

Used Nuclear Fuel Transportation *Responsibilities and Operations*

NWTRB Panel on the
Waste Management System
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Used Nuclear Fuel Transportation

NWPA Responsibilities

- DOE OCRWM obligated to take all used nuclear fuel
 - Provide the transportation system and ship used fuel
 - Take title to utility used fuel at the plant gate
 - DOE will be shipper of record
- Utilities obligated to pay all costs of disposal and transport for commercial used fuel
- Utilities responsible to provide at reactor storage
- DOE to utilize private sector transportation services to the maximum extent practical

Used Nuclear Fuel Transportation

NWPA Responsibilities

- Utilities and DOE signed individual standard contract for disposal
 - Annual shipping allocations based on used fuel discharge dates and quantities
 - Utilities can select used nuclear fuel to be shipped in allocations

Used Nuclear Fuel Transportation

DOE Responsibility

- Conduct waste acceptance based on allocation schedules - Take title and transport
- Provide transportation casks certified by NRC and compatible with existing utility plant site infrastructure
- Select shipping routes and coordinate with states and tribes
- Provide security during transport
- Provide emergency response training assistance and funding to states and tribes

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Utility Responsibility

- Provide contractual notice to DOE for location of used fuel and required mode of transport for annual waste acceptance allocations
 - Utilities may swap allocations
- Coordinate annual shipping schedule development with DOE, i.e. avoid plant scheduled outages
- Select used nuclear fuel to be loaded and shipped

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Other Considerations

- DOE should comply with NRC and DOT transportation regulations
- Used nuclear fuel transportation programs benefit greatly from advance coordination and planning with all parties involved
 - Transport plans, Emergency response plans, Security plans, and Public outreach and communication plans
- Utility site review transport system compatibility with technical and license requirements of the reactor plant site.

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DOE Transportation Program

- DOE should assure its transportation program will support operation in 2010
- DOE should confirm its preference for mostly rail
- DOE should begin its transportation planning and develop its transport system procurement needs
- Industry advocates the use of dedicated trains
- DOE should incorporate benefits of PFS planning and prior commercial and DOE shipping campaigns (WIPP and FRF)

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DOE Transportation Strategic Plan

- Strategic plan issued in November
- An institutional plan for stakeholder interactions
- Utilizing regional groups as well as interacting with states and tribes is a positive step
- Industry would like additional detail, but the plan recognizes procurement, routing, emergency response, etc.
- Industry can update plant information when asked

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DOE Preferred Rail Corridor

- Caliente identified as Nevada preferred rail corridor
- This is good news.
- The Secretary of Energy's action is encouraging and timely allowing rail construction after license issuance
- Industry supports early publication of ROD for mostly rail mode selection and selection of the Caliente corridor and start alignment EIS activity
- Selection of the Caliente corridor is consistent with the NEI industry policy on used fuel transport

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Summary

- Transportation system needed to support waste acceptance beginning in 2010.
- Transport Plan and Corridor Announcement are good news.
- DOE can benefit from significant private sector fuel and transportation knowledge and experience.
- Extensive transport planning and coordination is required among DOE and utility contract holders as well as states and tribes.
- Comprehensive and uniform transport regulations build in transport safety.
- Used nuclear fuel transport has been and will be **SAFE**.

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