

UNITED STATES
NUCLEAR REGULATORY COMMISSION

OFFICE OF INSPECTION AND ENFORCEMENT
Richard C. DeYoung, Director

In the Matter of

BOSTON EDISON COMPANY
(Pilgrim Nuclear Power Station)

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Docket No. 50-293
(10 CFR 2.206)

FINAL DIRECTOR'S DECISION UNDER 10 CFR 2.206

INTRODUCTION

In its "Petition of the Massachusetts Public Interest Research Group for Emergency and Remedial Action" (Petition) dated July 20, 1983, the Massachusetts Public Interest Research Group (hereinafter referred to as Petitioner) requested that the Nuclear Regulatory Commission (NRC) take action to remedy alleged serious deficiencies in the offsite emergency response plans for the Pilgrim Nuclear Power Station in Plymouth, Massachusetts. On February 27, 1984, I issued an "Interim Director's Decision Under 10 CFR 2.206" examining a number of issues raised by the Petition and denying the relief requested with respect to those issues. ^{1/} However, the Petitioner's concern regarding potential bottlenecks to evacuation of the area surrounding the Pilgrim facility was noted to be still under consideration. The Petitioner was informed that the NRC had formally requested

^{1/} Boston Edison Co. (Pilgrim Nuclear Power Station) DD-84-5, NRC _____, (February 27, 1984), hereinafter referred to as the Interim Decision.

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the Federal Emergency Management Agency (FEMA) to evaluate the potential bottlenecks in the area near the Pilgrim site which may impede effective evacuation of the plume exposure pathway Emergency Planning Zone (EPZ). FEMA has now responded to the NRC's request and a final decision in this matter is now possible.

DISCUSSION

The Interim Decision noted that, in its review of the Petition, the NRC staff considered information available to it concerning evacuation planning and determined that, as the Petitioner had suggested, potential bottlenecks to effective evacuation of the EPZ may exist on the periphery of the EPZ. 2/ The Interim Decision noted that it would be important to control traffic beyond the EPZ so that such traffic, e.g., on Route 3, did not lead to evacuation traffic congestion. Two notable points beyond the plume EPZ which could cause congestion are Route 3 at Route 128 and Route 3 at the Sagamore Bridge. Consequently, the NRC staff formally requested that FEMA review these traffic issues for the Pilgrim facility and I deferred resolution of that portion of the Petition until after the staff received FEMA's response.

2/ Interim Decision, pp. 14-15.

On May 15, 1984, FEMA responded to the NRC request. Its "Response to January 20, 1984, Request for Assistance on Evacuation Time Estimates for Pilgrim Nuclear Power Station" and the attached "Analysis Report on Issues Related to the Pilgrim Evacuation Time Estimate Pilgrim Nuclear Power Station Plymouth, Massachusetts" dated May 1, 1984 (hereinafter referred to as the FEMA Analysis) are attached hereto as Exhibit A.

The FEMA Analysis notes that the bottlenecks at issue had previously been identified in the NRC's "Safety Evaluation Report related to the construction of Pilgrim Nuclear Generating Station, Unit No. 2," NUREG-0022, Supplement No. 5 (hereinafter referred to as NUREG-0022). NUREG-0022 indicated that the Evacuation Time Estimates (ETEs) did not adequately reflect the two potential impediments to evacuation located outside the 10-mile EPZ discussed above. These potential impediments were identified by Dr. Thomas Urbanik, II of the Texas Transportation Institute who, as a consultant to the NRC, conducted the review of the ETEs discussed in NUREG-0022.

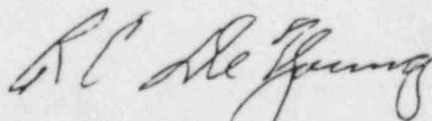
As is set forth in the FEMA Analysis, FEMA has reviewed this matter by consulting with Dr. Urbanik, reviewing the pertinent plans and documents developed in response to NUREG-0022, and consulting with the State agencies responsible for implementing evacuation plans. The FEMA Analysis revealed that, following the issuance of NUREG-0022, impediments

to evacuation were carefully studied by the Boston Edison Company, operator of the Pilgrim Nuclear Power Station, and a traffic management plan was developed to eliminate the problems identified in NUREG-0022. FEMA concludes that, after extensive analysis, the traffic management issues raised in NUREG-0022 have been adequately addressed by the Commonwealth of Massachusetts in accordance with proper emergency management standards and the evacuation time estimation methods now available.

CONCLUSION

In summary, the single issue remaining after issuance of my Interim Decision in this matter was the existence of potential bottlenecks to effective evacuation of the EPZ for the Pilgrim facility. This matter has been examined by FEMA and it has been found that the traffic management issues have been adequately addressed by the Commonwealth of Massachusetts. Consequently, I conclude that evacuation planning, including the associated traffic management, is adequate for the Pilgrim facility.

Accordingly, the remaining portion of Petitioner's request for action pursuant to 10 CFR 2.206 is hereby denied. As provided by 10 CFR 2.206(c) a copy of this decision will be filed with the Secretary for the Commission's review.



Richard C. DeYoung, Director
Office of Inspection and Enforcement

Dated at Bethesda, Maryland
this 3rd day of July 1984.