

As stated in the ROD, DOE will not accept LEU spent fuel from any individual foreign research reactor until the HEU spent fuel at that reactor has all been shipped, unless there are extenuating circumstances (e.g., deterioration of one or more LEU elements sufficient to cause a safety problem if acceptance were delayed). In addition, DOE will not accept spent fuel (HEU or LEU) from new foreign research reactors starting operation after the date of implementation of the policy.

The ROD specifies that the United States will charge high-income-economy countries a fee that will be published in a separate Federal Register Notice (this constitutes that notice). The ROD also specifies that DOE will bear the full cost of shipping and managing foreign research reactor spent fuel from other countries, including at-reactor preparation. The countries from which spent fuel would be accepted, and definition of whether or not they are considered to be high-income-economy countries, are listed in the ROD and the Final EIS. The Final EIS also identifies the estimated number of spent nuclear fuel shipments from each country, and the estimated number of casks each country would ship.

The fee will be no higher than \$4,500 per kilogram of total mass (not heavy metal mass) for aluminum based spent fuel containing HEU and TRIGA spent fuel, and no higher than \$3,750 per kilogram of total mass for aluminum based spent fuel containing LEU. Total mass includes, among other things, the mass of cladding, structural materials, the aluminum fuel matrix, overpack canning. The actual fee will be established in DOE's spent fuel acceptance contracts. These fees will be used to cover all aspects of receipt and management of the spent nuclear fuel by DOE, including geologic disposal. The cost of preparing the spent nuclear fuel for shipment to the United States (e.g., inspection, documentation, and canning, if necessary), and shipping the spent nuclear fuel to a DOE spent fuel management site in the the United States, is not included in the fee and is not an obligation of the United States. These costs will be borne by the individual reactor operators in high-income-economy countries. Fees are due and payable upon DOE acceptance of the spent nuclear fuel at the DOE management site.

No fee is specified in this notice for acceptance of target material. This fee will be established separately at a later time.

For spent fuel not covered by a valid, signed DOE acceptance contract, DOE reserves the right to modify the fee

upward or downward at any time to respond to changed circumstances, including a change in the cost of managing the spent fuel in the United States.

Issued at Washington, DC., on May 22, 1996.

Jill Lytle,

*Deputy Assistant Secretary, Office of Nuclear Material and Facility Stabilization
Environmental Management.*

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Notice of Waste Acceptance, Storage, and Transportation Services

AGENCY: Office of Civilian Radioactive Waste Management, Department of Energy.

ACTION: Request for expression of interest and comments.

SUMMARY: The Office of Civilian Radioactive Waste Management (OCRWM) is responsible under the Nuclear Waste Policy Act of 1982, as amended (NWP) for transporting spent nuclear fuel (spent fuel) from commercial nuclear reactor sites to a Federal facility for storage or disposal. The Standard Contract for Disposal of Spent Fuel and/or High Level Radioactive Waste (10 CFR part 961) details the arrangements between the Department and the owners and generators of spent fuel (Purchasers) for the Department to accept the spent fuel at the Purchasers' sites for transport to the receiving Federal facility. Section 137(a)2 of the NWP requires the utilization of private industry to the "fullest extent possible" in the transportation of spent fuel.

OCRWM is developing a plan for the performance of its waste acceptance, storage and transportation responsibilities which are set forth in the NWP and Standard Contract and is soliciting input from interested parties as to its proposed approach.

DATES: Submissions of interest and comments in response to this Notice should be received by the Department no later than three weeks from the date of this announcement. A presolicitation conference may be held this summer, if so, a separate Notice will be issued identifying the date. Respondents to this Notice will be placed on a list to receive additional information which may include draft solicitation documents in preparation for the presolicitation conference.

ADDRESSES: Submissions of interest including any comments should be sent to: Michelle Miskinis, Contracting Officer, U. S. Dept. Of Energy, 1000

Independence Ave. SW, Attention: HR-561.21, Washington D.C. 20585.

FOR FURTHER INFORMATION CONTACT: Ms Michelle Miskinis (DOE/HR-561.21), 202-634-4413 or Ms Beth Tomasoni (DOE/HR-561.21), 202-634-4408.

SUPPLEMENTARY INFORMATION: The following describes key features of the OCRWM proposed approach:

Scope of Services: DOE anticipates contracting for supplies and services which would include: accepting spent-fuel from Purchasers' facilities (as identified in the Acceptance Priority Ranking and Annual Capacity Reports and supplying compatible transportation (and possibly storage) casks and equipment and transporting spent-fuel to a designated Federal facility. Contractors would also be responsible for any intermodal transport required, including heavy haul. Contractors may be permitted to alter the order of spent-fuel acceptance to achieve efficiency of operation or to lower costs. Contractors would work with Purchasers to determine the best way to service a site and would recommend preferred transportation routes to the Federal facility. Contractors will also be required to interface with those State, Local and Tribal governments along the selected routes.

The location and type of Federal facility (either a repository or an interim storage facility (ISF) cannot yet be determined. Initially, spent-fuel delivered to the Federal site would be canistered before arrival at the facility, but at some point in the service period the contractor may be required to handle uncanistered spent-fuel. Transportation and storage equipment to be supplied would be required to comply with applicable Nuclear Regulatory Commission (NRC) and Department of Transportation (DOT) regulations, OCRWM acceptance criteria, and standard commercial practices.

Contract Type: Competitive, fixed-price type, contracts are being considered with a phased implementation that includes sequential development of business/servicing plans describing contractors' individual approaches, fabrication/acquisition of hardware, and transportation services operations. More than one award is anticipated. One approach under consideration is to divide the country into regions, for example, the four NRC regions. No contractor would be awarded more than two regional service contracts. It is envisioned that there will be several Requests for Proposals (RFPs) issued over several decades for these

services with more than one award made under each RFP.

Contract Term: A contract term of five to ten years is envisioned. This would allow a contractor two to three years to procure transportation and storage equipment and achieve operational readiness. Performance of waste acceptance and transportation services would take place over the remaining period of any contract. A service period spanning several years also would allow contractors the flexibility to improve the efficiency of operations and reduce costs.

Schedule: Schedule specifics will be addressed in any solicitation. For planning purposes, it is expected that a Federal facility could be in operation to receive spent fuel within four years of statutory direction, and contractors could be expected to begin developing service arrangements with Purchasers two to three years before spent fuel shipment.

Submissions of Interest

OCRWM is interested in receiving expressions of interest and comments relating to this proposed approach for carrying out its waste acceptance, transportation and any storage functions especially with regard to the following issues:

1. The ability of transportation service contractors and individual Purchasers to reach agreement on methods and schedules for servicing specific utility sites, including ways to foster Purchaser cooperation.

2. The willingness of Purchasers to construct temporary or permanent physical plant modifications and to obtain license amendments or technical specification changes that would improve the efficiency and reduce the costs of loading and removal of spent fuel from individual plants.

3. The reasonableness of dividing the country into a number of regions to preserve competition and industrial capability in the marketplace, while still ensuring low cost services to OCRWM.

4. The capability of the nuclear industry to acquire sufficient spent fuel canister, transportation cask, and storage module production capacity to meet near-term service contractor requirements.

5. Potential business arrangements/pricing structures which might increase contractor freedom and flexibility to develop and implement innovative approaches to improve system efficiency and lower costs, reduce or eliminate the need for front-end financing by OCRWM of contractor activities and procurements, or mitigate

risks associated with programmatic uncertainties.

6. Alternative methods of structuring this procurement to ensure competition on future procurements.

DOE will consider and may utilize all information, recommendations, and suggestions provided in response to this notice. Respondents should not provide any information that they consider to be privileged or confidential or which the respondent does not want disclosed to the public. DOE does not intend to respond to comments, either to individual commentors or by publication of a formal notice. Each submittal should consist of one original and three photocopies.

This notice should not be construed (1) as a commitment by the Department to enter into any agreement with any entity submitting an expression of interest or comments in response to this Notice, (2) as a commitment to issue any RFP concerning the subject of this Notice, or (3) as a request for proposals.

Issued in Washington, DC, on May 21, 1996.

Scott Sheffield,

Director, Headquarters Operation Division "B", Office of Placement and Administration.

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Federal Energy Regulatory Commission

[Docket No. CP96-517-000]

Algonquin LNG, Inc.; Notice of Application

May 21, 1996.

Take Notice that on May 13, 1996, Algonquin LNG, Inc. (Algonquin LNG), 1284 Soldiers Field Road, Boston, Massachusetts, 02135, filed in Docket No. CP96-517-000 an application for a certificate of public convenience and necessity under Section 7(c) of the Natural Gas Act (NGA) and a request for abandonment of services and facilities under Section 7(b) of the NGA. Algonquin LNG seeks authorization for new services and facilities so that it will have the enhanced flexibility to receive from its customers natural gas to be liquefied and stored as liquefied natural gas (LNG), and to withdraw and deliver, as requested by its customer(s), such natural gas in liquid or gaseous form. Algonquin LNG's proposal is more fully set forth in its application which is on file with the Commission and open for public inspection.

Specifically, Algonquin LNG seeks authorization to:

- (1) acquire, own, and operate existing pipeline facilities for the purpose of

connecting its storage facility to the interstate pipeline grid;

- (2) construct, own, and operate new pipeline, liquefaction, high-pressure vaporization, metering, and ancillary facilities; and,

- (3) provide an enhanced LNG firm and interruptible handling service, which will include natural gas liquefaction, LNG storage and LNG vaporization on an open access, self-implementing blanket basis.

Algonquin LNG also wants the Commission to:

- (4) approve the terms and conditions of a restated and revised FERC Gas Tariff;

- (5) approve a Blanket Certificate under Part 157, Subpart F, of the Commission's Regulations for the construction from time to time of eligible facilities other than those at the LNG plant site; and,

- (6) authorize the abandonment, pursuant to Section 7(b) of the NGA, of the services it presently provides, and the low-pressure vaporizers and certain other facilities currently in service at Algonquin LNG's site.

Algonquin LNG currently owns and operates a 600,000 barrel LNG storage facility located at a site on the west bank of the Providence River in Providence, Rhode Island. Algonquin LNG utilizes such LNG storage facility to provide firm and interruptible open access LNG storage and vaporization service approved under Part 284 of the Commission's regulations pursuant to Algonquin LNG's Rate Schedules FST-LG and IST-LG. Algonquin LNG says that its current LNG plant does not have direct access to the interstate pipeline grid, but that vaporized LNG is delivered into the interstate system via displacement through the local distribution facilities of Providence Gas Company (Providence Gas).

Algonquin LNG proposes by this application to enhance its LNG storage services by installing liquefaction capability at its LNG plant and to establish a direct connection to the interstate pipeline grid. Algonquin LNG will acquire two 10-inch lines under the Providence River near its LNG plant from Providence gas and will construct one mile of new 20-inch line to connect the river crossing with Algonquin Gas Transmission Company's (Algonquin Gas) mainline.¹ Algonquin LNG will also construct liquefaction facilities capable of liquefying natural gas at a rate of 40,000 MMBtu/d, and

¹ Algonquin Gas proposes to rebuild the East Providence meter station under its Subpart F blanket certificate and associated environmental requirements. Algonquin LNG will pay for the rebuild.