

Enclosure 6 to E-55362

**LA Changed Pages
(Public Version)**

Proprietary Information on Page 1-8 and 1-9
Withheld Pursuant to 10 CFR 2.390

INTERIM STORAGE PARTNERS LLC

Oversight and Governance

January 2020

The business and affairs of ISP are managed by its Management Board. The current members of the Management Board are:

David Carlson, U.S. Citizen
President & Chief Operating Officer
Waste Control Specialists LLC
17101 Preston Road
Suite 115
Dallas, Texas 75248

Amir Vexler, U.S. Citizen
President, Orano CIS LLC
7135 Minstrel Way Suite 300
Columbia Maryland, 20145

Sam Shakir, U.S. Citizen
Chief Executive Officer, Orano USA LLC
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Scott State, U.S. Citizen
Chief Executive Officer & Chief Nuclear Officer
Waste Control Specialists LLC
17101 Preston Road
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Principal Officers

Jeffery D. Isakson, U.S. Citizen
Chief Executive Officer and President
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Elicia B. Sanchez, U.S. Citizen
Chief Financial Officer
9998 West State Highway 176
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License No. Amendment No.

SNM-1050 0

Docket or Reference No.

72-1050

**LICENSE FOR INDEPENDENT STORAGE OF SPENT NUCLEAR
FUEL AND HIGH-LEVEL RADIOACTIVE WASTE****SUPPLEMENTARY SHEET**

19. The Licensee shall obtain onsite and offsite insurance coverage in the amounts committed to by ISP in the ISP license application.
20. The Licensee shall submit License Amendment(s) to this license to incorporate applicable portions of License Renewals listed below, within 120 days of the effective date of License Renewal Approval for each of the following:
- (1) Aging Management Program (AMP) for NUHOMS® Systems
- The Licensee shall commit to the AMPs committed to in the approved License Renewal of CoC 1004 for all NUHOMS® Spent Fuel Canisters and storage overpacks.
- (2) AMP for NAC Systems
- The Licensee shall commit to the AMPs committed to in the approved License Renewal of CoC 1015 AND 1025 AND 1031 for all applicable NAC Spent Fuel Canisters and storage overpacks.
21. The Licensee shall submit a Startup Plan to the NRC at least 90 days prior to receipt and storage of the material identified in 6.A, 6.B, 7.A or 7.B at the facility.
22. *A Post-Transportation Verification shall include an evacuated volume helium leak test on 100% of the canisters that are received at the WCS CISF to ensure that the accessible portions of the confinement boundary are leak tight as defined in ANSI N 14-5 following transport to the site.*
23. Prior to commencement of operations, the Licensee shall have an executed contract with the U.S. Department of Energy (DOE) or other SNF Title Holder(s) stipulating that the DOE or the other SNF Title Holder(s) is/are responsible for funding operations required for storing the material identified in 6.A, 6.B, 7.A or 7.B at the CISF as licensed by the U.S. Nuclear Regulatory Commission.
24. Prior to receipt of the material identified in 6.A, 6.B, 7.A or 7.B, the Licensee shall have a financial assurance instrument required pursuant to 10 CFR 72.30 acceptable to the U.S. Nuclear Regulatory Commission.
25. *The licensee shall submit a Startup Plan to the NRC no later than 90 days prior to receipt and storage of canisterized spent nuclear fuel and GTCC waste at the WCS CISF.*
26. This license is effective as of the date of issuance shown below.

RAI NP-13-2

FOR THE NUCLEAR REGULATORY COMMISSION

John McKirgan, Chief
Spent Fuel Licensing Branch
Division of Spent Fuel Management
Office of Nuclear Material
Safety and Safeguards

Date of Issuance December XX, 20XX

Attachments: Appendix A –WCS Interim Storage Facility Technical Specifications

4.0 Design Features (continued)

- Trolley Beam (spanning the Lift Beams & also mounted on Self Propelled Dollies) - ASME NOG-1
- Standard Lift Links - ASME B30.26
- Standard Shackles - ASME B30.26
- Standard Slings - ASME B30.9
- Transfer Cask Lift Plates - ANSI N14.6
- Air Operated Chain Hoist (suspended from Trolley Beam) – ASME NUM-1 Qualified with Rated Load per ASME HST-5
- Canister Lift Adapter (which mates with canister) – ANSI N14.6
- The VCT with CANISTER lifting devices used with the CTS shall be designed, fabricated, operated, tested, inspected and maintained in accordance with the guidance of NUREG-0612, Section 5.1. The specific applicable standard being applied to each primary VCT is as follows:
 - Hydraulic Locking Telescoping Boom Assemblies – ASME B30.1
 - Lift Beam(s) (spanning the Telescoping Boom Assemblies) ANSI N14.6
 - Cask Lift Links - ANSI N14.6

4.5 Design Basis Site Specific Parameters and Analyses

The potential for fire and explosion shall be addressed by limiting the amount of flammable liquids during LOADING OPERATIONS below the fire load limits for the respective systems in the SAR. This includes the condition that the fuel tank of the cask handling equipment used to move the loaded VCC onto or from the Storage Pads contains no more than 50 gallons of fuel and no more than 300 gallons for the NUHOMS® Systems.

5.0 Administrative Controls (continued)

5.1.3 HSM Thermal Monitoring Program

This program provides guidance for temperature measurements that are used to monitor the thermal performance of each HSM. The intent of the program is to prevent conditions that could lead to exceeding the concrete and fuel clad temperature criteria. Each user must implement TS 5.1.3(a).

a. Daily Visual Inspection of HSM Inlets and Outlets (Front Wall and Roof Birdscreens)

The user shall develop and implement procedures to perform visual inspection of HSM inlets and outlets on a daily basis. There is a possibility that the HSM air inlet and outlet openings could become blocked by debris, as postulated and analyzed in the SAR accident analyses for air vent blockage. The procedures shall ensure that blockage will not exist for periods longer than assumed in the SAR analyses.

Perform a daily visual inspection of the air vents to ensure that HSM air vents are not blocked for more than 40 hours. If visual inspection indicates blockage, clear air vents and replace or repair birdscreens if damaged. If the air vents are blocked or could have been blocked for more than 40 hours, evaluate existing conditions in accordance with the site corrective action program to confirm that conditions adversely affecting the concrete or fuel cladding do not exist.

(continued)