

# 10 CFR 71.95 REPORT EVALUATION FORM

**Docket No.:** 71-9217

**Package Model No.:** ANF-250

**Report Submitted By:** R. E. Link, AREVA NP Inc.

**Report Date:** November 8, 2012

**Report ADAMS Accession No.:** ML12314A379

Review the incoming report to determine if additional Commission or staff action is warranted. The review should consider whether the report identifies a generic defect or problem with the package design and the safety significance of the issue. Note that a high safety significance represents a potential for significant radiation exposure, medium safety significance represents a potential for some moderate radiation exposure, and low safety significance represents little or no potential for radiation exposure.

**1. The report identifies:**

- ☐ Significant reduction in the effectiveness of a package during use;
- ☐ Defect with a safety significance;
- ☒ Shipment in which conditions of the approval were not observed.

**2. What is the safety significance?** ☐ High ☐ Medium ☒ Low

**3. Summary of the report:**

The Department of Transportation Certificate of Competent Authority No. 9217 was issued to authorize international shipments for the U.S. Nuclear Regulatory Commission (NRC) Certificate of Compliance No. 9217. The NRC certificate references the engineering drawings, which show the authorized package design. Drawing No. EMF-301, 306, Rev. 8, shows that the suitcases holding the UO<sub>2</sub> pellets must be closed with six latches.

Pellet suitcases were loaded with pellets and placed into packagings for shipment from AREVA Dessel, Belgium, for shipment to AREVA Advanced Nuclear Fuels in Lingen Germany. On July 28, 2012, these AREVA Advanced Nuclear Fuels shipped a consignment of 26 packages to AREVA NP Inc., (AREVA NP) in Richland WA. The packages arrived in Richland on August 28, 2012. During the unloading of the packages on September 14, 2012, AREVA NP staff noticed that a single latch from three different pellet suitcases each loaded into a different packaging was missing. The missing latches were not found in the packages. Five of the six latches were closed on the three suitcases. There was no loss of material from inside the suitcases.

AREVA NP stated that the cause of the event was personnel error in that the person loading the packages assumed that having five of the six latches installed was sufficient for transport. The error was not detected when the three suitcases were loaded into the packaging. In addition, AREVA NP stated that since the latches were not found inside the packaging, they must have broken off prior to loading. AREVA NP stated that having a single broken latch out of six is minimal since five latches will keep the suitcases tightly sealed. In addition the inner lids and drum lids on the packages were in place as shown on the engineering drawings.

**4. Corrective actions taken by the licensee:**

The non-compliance suitcases have been removed from service for repair. In addition, the AREVA facilities in Dessel and Lingen were informed of the non-compliant shipment for them to

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review the incident with their respective personnel.

## 5. Staff comments:

While the event occurred during an import shipment using a Department of Transportation certificate of competent authority for which the underlying certificate and its technical basis was issued by NRC, the staff reviewed the AREVA NP's report and corrective actions. Staff agrees that the safety significance of this incident is low and that the corrective actions are sufficient to minimize future occurrences.

## 6. Staff conclusion:

- ☒ The report does NOT identify generic design or license/certificate issues that warrant additional Commission or staff action. This report is considered closed.
- ☐ There is a need to take additional action. Provide a summary of the bases and recommended actions:

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