

January 15, 1999

Mr. Oliver D. Kingsley
President, Nuclear Generation Group
Commonwealth Edison Company
ATTN: Regulatory Services
Executive Towers West III
1400 Opus Place, Suite 500
Downers Grove, IL 60515

SUBJECT: BRAIDWOOD STATION SECURITY ISSUE RESOLVED

Dear Mr. Kingsley:

Section S3.b.1 of Inspection Report No. 50-456/98071; 50-457/98017, dated November 10, 1998, identified an unresolved security item pertaining to the adequacy of compensatory measures implemented for a section of the vehicle barrier system. The issue is briefly described below.

Section 5.2.1.1 of the Braidwood Station Security Plan states that the vehicle barrier system (VBS) meets the requirements of 10 CFR 73.55(c)(7) and (8), and also commits to compensatory measures for degraded portions of the VBS equivalent to those identified in Nuclear Energy Institute (NEI) Document 96-01 "Guidelines For Operational Planning and Maintaining Integrity of Vehicle Barrier Systems (VBS)", dated February 1996.

The inspector's review of documentation of compensatory measures and interviews disclosed that a portion of the VBS was degraded to allow protected area entry and exit of the steam generators. In both cases, the jersey barriers that make up part of the VBS were unpinned and left in that condition for periods up to four days. The licensee's Corporate Security Procedure (CNSG No. 4, Revision 1, "Operational Planning and Maintaining Integrity of Vehicle Barrier Systems", dated August 1996), allowed unpinned jersey barriers to be used for compensatory measures.

We were unsure if the compensatory measures implemented were adequate, although they did comply with the corporate security procedure. The unresolved item was what compensatory measures were required if the VBS degradation was the result of licensee preplanned actions which resulted in the VBS not meeting the criteria of 10 CFR 73.55(c)(7), and an analysis showed that the barriers had to be anchored to be effective.

NRC Headquarters has concluded that the compensatory measures implemented (unpinned jersey barriers) were adequate, for a short period of time, because of the existence of two protected area perimeter fences, and an operational perimeter alarm system.

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In accordance with 10 CFR 2.790 of the NRC's "Rules of Practice," a copy of this letter will be placed in the NRC Public Document Room (PDR).

Sincerely,

Original Signed by Thomas J. Ploski (for)

James R. Creed, Chief
Plant Support Branch 1

Docket Nos.: 50-456; 50-457
License Nos.: NPF-72; NPF-77

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