to make the trip from SONGS to MSF, approximately 2000 miles. Increasing the miles 9% and assuming that to use secondary highways will decrease the average speed 10%, from 36.5 miles per hour to 32.9 miles per hour, would increase the transit time to MSF to about 2.8 days. Consequently, to fulfill the 7 day notice requirements for a given cask shipment, notice for its next shipment would have to be given while it is enroute to MSF, and any subsequent delays which occur on the road, while at MSF or while at SONGS would impact on that schedule.

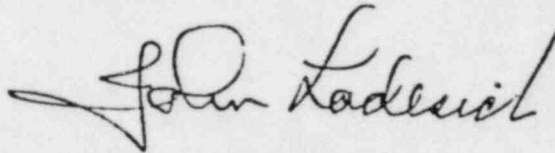
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To maintain reasonable progress during a shipping campaign, it is important that last minute adjustments to a specific schedule can be made. Otherwise unnecessarily long and expensive delays will occur. The regulations as written would not have a serious impact on a single shipment or multiple shipments where the turnaround time is on the order of 1 or 2 days. But, as I said previously, with long routes, the 7 day notice requirement will play havoc with any multiple shipping campaign. Some relief is needed in interpretation of the regulations in this instance so that a good working relationship can be achieved.

Please let me know if I can be of further help to you.

Very truly yours,

A handwritten signature in cursive script, appearing to read "John Ladisich".

JL:D-9

cc: Mr. Charles Hilman ✓
Physical Security Licensing Board
Division of Safeguards, NMSS
U.S. Nuclear Regulatory Commission
Washington D.C., 20555

TIME INTERVAL SUMMARY

TIME AT SONGS (1 st shipment excluded)		HOURS/shipment			
	HOURS ÷ #Shipments	AVG	MIN	MEAN	MAX
CASH B	1803.9 ÷ 37	= 48.75	8.3	98.75	189.2
C	1513.7 ÷ 29	= 52.20	15.7	113.70	211.7
D	1769.5 ÷ 34	= 51.75	10.0	90.00	170.0
TOTALS	5087.1 ÷ 100	= 50.87	8.3	110.00	211.7

TIME ENROUTE TO MORRIS, ILL. (All shipments)

Cash B	2155.1 ÷ 38	= 56.71	45.2	80.45	115.7
C	1612.6 ÷ 30	= 53.75	50.0	75.00	100.0
D	1924.5 ÷ 35	= 54.99	39.5	63.85	88.2
TOTALS	5742.2 ÷ 103	= 55.75	39.5	77.60	115.7

TIME AT MORRIS, ILL.

Cash B	889.3 ÷ 38	= 23.40	11.3	36.05	60.8
C	847.8 ÷ 30	= 28.26	13.0	43.10	73.2
D	988.7 ÷ 35	= 28.25	12.7	53.96	95.2
TOTALS	2725.8 ÷ 103	= 26.46	11.3	53.25	95.2

TIME ENROUTE TO SONGS

Cash B	2793.5 ÷ 37	= 75.50	43.0	135.2	227.4
C	2190.8 ÷ 29	= 75.54	43.0	226.5	410.0
D	2555.5 ÷ 34	= 75.19	38.0	261.0	484.0
TOTALS	7839.8 ÷ 100	= 78.40	38.0	261.0	484.0

TURN AROUND TIMES (TOTALS)

HOURS	211.48	501.85
DAYS	8.81	20.91

(CASK B Time INK VALS.
(HOURS)

(2)

Shipment	AT SONGS	Enroute to MORRIS	AT MORRIS	Enroute to SONGS
1	248.5	115.7	22.8	89.7
2	83.8	62.7	16.6	52.8
3	38.0	61.7	30.2	55.0
4	120.0	59.5	18.0	75.5
5	31.5	58.0	20.2	49.4
6	17.8	52.5	32.5	52.3
7	28.4	59.2	16.7	128.2
8	33.0	55.7	19.2	54.7
9	32.4	56.2	17.2	57.7
10	24.8	58.2	11.3	60.6
11	80.9	75.2	20.1	88.7
12	61.0	70.6	18.6	59.2
13	28.7	58.0	29.7	77.8
14	67.7	59.8	11.5	56.0
15	70.7	58.2	14.6	78.2
16	17.1	54.4	17.8	50.3
17	140.2	55.2	23.2	227.4
18	30.2	45.9	22.7	126.2
19	44.2	45.8	30.4	53.4
20	189.2	46.0	26.7	49.3
21	26.2	52.6	16.5	46.8
22	28.6	49.4	60.8	43.0
23	15.0	45.8	21.0	44.9
24	30.8	53.0	20.2	206.8
25	56.8	45.2	12.2	100.1
26	9.9	47.5	18.7	45.2
27	81.2	46.7	45.3	43.2
28	8.3	45.7	23.9	52.7
29	46.6	60.7	15.5	130.0
30	54.2	52.7	43.5	50.5
31	20.7	55.2	13.3	66.9
32	9.7	52.0	23.0	107.7
33	8.7	51.5	23.0	64.0
34	30.2	51.2	32.5	66.7
35	11.2	53.5	14.4	77.9
36	23.2	65.7	23.7	56.6

C K C Time Interval (Hours)

Shipment	AT SONGS	Encount to MORRIS	AT MORRIS	Encount to SONGS
1	499.0	61.5	35.5	60.0
2	81.0	58.2	33.7	62.0
3	61.5	59.0	29.0	54.7
4	47.7	59.5	28.0	51.5
5	62.2	54.5	18.2	93.2
6	33.7	65.2	15.7	57.5
7	30.5	64.0	19.0	55.2
8	18.7	47.7	28.5	65.7
9	24.2	50.0	28.0	43.0
10	23.0	48.0	16.5	45.7
11	55.7	49.2	20.7	46.7
12	51.0	52.5	28.2	46.0
13	39.0	50.7	26.2	46.2
14	70.0	48.7	19.0	57.5
15	29.5	48.2	32.5	46.1
16	59.0	47.2	13.7	210.5
17	44.2	47.5	19.0	109.0
18	64.7	46.5	73.2	410.0
19	71.7	72.5	18.5	52.0
20	211.7	100.0	23.0	44.7
21	19.0	47.2	21.5	43.0
22	31.5	46.5	58.5	45.5
23	21.5	60.5	22.7	50.0
24	37.8	49.0	23.2	47.7
25	25.5	60.2	21.2	46.5
26	40.0	50.0	52.5	49.7
27	115.7	52.5	20.2	50.0
28	140.2	58.2	13.0	65.7
29	32.0	57.7	57.7	126.5
30	71.5	50.2	27.2	—
	2012.7	1662.6	847.8	2190.8

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CA - D Time Intervals (HOURS)

Shipment	At SONBS	Enroute to Morris	At Morris	Enroute to SONBS
1	353.0	65.0	25.0	55.2
2	95.2	58.2	30.0	120.7
3	52.5	64.5	22.7	56.7
4	69.5	56.5	17.7	53.5
5	23.2	52.5	28.5	47.0
6	13.5	53.2	39.5	85.2
7	33.2	39.5	95.2	45.0
8	14.7	54.5	14.2	46.0
9	49.0	50.5	86.7	52.7
10	57.5	56.7	29.7	53.5
11	12.0	53.2	16.0	49.0
12	117.2	56.2	21.2	107.7
13	97.7	54.8	39.2*	86.5*
14	44.5	54.0	15.7	55.0
15	159.7	52.7	17.7	484.0
16	116.7	52.2	17.2	113.0
17	170.0	57.0	37.7	64.0
18	13.7	49.7	14.2	44.0
19	35.5	48.2	57.2	53.5
20	10.0	49.7	15.5	46.5
21	50.7	54.2	17.8	65.0
22	11.7	48.5	19.5	92.5
23	55.0	57.2	26.2	50.8
24	34.0	52.7	14.2	169.0
25	27.0	53.5	12.7	56.2
26	45.5	54.5	45.0	260.0
27	25.0	50.5	18.0	38.0
28	37.5	52.5	20.2	57.0
29	20.5	57.2	24.5	52.2
30	31.2	76.2	19.7	56.5
31	15.0	42.0	21.2	55.7
32	40.2	54.0	13.5	58.7
33	18.7	52.2	28.2	74.2
34	82.2	88.2	53.2	52.0
35	86.0	52.0	14.0	-
	2112.5	1924.5	986.7	2855.5

* 22.5

(5)

SPENT FUEL SHIPPING ACTIVITY LOG

CASK	ARRIVE SONGS		DEPART SONGS		FUEL NO.	ARRIVE MSF		DEPART MSF		REF.
	DATE	TIME	DATE	TIME		DATE	TIME	DATE	TIME	
1 B	4-12-77	0930	4-22-77	1800	D04	4-27-77	1345	4-28-77	1235	2
2 B	5-2-77	0615	5-05-77	1800	D07	5-8-77	0845	5-9-77	0120	
3 B	5-14-77	0600	5-12-77	2000	D10	5-15-77	0945	5-16-77	1600	
4 B	5-18-77	2300	5-23-77	2300	D13	5-26-77	1030	5-27-77	0430	7
5 B	5-30-77	0800	5-31-77	2030	D16	6-3-77	0630	6-4-77	0245	
6 B	6-6-77	0410	6-6-77	2200	D19	6-9-77	0230	6-10-77	1100	
7 B	6-12-77	1520	6-13-77	1945	D22	6-16-77	0700	6-16-77	2345	9
8 B	6-22-77	0800	6-23-77	1700	D26	6-26-77	0040	6-26-77	1955	11,
9 B	6-29-77	0235	6-30-77	1100	D29	7-02-77	1915	7-03-77	1230	
10 B	7-05-77	1610	7-06-77	1700	D32	7-09-77	0310	7-09-77	1430	13
11 B	7-12-77	0306	7-15-77	1200	D36	7-18-77	1510	7-19-77	1115	14,15,16
12 B	7-23-77	0400	7-25-77	1700	D39	7-28-77	1535	7-29-77	1010	
13 B	7-31-77	2120	8-1-77	1800	D43	8-4-77	0400	8-5-77	0940	
14 B	8-8-77	1530	8-11-77	1110	D48	8-13-77	2300	8-14-77	1030	
15 B	8-16-77	1830	8-19-77	1715	E01	8-22-77	0350	8-22-77	1800	
16 B	8-26-77	0010	8-26-77	1715	E04	8-28-77	2340	8-29-77	1730	
17 B	8-31-77	1950	9-06-77	1600	E07	9-8-77	2310	9-9-77	2225	
18 B	9-19-77	0950	9-20-77	1600	E08	9-22-77	1400	9-23-77	1245	
19 B	9-28-77	1900	9-30-77	1510	E11	10-2-77	1300	10-3-77	0920	
20 B	10-5-77	1445	10-13-77	1200	E13	10-15-77	1000	10-16-77	1240	
21 B	10-18-77	1400	10-19-77	1615	E15	10-21-77	2050	10-22-77	1320	
22 B	10-24-77	1210	10-25-77	1645	E18	10-27-77	1810	10-30-77	0700	
23 B	11-1-77	0200	11-1-77	1700	E21	11-3-77	1450	11-4-77	1150	
24 B	11-6-77	0845	11-7-77	1530	E24	11-9-77	2030	11-10-77	1640	22
25 B	11-19-77	0730	11-21-77	1630	E30	11-23-77	1330	11-24-77	0145	
26 B	11-28-77	0550	11-28-77	1545	E33	11-30-77	1515	12-1-77	1000	
27 B	12-03-77	0710	12-06-77	1620	E36	12-8-77	1500	12-10-77	1220	23
28 B	12-12-77	0730	12-12-77	1550	E38	12-14-77	1330	12-15-77	1325	
29 B	12-17-77	1810	12-19-77	1645	E40	12-22-77	0530	12-22-77	2400	
30 B	12-28-77	1000	12-30-77	1615	E42	1-1-78	2100	1-03-78	1630	
31 B	1-5-78	1900	1-6-78	1545	E44	1-8-78	2300	1-9-78	1220	
32 B	1-12-78	0715	1-12-78	1700	E46	1-14-78	2100	1-15-78	2000	
33 B	1-20-78	0745	1-20-78	1630	E48	1-22-78	2000	1-23-78	1900	
34 D	1-26-78	1100	1-27-78	1715	E50	1-30-78	0130	1-31-78	1000	
35 B	2-03-78	0445	2-03-78	1600	E52	2-05-78	2130	2-06-78	1155	
36 B	2-09-78	1750	2-10-78	1700	D02	2-13-78	1045	2-14-78	1530	
37 B	2-17-78	0005	2-22-78	1200	D46	2-25-78	0230	2-26-78	0830	
38 B	2-28-78	1445	03-03-78	1645	C28	3-5-78	1930	3-6-78	1920	

(6)

SPENT FUEL SHIPPING ACTIVITY LOG

CASK	ARRIVE SONGS		DEPART SONGS		FUEL NO.	ARRIVE MSF		DEPART MSF		REF.
	DATE	TIME	DATE	TIME		DATE	TIME	DATE	TIME	
C	3-29-77	0400	4-18-77	2300	D03	4-21-77	1230	4-23-77	0000	1
C	4-25-77	1200	4-28-77	2100	D06	5-1-77	0715	5-2-77	1700	4
C	5-5-77	0705	5-07-77	2030	D09	5-10-77	0730	5-11-77	1230	
C	5-15-77	0115	5-17-77	0100	D11	5-19-77	1220	5-20-77	1615	6
C	5-23-77	0045	5-25-77	1455	D14	5-27-77	2130	5-28-77	1545	
C	6-1-77	1300	6-2-77	2245	D18	6-5-77	1600	6-6-77	0745	
C	6-8-77	1115	6-9-77	1745	D21	6-12-77	0945	6-13-77	0450	
C	6-15-77	0140	6-15-77	2030	D23	6-17-77	2015	6-19-77	0045	
C	6-21-77	1830	6-22-77	1845	D25	6-24-77	2040	6-26-77	0030	
C	6-27-77	1930	6-28-77	1830	D28	6-30-77	1830	7-01-77	1105	
C	7-03-77	0850	7-05-77	1645	D31	7-07-77	1800	7-08-77	1450	
C	7-10-77	1325	7-12-77	1630	D34	7-14-77	2110	7-16-77	0130	
C	7-17-77	2330	7-19-77	1430	D38	7-21-77	1715	7-22-77	1930	
C	7-24-77	1745	7-27-77	1545	D42	7-29-77	1630	7-30-77	1130	
C	8-1-77	1100	8-2-77	1630	D44	8-4-77	1645	8-6-77	0120	
C	8-8-77	0000	8-10-77	1100	D47	8-12-77	1015	8-12-77	2355	
C	8-21-77	1835	8-23-77	1445	E03	8-25-77	1410	8-26-77	0915	
C	8-30-77	2215	9-02-77	1450	E06	9-4-77	1330	9-7-77	1440*	21
C	9-24-77	1705	9-27-77	1645	E09	9-30-77	1720	10-1-77	1145	19
C	10-3-77	1545	10-12-77	1130	E12	10-16-77	1530	10-18-77	0030	20
C	10-19-77	2120	10-20-77	1610	E16	10-22-77	1535	10-23-77	1300	
C	10-25-77	0800	10-26-77	1530	E19	10-28-77	1400	10-30-77	2230	
C	11-1-77	2005	11-2-77	1730	E22	11-4-77	2000	11-5-77	1840	
C	11-7-77	2040	11-9-77	1030	E25	11-11-77	1130	11-12-77	1440	
C	11-14-77	1430	11-15-77	1600	E28	11-18-77	0415	11-19-77	0130	
C	11-21-77	0005	11-22-77	1600	E31	11-24-77	1800	11-26-77	2230	
C	11-29-77	0015	11-29-77	1600	E34	12-1-77	2130	12-2-77	1745	
C	12-04-77	1945	12-10-77	1600	E37	12-13-77	0220	12-13-77	1520	23
C	2-16-78	0900	2-17-78	1700	D40	2-20-78	0245	2-22-78	0830	
C	2-27-78	1500	3-02-78	1430	C21	3-4-78	1640	3-5-78	1330	

SPENT FUEL SHIPPING ACTIVITY LOG

TASK	ARRIVE SONGS		DEPART SONGS		FUEL NO.	ARRIVE MSF		DEPART MSF		REF.
	DATE	TIME	DATE	TIME		DATE	TIME	DATE	TIME	
D	4-12-77	0500	4-26-77	2200	D05	4-29-77	1500	4-30-77	1600	3
D	5-2-77	2320	5-06-77	2230	D08	5-9-77	0845	5-10-77	1445	5
D	5-15-77	1530	5-17-77	2000	D12	5-20-77	1230	5-21-77	1115	
D	5-23-77	2000	5-26-77	1730	D15	5-29-77	0200	5-29-77	1940	
D	6-1-77	0120	6-2-77	0030	D17	6-4-77	0500	6-5-77	0925	
D	6-7-77	0825	6-7-77	2200	D20	6-10-77	0315	6-11-77	1850	8
D	6-15-77	0800	6-16-77	1715	D24	6-18-77	0840	6-22-77	0800	10
D	6-24-77	0500	6-24-77	1945	D27	6-27-77	0210	6-27-77	1635	
D	6-29-77	1430	7-01-77	1530	D30	7-03-77	1800	7-07-77	0840	12
D	7-09-77	1335	7-11-77	1700	D33	7-14-77	0145	7-15-77	0730	
D	7-17-77	1300	7-18-77	1600	D37	7-20-77	2115	7-21-77	1315	
D	7-23-77	1415	7-28-77	1630	D41	7-31-77	0045	7-31-77	2200	17
D	8-5-77	0945	8-9-77	1130	D45	8-11-77	1735	8- -77	0850	18
D	8-18-77	2320	8-20-77	1945	E02	8-23-77	0150	8-23-77	1730	
D	8-26-77	0030	9-01-77	1615	E05	4-3-77	2035	9-4-77	1420	
D	9-24-77	1830	9-29-77	1515	E10	10-1-77	2350	10-2-77	1645	
D	10-7-77	1000	10-14-77	1200	E14	10-16-77	2100	10-18-77	1050	
D	10-21-77	0250	10-21-77	1630	E17	10-23-77	1810	10-24-77	0830	
D	10-26-77	0430	10-27-77	1600	E20	10-29-77	1615	11-1-77	0130	
D	11-3-77	0700	11-3-77	1700	E23	11-5-77	1845	11-6-77	1015	
D	11-8-77	0850	11-10-77	1130	E26	11-12-77	1750	11-13-77	1120	
D	11-16-77	0415	11-16-77	1600	E29	11-18-77	1630	11-19-77	1200	
D	11-23-77	0830	11-25-77	1530	E32	11-28-77	0050	11-29-77	0335	
D	12-01-77	0615	12-02-77	1615	E35	12-4-77	2100	12-5-77	1110	
D	12-12-77	1230	12-13-77	1530	E39	12-15-77	2100	12-16-77	0950	
D	12-18-77	1800	12-20-77	1530	E41	12-22-77	2200	12-24-77	1900	
D	1-4-78	1455	1-5-78	1605	E43	1-7-78	1830	1-8-78	1230	
D	1-10-78	0235	1-11-78	1600	E45	1-13-78	2030	1-14-78	1645	
D	1-16-78	1940	1-17-78	1615	E47	1-20-78	0230	1-21-78	0300	
D	1-23-78	0715	1-24-78	1430	E49	1-27-78	1850	1-28-78	1430	24
D	1-30-78	2300	2-1-78	1400	E51	2-03-78	1800	2-04-78	1520	
D	2-06-78	2300	2-08-78	1520	A30	2-10-78	2120	2-11-78	1045	
D	2-13-78	2130	2-14-78	1615	D35	2-16-78	2035	2-18-78	0115	
D	2-21-78	0330	2-24-78	1345	C46	2-28-78	0545	3-2-78	1100	
D	3-04-78	1957	03-08-78	1010	C47	3-10-78	1410	3-11-78	0420	

REFERENCES -- SHIPPING LOG

1. 2 days maintenance on Cask C - April 7 and 8 and 8 and 9 - Fuel D03 was loaded and ready at 0900, 4-18-77, but the tractor would not start so the other waiting tractor (Bake, DeCamp) left with it at 2300.
2. Tractor breakdown near Little America, Wyoming enroute to MSF on 4-23-77 - lost a couple of days. One day maintenance on Cask B - 4/20. SD 152
3. Cask D left MSF on initial trip on 4/7/77 but due to tractor problems did not arrive at SONGS until 4/12/77

Drivers Sanders and Sanderson arrived at SONGS to pick up third cask on Thursday 4/21/77 and were held until 2200 on 4/26/77.

2 days maintenance on Cask D April 23 and 24

4. Cask C held at MSF for repair of holddown clamp about 8 hours.
5. Cask D arriving at MSF morning, May 9, 1977 had a broken trailer frame member in the cask supporting structure - Karl Ostrom estimated a week to repair

Out of service: Tuesday 10

In Service: Friday 13 - inclusive

6. Cask C, departing 5/7/77, Fuel D09 on return trip was delayed about 1-1/2 days by Tri State at Senica to assign new drive team. We complained to Tri State.
7. Cask B arrived at SONGS 2300 on 5/18/77. C. H. Hoffman was on hand morning of 5/19/77 to perform the annual maintenance. Cask was out of service

2300 5/18/77
in service: 2300 5/20/77
days credit = 2 days

8. Cask D - new trailer - rear trunions binding and front tie down U clamps sprung. MSF sent it to Joplin - Tri-State with a heat treatments

Lost time: 1/4 day

Driver Demurrage: 1 day

Cask arrived at SONGS 6/15/77 at 0000 - one day late since Cask C which left same one day ahead arrived 6/15/77 at 0140

9. Cask B shipments # 170 - Sent from MSF to Joplin for trailer repairs.

finished at MSF: 6/16/77 at 2345
back in service: 6/20 0000
out of service: 3 days

Also arrived coincident with Cask C resulting in one day driver holdover waiting for C to load.

10. Cask D will be mounted on the old trailer after unloading shipment no. 172 at MSF - to modify rear trunion cradle on new trailer.

delay - 3 days

11. Cask B trailer needed repair on impact limiter hold down

Manhour: 6 manhours

Work on trailer progressed while cask was being loaded on 6/23/77.

12. Karl Ostrom, MSF, reported on Cask D the lower trunions are galling since the new trailer was put in service. Suggested filing or grinding surface and applying a lubricant in the future. Return delayed due to some testing at MSF.
13. Quarterly maintenance on Cask D done Monday, July 11, by E. Bonnet of NAC - Cask went out Monday at 1700 so no time of significance was lost.
14. G.E. called to say O-rings are probably missing on returned cask B from shipment #180 7/11/77 quarterly on Cask D - 2-1/2 manhours.
15. Cask B, returning from shipment 180, was found to have a leak on the upper impact limiter. It was observed before lowering into pool at 8:00 a.m. Wednesday, 7/13/77. Cause appears to be a broken piece of brace on the trailer that moved into a position so that the cask was resting on it in transit. MSF did not notice anything wrong when unloading and decontaminating.

Quarterly on Cask B - 2-1/2 manhours

Days lost in welding: Out of service 7/13/77 0800
In service 7/14/77 1200

Days lost 2
TSMT Invoice 98976

16. On return trip Cask B - Left MSF 1100 (CST) to go to Joplin to be mounted on the new trailer.

Lost time:

Out of service: 7/19/77 1200
Return to service: 7/21/77 1600
Days credit: 2 day

17. Cask D, shipment no. 188:

Released from MSF: 7/31/77 2200
Drivers went on break and TSMT did not have replacements

Back in service: 8/2/77 2230

No driver hold over will be charged if truck stays at SONGS over weekends 3/6 and 7.

18. Departure time unknown.
19. Driver ill - Hospitalized in San Clemente.
20. Shipment 205, leaving 10/12/77, only one driver all the way to Morris - Also truck incurred engine trouble on way to MSF at Cliner Corner N.M.
21. NAC owes cask rent time for trailer repair at Joplin on 9/6/77 and will credit on their November final invoice.
22. Shipment was dry - heat est. in 2.2 kW max shipment (217) was delayed in a snow storm in Nebraska - approx. 15 hours
23. Shipments 229 and 230 (Casks B and C) were scheduled to go December 5 and December 6 with crane maintenance on December 7, 8 and 9. Because of a bad helicoil in Cask B one day was lost in loading and shipment #229 did not leave until 12/6; and #230 had to be postponed until Saturday December 10, four days delay in cask use for C and one day for repair of B. Also driver holdover time of 6 days for Csk C and one extra day for B.
24. Cask D held one day to repair crack in pipe external to valve.

JUL 07 1980

SGPL:CAH
50-206

Southern California Edison Company
ATTN: Mr. William H. Seaman
Vice President
P.O. Box 800
2244 Walnut Grove Avenue
Rosemead, California 91770

Gentlemen:

The Nuclear Regulatory Commission announced in the June 3, 1980 issue of the Federal Register (Page 37399, Volume 45, Number 108) that it is amending the interim rule for the physical protection of irradiated reactor fuel (spent fuel) in transit. The effective date of the amended rule was July 3, 1980. A revised guidance document, NUREG-0561, also has been prepared and a copy is attached as Enclosure #1.

Approximately 60 additional locations that are considered to be heavily populated areas have been included in the list in the revised guidance document. Routes traversing any of the locations on this list, including the 60 additional locations must be escorted in compliance with 10 CFR Part 73.37(c)(1)(ii) effective August 29, 1980.

The route previously approved for Southern California Edison Company with one newly designated heavily populated area also is enclosed (Enclosure #2).

Other requirements contained in the amended rule will be applied to shipments commencing on or after July 3, 1980.

If you have questions concerning the amended rule or guidance, please do not hesitate to contact us.

"Original Signed by G. W. McCorkle"

George W. McCorkle, Chief
Physical Security Licensing Branch
Division of Safeguards, NRC

Enclosures:
As stated

~~8009090880~~
PAR/LPAR

ROUTE APPROVED FOR SOUTHERN CALIFORNIA EDISON COMPANY WITH NEW LOCATION
INCLUDED IN THE REVISED GUIDANCE (NUREG-0561)

Currently Approved Route

Newly Designated Heavily Populated
Area on this Route

San Onofre, California to
Morris, Illinois
Approved February 28, 1980

Springfield, Illinois

~~SECURITY RELATED INFORMATION~~
~~16 CFR 2.790(d) INFORMATION~~

Southern California Edison Company

P. O. BOX 800
2244 WALNUT GROVE AVENUE
ROSEMEAD, CALIFORNIA 91770

July 8, 1980

Mr. E. Rutenkroger
Tri-State Motor Transit Company
P.O. Box 113
Joplin, Missouri 64801

Dear Mr. Rutenkroger:

Confirming my telephone conversation with you on July 8, 1980, we are proceeding to commence spent fuel shipment operations as soon as possible.

In talking with Mr. Charles Hilman of the NRC Physical Security Branch, he informs me that you will receive a copy of a letter sent to Edison stating that Springfield, Illinois, which is on our route, has been included as an embargoed area in the revised draft of NUREG 0561. He also stated that we could utilize our present route without armed guards until August 29, 1980.

Pursuant to our telephone conversation, please expedite finding an alternate route bypassing Springfield as it may take time if the NRC finds they need to send out a survey team. If possible, I would like to have an alternate route bypassing Springfield for our first shipment.

We will be receiving a copy of the revised NUREG 0561 with the NRC letter at which time we will have to review and up-date our procedures to conform to the revised regulations.

I will keep you informed. Please advise me if you encounter any problems.

Sincerely,

ORIGINAL SIGNED BY
I LADESIGN

/mf

bcc: R. H. Bridenbecker (SCE) D. Spicka (G.E.)
E. C. Rodgers (SCE) C. Hilman (NRC)
J. W. Handshuh (SCE)