



Westinghouse Electric Company, LLC
Nuclear Fuel
Columbia Fuel Fabrication Facility
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Attn: Document Control Desk
Director, Division of Spent Fuel Storage and
Transportation
Office of Nuclear Material Safety and Safeguards
U. S. Nuclear Regulatory Commission
Washington, DC 20555

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Your ref: Docket No. 71-9297
Our ref: LTR-LCPT-13-12

May 3, 2013

SUBJECT: Memorandum of Non-Domestic Incident – Docket 71-9297

Dear Mr. Mark Lombard:

This written memo is for an instance in which conditions of Foreign Validations of the Certificate of Compliance No. 9297 for the Traveller Package were not observed in making a shipment.

(1) Abstract / Background

The Traveller series of packagings are used to transport low-enriched uranium fuel assemblies and fuel rods for light water power reactor cores.

The Removable Top Plate (RTP) configuration of packages includes a system which utilizes grooved edges in the top plate which mate with shear bars that are fastened to all four faces of the clamshell in order to provide a secure enclosure around the fuel assembly.

The Certificate of Compliance 9297, Revision 5, specifies condition 5.(a)(3) as follows:

5. (a) Packaging

...

5. (a)(3) Drawings

“The packagings are fabricated and assembled in accordance with the following Westinghouse Electric Company’s Drawings Nos.:

10004E58, Rev. 6 (sheets 1-9)

10006E58, Rev. 5 ”

(2) Narrative of the Event

Traveller packages are used to transport low-enriched fuel assemblies from Westinghouse fuel fabrication facilities (in this instance, located in Sweden) to our customers (in this instance, located in Germany).

** Electronically approved records are authenticated in the Electronic Document Management System.*

On the day of March 5th, 2013, Westinghouse Sweden was in the process of sending several fuel shipments, which were being received by KKE Emsland in Germany. On March 7th, During the receipt inspection, two separate Traveller packages (TX257 and TX259) were found to have had improperly attached shear bars within them. In each case, there were screws which were not entirely engaged (in neither case were there more than two disengaged screws). While this condition was found to still maintain a sufficient safety margin, this is in violation of the licensing drawings, which require all shear bar screws to be properly engaged.

(3) Corrective Actions

Immediate actions taken:

This incident was captured in the Westinghouse corrective action program as Issue #13-066-N002, and the Swedish and German Foreign Authorities were notified.

A technical assessment was performed and written (SFAD-13-32), which determined that the RTP shear strength reduction resulting from the loose screws did not compromise the system's structural integrity, and that the shipped configuration was not an unsafe condition.

Future/current actions: Westinghouse performed a casual analysis, and actions are currently underway to implement a more thorough control over the screw engagement (Issue #13-066-N002.02)

(4) Contact

Please contact Matthew Presson at (803) 647-1793 for any additional information about this event.

Sincerely,

** Electronically approved*

Matthew R. Presson
Licensing, Compliance and Package Technology
WESTINGHOUSE ELECTRIC COMPANY, LLC

cc
Wes Stillwell, Director, Nuclear Fuel Transport