

September 13, 2001

MEMORANDUM TO: Commissioner Merrifield

FROM: Annette L. Vietti-Cook, Secretary **/RA/**

SUBJECT: COMJSM-01-0002 - TRANSPORTATION OF SPENT FUEL

This memorandum is to inform you that all Commissioners have agreed that the staff should continue to follow the National Transportation Safety Board investigation into the CSX train derailment and resultant fire, which occurred in Baltimore, Maryland on July 18, 2001, and to use the resulting information in its periodic assessment of regulations associated with the transportation of spent nuclear fuel and other high-level waste. The attached SRM provides staff direction on this issue.

This completes action on COMJSM-01-0002.

Attachment:
As stated

cc: Chairman Meserve
Commissioner Dicus
Commissioner McGaffigan
EDO
OGC

September 13, 2001

MEMORANDUM TO: William D. Travers
Executive Director for Operations

FROM: Annette L. Vietti-Cook, Secretary */RA/*

SUBJECT: STAFF REQUIREMENTS - COMJSM-01-0002 -
TRANSPORTATION OF SPENT FUEL

The staff should continue to follow the National Transportation Safety Board (NTSB) investigation into the CSX train derailment and resultant fire, which occurred in Baltimore, Maryland on July 18, 2001, as well as any other related investigations. The staff should use the resulting information in its periodic assessment of regulations associated with the transportation of spent nuclear fuel and other high-level waste (HLW). To ensure that current regulations are sufficient to protect public health and safety, the staff should determine if NRC's assessments of shipping container responses to severe accidents incorporate conditions that reflect, as appropriate, those experienced in the Baltimore accident (i.e., flame temperature, fire duration, presence of flammable and other hazardous cargo). The staff should provide periodic status reports informally to the Commission office points of contact and report back to the Commission with their findings and any recommendations on this issue no later than the date below. As part of following the specific investigation, the staff should continue to coordinate with officials from appropriate organizations and agencies (i.e., Department of Transportation, Federal Railway Administration, National Transportation Safety Board, the American Association of Railroads and CSX), to determine if additional regulatory actions (beyond focusing on cask integrity) are necessary as a result of the incident in Baltimore.

(EDO)

(SECY Suspense:

5/31/02)

To support staff activities related to the Baltimore train accident, the Commission also encourages the timely completion of the ongoing Package Performance Study.

cc: Chairman Meserve
Commissioner Dicus
Commissioner McGaffigan
Commissioner Merrifield
OGC
CIO
CFO
OCA
OIG
OPA
Office Directors, Regions, ACRS, ACNW, ASLBP (via E-Mail)
PDR