Vermont Yankee RWC Transport
2021 MRMTC Fall Meeting Presentation

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Agenda

1. RWC Loading, Transport & Disposal
2. Lessons Learned
RWC Loading, Transport & Disposal
Support NorthStar Nuclear Decommissioning with the segmentation, packaging for disposal and transportation of:

- Reactor Vessel Internal Structures
- Reactor Vessel

The scope of work does not involve any packaging or transportation of used nuclear fuel
UNF assemblies have already been removed from the reactor and are currently in dry storage on site at VY.
RWC within the transfer cask is loaded in SFP

RV segments (often in baskets) are loaded in the RWC

RWC lid is placed and transfer cask is removed from the SFP for evacuation & drying
RWC Closure

Vermont Yankee RWC Transport
Orano TN
RWC Transfer to HTS
7 RWC Shipment

5 RWCs have been delivered to WCS

6th RWC is scheduled to be delivered this week

RWC-J will be delivered 1st quarter 2022

VY transport of low-level decommissioning waste for disposal
RWC Disposal at WCS
Lessons Learned
Challenges (1/2)

Ambiguity in DOT’s Hazardous Material Regulations

- VY (the licensee) planned to implement 49 CFR 172.514(c)(3) Exceptions to put placards on two opposite sides rather than radioactive labels
  - Idea was that for White-I or Yellow-II shipments that do not require placards, the placards would be better for hazard communication
- FRA disagreed with this approach suggesting that Type B radioactive material packages cannot be considered bulk packages
  - The reality is that it’s not clear how the exception would be communicated on paperwork and inspectors would not understand any rationale for "missing" labels

Data loss in electronic BOL system

- Despite entering information directly in NECR’s eBOL system in order to generate the rail BOL, we found that information that was transmitted to CSX was inaccurate and incomplete
Challenges (2/2)

Railroad routing changes
- Unplanned changes made by railroads based on schedule and operations optimization
- Affected routes in Missouri, Arkansas and Texas
- We continue to monitor closely and ensure (to the best of our ability) routing prior to Category 1 shipments

Railroad systems & sensors have identified faults on railcar requiring minor maintenance
- This is a good thing – we want to identify any necessary maintenance before the railcar has a problem
- But, delivery is delayed while maintenance is performed

Weather and other network disruptions have impacted our shipment schedule, but it has been manageable
Routing Changes (1/3)
Routing Changes (2/3)
Routing Changes (3/3)
Successes

No delays due to transportation events or incidents

FRA has been very open and helpful in ensuring that shipments are prepared and executed in accordance with regulatory requirements

Feedback on the GPS tracking system has been positive

WCS has performed unloading without difficulty