



AMERICA'S NUCLEAR SOLUTION



U.S. has Impeccable Record of Transporting Used Nuclear Fuel

The transportation of radioactive material is strictly regulated by the Nuclear Regulatory Commission (NRC) and the U.S. Department of Transportation (DOT). This is one of the reasons the Department of Energy's (DOE) documented safety record for transporting ALL radioactive material is outstanding. Moreover, the safety record for transporting used nuclear fuel in particular is impeccable.

The safety of transporting used nuclear fuel is a natural concern for citizens. The public deserves to know there has never been an accident with a radioactive release while transporting used nuclear fuel.

WILL THIS HIGH LEVEL RADIOACTIVE WASTE BE TRAVELING ON TEXAS HIGHWAYS?

This is the most common question about the Waste Control Specialists (WCS) proposal to store used nuclear fuel in a Consolidated Interim Storage Facility (CISF) at its Andrews Texas facility. The answer is no. All used nuclear fuel shipments to this CISF will travel by rail.

The origin of the journey could involve a very short truck haul to get the material to the nearest rail head but it then travels by rail and WCS will be accepting it by rail. WCS already has an active rail spur that loops the property – one of the many factors that strengthens the WCS proposal.

RAIL SAFETY

The DOE, NRC and US DOT take this issue very seriously and have strict regulations at each step of the process. For example, the trains all require buffer cars. That means one empty car on either side of the cars carrying the NRC tested, steel-reinforced casks of used fuel.

The casks must be certified by the NRC and pass rigorous testing to get that certification. That testing includes putting casks through impacts simulating severe transportation accidents, fully engulfed fires and immersion tests.

A train carrying used fuel will only cross tunnels or other constricted crossings if the other side of the rail is shut down to train traffic which ensures it is the only train on the tracks. The U.S. DOT has examined this issue in great detail and there are several studies that have analyzed the history of rail accidents involving hazardous cargo. Most of those accidents involved flammable liquids and gases. It is important to note, that the used nuclear fuel WCS is seeking to store is solid.

There has never been a recorded transportation incident in the U.S. where there was a radioactive release and there has never been an accident involving used nuclear fuel.

By comparison, according to the latest available numbers from the U.S. Department of Transportation, in 2015, the transportation of flammable liquids had the highest number of incidents – 4,461 (including seven fatalities where the public was put in danger from the explosion and resulting toxic fumes).

More than 4,000 shipments of commercial spent fuel have been shipped in the U.S. with no incidence of release of radioactive material.

In addition, WCS's partners in this endeavor – **AREVA** and **NAC International** – have decades of expertise in transporting used nuclear fuel safely in the U.S. and abroad. For a closer look at safety records, follow this link. <http://www.phmsa.dot.gov/hazmat/library/data-stats/incidents>.