



UNITED STATES
 NUCLEAR REGULATORY COMMISSION
 REGION II
 101 MARIETTA STREET, N.W.
 ATLANTA, GEORGIA 30323

MAY 06 1992

Report No.: 50-186/92-01

Licensee: University of Missouri

Docket No.: 50-186

License No.: R-103

Facility Name: University of Missouri

Inspection Conducted: April 7, 1992

Inspector: *O. M. Masnyk* 5-5-92
 O. M. Masnyk, Safeguards Specialist Date Signed

Approved by: *D. R. McGuire* 5/5/92
 D. R. McGuire, Chief Date Signed
 Safeguards Section
 Nuclear Materials Safety and Safeguards Branch
 Division of Radiation Safety and Safeguards

SUMMARY

Scope:

This routine, unannounced inspection was conducted in the area of Transportation of Radioactive Spent Fuel.

Results:

In the area inspected, violations or deviations were not identified.

REPORT DETAILS

1. Other Organization

- *T. Hansen, Driver-Escort, Tri-State Motor Transit Company
- *J. Hurt, Driver-Escort, Tri-State Motor Transit Company
- *Attended exit interview

2. Physical Protection of Shipment of Irradiated Fuel

By letter dated April 1, 1992, the University of Missouri - Columbia notified Region II of the intent to make nine weekly shipments of spent fuel from the University to the Department of Energy's Savannah River site, via Tri-State Motor Transit Company.

The inspector confirmed through document review and discussion with the driver-escorts that written and telephonic notifications were made as required by 10 CFR 73.37 and 73.72. Arrangements had been made with local law enforcement agencies along the route for response to an emergency or call for assistance. The truck was manned with a driver and escort who maintained communication with the communication center. Radio checks were made every two hours, and with local law enforcement agencies; a communication log was maintained.

Radiation surveys of the truck and shipping cask were made utilizing a Model E-120 Geiger Counter, Serial No. 11413, with a HP-260 probe. This instrument was calibrated to CS -137 and Co-57 on February 14, 1992. Readings at the cask surface were less than 2 MR and less than 1 MR at 1 meter. Smears taken from the cask surface read less than 1000 cpm. Appropriate placards and labels were affixed to the cask and truck. There were no discernible readings in the truck's cab. Paperwork was correct and appropriate.

3. Exit Interview

The inspection scope and results were summarized on April 7, 1992, with those persons indicated in Paragraph 1. The inspector described the areas inspected and discussed in detail the inspection results.