



U.S. Department  
of Transportation

Pipeline and  
Hazardous Materials  
Safety Administration

East Building, PHH-23  
1200 New Jersey Ave, SE  
Washington, D.C. 20590

**COMPETENT AUTHORITY CERTIFICATION FOR A  
TYPE B(U)F FISSILE  
RADIOACTIVE MATERIALS PACKAGE DESIGN  
CERTIFICATE USA/9373/B(U)F-96, REVISION 0**

The Competent Authority of the United States certifies that the radioactive material package design described in this certificate satisfies the regulatory requirements for a Type B(U)F package for fissile material as prescribed in the regulations of the International Atomic Energy Agency<sup>1</sup> and the United States of America<sup>2</sup> The package design is approved for use within the United States for import and export shipments made in accordance with applicable international and domestic transport regulations.

1. Package Identification - HI- STAR 190.
2. Package Description and Authorized Radioactive Contents - as described in U.S. Nuclear Regulatory Commission Certificate of Compliance No. 9373, Revision 1 (attached).
3. Criticality - The minimum criticality safety index is 0. There is no restriction on the number of packages per conveyance.
4. General Conditions -
  - a. Each user of this certificate must have in his possession a copy of this certificate and all documents necessary to properly prepare the package for transportation. The user shall prepare the package for shipment in accordance with the documentation and applicable regulations.
  - b. Each user of this certificate, other than the original petitioner, shall register his identity in writing to the Office of Engineering and Research, (PHH-23), Pipeline and Hazardous Materials Safety Administration, U.S. Department of Transportation, Washington D.C. 20590-0001.

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<sup>1</sup> "Regulations for the Safe Transport of Radioactive Material, 2012 Edition, No. SSR-6" published by the International Atomic Energy Agency (IAEA), Vienna, Austria.

<sup>2</sup> Title 49, Code of Federal Regulations, Parts 100-199, United States of America.

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c. This certificate does not relieve any consignor or carrier from compliance with any requirement of the Government of any country through or into which the package is to be transported.

d. Records of Management System activities required by Paragraph 306 of the IAEA regulations<sup>1</sup> shall be maintained and made available to the authorized officials for at least three years after the last shipment authorized by this certificate. Consignors in the United States exporting shipments under this certificate shall satisfy the applicable requirements of Subpart H of 10 CFR 71.

5. Marking and Labeling - The package shall bear the marking USA/9373/B(U)F-96 in addition to other required markings and labeling.


6. Expiration Date - This certificate expires on August 31, 2022.

This certificate is issued in accordance with paragraph(s) 810 and 816 of the IAEA Regulations and Section 173.471 and 173.472 of Title 49 of the Code of Federal Regulations, in response to the April 16, 2021 petition by Holtec International, Camden, NJ, and in consideration of other information on file in this Office.

Certified By:



April 28, 2021  
(DATE)

 William Schoonover  
Associate Administrator for Hazardous  
Materials Safety

Revision 0 - Issued to endorse U.S. Nuclear Regulatory Commission Certificate of Compliance No. 9373, Revision 1.

**CERTIFICATE OF COMPLIANCE  
FOR RADIOACTIVE MATERIAL PACKAGES**

1.	a. CERTIFICATE NUMBER <b>9373</b>	b. REVISION NUMBER <b>1</b>	c. DOCKET NUMBER <b>71-9373</b>	d. PACKAGE IDENTIFICATION NUMBER <b>USA/9373/B(U)F-96</b>	PAGE <b>1</b>	PAGES <b>OF 5</b>
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2. PREAMBLE

- a. This certificate is issued to certify that the package (packaging and contents) described in Item 5 below meets the applicable safety standards set forth in Title 10, Code of Federal Regulations, Part 71, "Packaging and Transportation of Radioactive Material."
- b. This certificate does not relieve the consignor from compliance with any requirement of the regulations of the U.S. Department of Transportation or other applicable regulatory agencies, including the government of any country through or into which the package will be transported.

3. THIS CERTIFICATE IS ISSUED ON THE BASIS OF A SAFETY ANALYSIS REPORT OF THE PACKAGE DESIGN OR APPLICATION

- a. ISSUED TO (*Name and Address*)  
Holtec International  
1 Holtec Blvd.  
Camden, NJ 08104
- b. TITLE AND IDENTIFICATION OF REPORT OR APPLICATION  
Holtec International Report No. HI-2146214. *Safety Analysis Report on the HI-STAR 190 Package, Revision 3, dated November 2, 2018*

4. CONDITIONS

This certificate is conditional upon fulfilling the requirements of 10 CFR Part 71, as applicable, and the conditions specified below.

5. (a) Packaging

- (1) Model No.: HI-STAR 190
- (2) Description

The HI-STAR 190 packaging consists of five major components: the overpack, the multi-purpose canister (MPC), the MPC spacer, the impact limiters, and the personnel barrier.

The overpack is a right circular cylinder featuring a containment vessel formed by a nickel steel shell welded to a nickel steel baseplate and to a nickel steel top forging. The overpack also features collapsible trunnions. The top forging has a bolted closure lid with two machined concentric grooves for elastomeric seals. The outer surface of the overpack inner shell is buttressed with a layered combination of lead, steel and neutron shielding material. The overpack provides the containment boundary, the helium retention boundary, gamma and neutron radiation shielding, and heat rejection capability of the package. The containment system consists of the overpack inner shell, bottom plate, top flange, top closure plate, top closure inner O-ring seal, vent port plug and seal, and drain port plug and seal. The overpack is approximately 320 inches long, with an inside diameter of 76 inches, and an outer diameter of approximately 106.5 inches without impact limiters and 128 inches with impact limiters.

The MPC models, designated as MPC-37 and MPC-89, are welded cylindrical structures with flat ends and have identical exterior dimensions, i.e., outer diameter and cylindrical height. Each MPC consists of a honeycombed fuel basket made from panels of Metamic-HT, baseplate, canister shell, lid, and closure ring.

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5.(a)(2) Description (continued)

The MPC steel spacers, made of a cylindrical steel shell with flat ends and positioned at both ends of the MPC, may be used to transport MPCs of various lengths to restrict axial movements and control the center of gravity of the package.

Two identical impact limiters, fabricated of aluminum honeycomb completely enclosed by an all-welded austenitic stainless steel skin, are attached to the top and bottom of the overpack with 16 bolts.

The personnel barrier, placed over the package lying in a horizontal orientation during transport, is a packaging component when in use. It provides a physical barrier to prevent access to hot areas of the package.

The HI-STAR 190 packaging includes two versions, SL for a standard cavity length of 190 3/16 inches or XL for an extended cavity length of 213 5/16 inches, to accommodate all canisters. The SL version weighs approximately 238,944 pounds and the XL version weighs 260,567 pounds. The closure lid sub-assembly weighs the same, 12,987 pounds, in each configuration. The maximum gross weight for transportation (including the overpack, the MPC, the contents, and the impact limiters) is nominally 417,000 pounds.

(3) Drawings

- (a) HI-STAR 190 Cask Assembly Drawing 9841, Sheets 1-5, Rev. 1
- (b) MPC-37 Enclosure Vessel Drawing 6505, Sheets 1-4, Rev. 19
- (c) MPC-37 Fuel Basket Drawing 6506, Sheet 1, Rev. 13
- (d) MPC-89 Fuel Basket Drawing 6507, Sheet 1, Rev. 12
- (e) MPC-89 Enclosure Vessel Drawing 6512, Sheets 1-3, Rev. 20
- (f) HI-STAR 190 Impact Limiter Drawing 9848, Sheets 1-3, Rev. 1
- (g) Damaged Fuel Container (DFC) Drawing 10234, Sheets 1-5, Rev. 0
- (h) Enhanced Damaged Fuel Container Drawing 11107, Sheets 1-2, Rev. 1
- (i) HI-STAR 190 MPC Spacer Ring Drawing 9849, Sheet 1, Rev. 0

(b) Contents

(1) Type and form of material

- (a) PWR and BWR fuel assemblies with the characteristics listed in Tables 7.C.1, 7.C.2, and 7.C.3 of the application, and with fuel assembly cross section characteristics as defined in Section 6.D.5 of the application.

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5(b) Contents (Continued)

(b) Damaged fuel assemblies and fuel debris meeting the configurations described in Table 7.C.5 for PWR fuel assemblies and Table 7.C.6 for BWR fuel assemblies.

(2) Maximum quantity of material per package:

37 Pressurized Water Reactor (PWR) fuel assemblies in the MPC-37.

89 Boiling Water Reactor (BWR) fuel assemblies in the MPC-89.

6. The Criticality Safety Index (CSI) is 0.0.

7. In addition to the requirements of Subpart G of 10 CFR Part 71:

(a) The package shall be prepared for shipment and operated in accordance with the Operating Procedures in Chapter 7 of the application; and

(b) The package must meet the Acceptance Tests and Maintenance Program of Chapter 8 of the application.

8. Additional operating requirements of the Model No. HI-STAR 190 package include:

(a) Verification that the fuel assemblies to be placed in the MPC meet the post-irradiation minimum cooling time, maximum burnup, maximum decay heat load, and minimum initial enrichment per assembly, as listed in Tables 7.C.8 and 7.C.10 for the MPC-37 and the MPC-89, respectively.

(b) For burnup values not listed in Tables 7.C.8(a), 7.C.8(b), and 7.C.10, minimum enrichment and minimum cooling time can be determined by linear interpolation, except for the bottom two lines, between 45,000 and 60,000 MWd/MTU, of Table 7.C.8(b). Interpolations are only permitted between values within a single column (same heat load) and only if the cooling time increases with burnup.

(c) Verification of the burnup of PWR spent fuel assemblies that need to meet the burnup requirements specified in Table 7.C.4(a) of the application, in accordance with Appendix 7.D of the application.

(d) Verification of the allowable heat load patterns for loading, as identified in Table 7.C.7 for the MPC-37 and Table 7.C.9 for the MPC-89, with cell identifications shown in Figures 7.C.1 and 7.C.2 respectively.

(e) Undamaged PWR or BWR fuel assemblies may have missing fuel rods, provided they are replaced with a dummy rod that displaces an equal or greater volume of water than the fuel rod.

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8. Additional operating requirements of the Model No. HI-STAR 190 package (continued)
- (f) Low-enriched, channeled BWR fuel, for which the cladding condition is indeterminable, may be transported in the MPC-89 canister. For this fuel, the channel must be attached to the fuel assembly, must be essentially undamaged, and the maximum planar average initial enrichment of the assembly must be less than or equal to 3.3 weight percent <sup>235</sup>U. When present in the canister, all intact fuel is also limited to 3.3 weight percent <sup>235</sup>U initial maximum planar average enrichment.
9. Additional acceptance test requirements of the Model No. HI-STAR 190 package include:
- (a) In addition to the radial points described (three cross sectional planes through the radial shield and at four points along each plane's circumference) in Section 8.1.6 and 8.2.3.2 for the shielding effectiveness tests and the periodic neutron shield tests respectively, points on the axial bottom of the package (impact limiter) shall also be included. For the package to be acceptable for use, the measured dose rates must not exceed the calculated dose rates. Measurements that exceed the calculated dose rates will require appropriate corrective actions to be taken.
- (b) For the shielding effectiveness tests, as described in Section 8.1.6 of the application, measurements of radiation levels of both gamma and neutrons shall be performed.
- (c) Prior to transport of MPCs containing high burnup fuel previously in dry storage for periods exceeding 5 years, a minimum of 20% of the MPCs to be shipped shall be subject to eddy current testing (ECT) capable of identifying surface defects (flaws) of depth, per the criteria in Table 8.1.13 of the application, anywhere on the external cylindrical surface of the MPC enclosure vessel. Any MPC identified to have a surface defect exceeding the maximum allowable flaw depth specified in Table 8.1.13 is not acceptable for transport, and shall require the remaining 80% of the MPCs to be shipped to undergo ECT. ECT inspections for a given shipment shall not be credited for future shipments.
10. The personnel barrier shall be installed and remain installed during transport, if necessary to meet package surface temperature and/or package dose rates requirements.
11. Transport of fissile material by air is not authorized.
12. The package authorized by this certificate is hereby approved for use under the general license provisions of 10 CFR 71.17.
13. Revision 0 of this certificate may be used until November 30, 2019.
14. Expiration date: August 31, 2022.

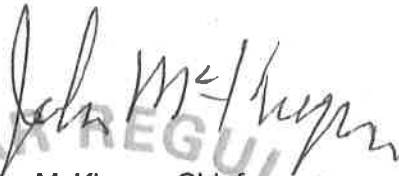
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REFERENCES

Holtec International Report No. HI-2146214, *Safety Analysis Report on the HI-STAR 190 Cask System*, Revision 3, dated November 2, 2018.

FOR THE U.S. NUCLEAR REGULATORY COMMISSION



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

Date: November 27, 2018.





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**ORIGINAL REGISTRANT(S) :**

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KPS Technology Campus  
1 Holtec Blvd  
Camden, NJ, 08104  
USA