



U.S. Department of Energy
Office of Civilian Radioactive Waste Management



Office of Logistics Management Transportation Program Review

Presented to:

Nuclear Waste Technical Review Board (NWTRB)

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Transportation System Capability

- **The utility/transportation interface is constantly evolving;**
- **The last comprehensive survey of utility interfaces was made 12 years ago and is of minimal planning value due to the evolving utility interfaces driven by the deployment of dry storage systems;**
- **The Office of Civilian Radioactive Waste Management (OCRWM) collects data on utility capabilities on Facility Interface Data Sheets (FIDS);**
- **OCRWM will work with utilities to update data on their site capabilities. This effort is planned to begin about five years in advance of the first shipment;**
- **Updates are also planned, in this same timeframe, for assessments of the near site transportation infrastructure.**



Infrastructure Support

- **The Department of Energy (DOE) has no plans to provide funding for any upgrades to generator site or national transportation infrastructure to support shipments;**
- **Under the Proposed Action, the Nevada Rail Line (NRL) would transport 9,495 rail casks in 2,833 spent nuclear fuel trains to the repository. The transportation infrastructure is designed around Transportation, Aging and Disposal (TAD) canisters, but is insensitive to the type of rail cask used;**
- **In the 2008 Yucca Mountain Supplemental Environmental Impact Statement (SEIS), DOE analyzed the intermodal transfer of rail casks for generator sites that do not have direct rail access;**
- **Studies of national infrastructure (available to improve transportation efficiency) will be conducted approximately five years before shipments begin.**



Nevada Rail Line (NRL) Development

- **DOE selected the preferred alternative of Mostly Rail as the mode of transport, both nationally and in Nevada;**
- **There are no design and construction challenges with development of the NRL along the analyzed corridors and alignments within the 2008 Final Nevada Rail Corridor SEIS and Rail Alignment EIS;**
- **DOE expanded the discussion of processes for impact mitigation in the Final Rail Alignment EIS. If an alignment is selected, those processes would begin in earnest.**



Summary

- **The utility/transportation interface continues to evolve as the transportation system develops. Processes are in place to adapt the transportation planning to the infrastructure in place when shipments start;**
- **The NRL remains a priority for development of the repository system;**
- **The rail industry is well prepared to design, construct and operate the new rail line in the state of Nevada.**



