

Dedicated Train Study

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History

- Study mandated by HMTUSA 1990
- Contracted to VOLPE
- 1st Draft dated February 1993
- Coordination within DOT
- Coordination with DOE and NRC
- Final Report dated March 2005
- Transmittal to Congress 9/22/05

Study Methodology

- 3 Types of train service
 - Regular trains
 - Key trains
 - Dedicated trains
- Comparison of radiation dose risk
 - Incident-free (normal) transportation
 - Accident conditions
- Operational safety consideration

Findings

“The Volpe Study indicates that risk to employees and the public from the transportation of SNF/HLRW is low, but on a comparative basis dedicated trains appear to offer advantages over general consists.”

Available online www.fra.dot.gov under Safety – Publications

“Use of Dedicated Trains for Transportation of High-Level Radioactive Waste and Spent Nuclear Fuel”

Path Forward

- Determine if rulemaking is warranted
 - Evaluate cost/benefit data associated with dedicated service
 - Review AAR operating and maintenance standards published post-study
 - Review DOE and industry shipment planning documents
- Review and update FRA's SCOP

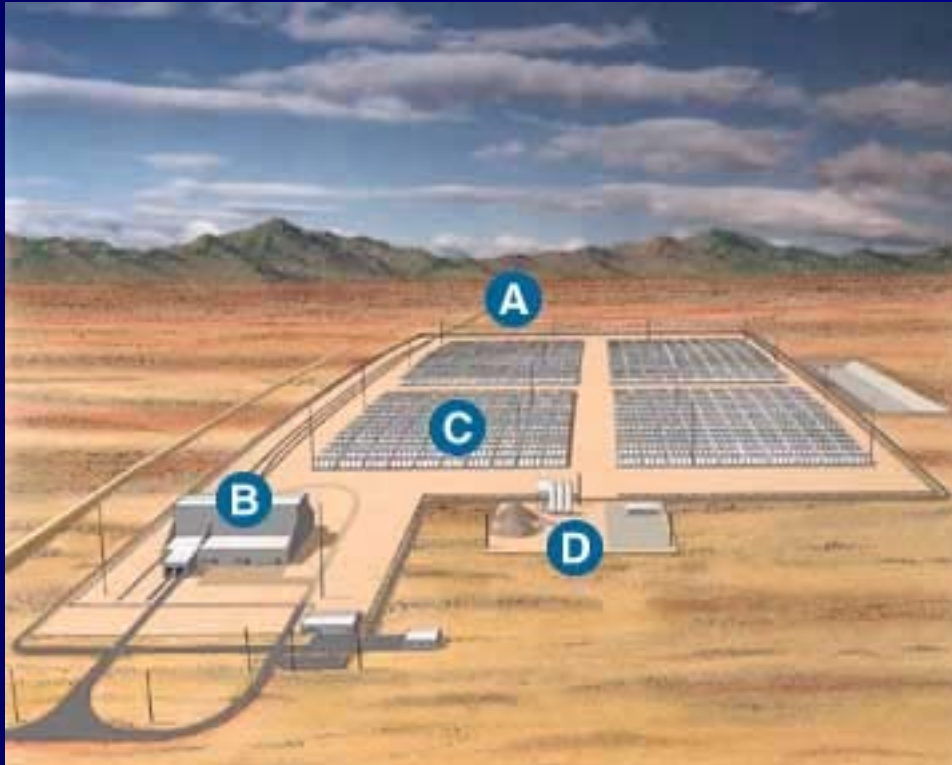
Shipment of SNF

- DOE's Yucca Mountain project
 - Facility opening not anticipated until after 2012, due to unresolved
 - Delays in licensing process
 - Funding issues
 - Policy Statement for Use of Dedicated Trains for Waste Shipments to Yucca Mountain, issued July 2005

Shipment of SNF

- Private Fuel Storage, LLC
 - 8 electric utilities partnered with the Skull Valley Band of Goshute Indians
 - Sept. 9, 2005, received NRC approval for issuance of a license to build and operate an interim storage facility on the Skull Valley reservation in Tooele Co., Utah
 - Committed to use of dedicated train service

PFS Facility Illustration



- A. Rail line entering PFS from the west
- B. Cask Transfer Building
- C. Reinforced concrete storage pads
- D. Concrete manufacturing batch plant