



MAGNATRAN® Drop Test Public Meeting

December 13, 2011

Presentation Outline

- Status of MAGNATRAN application
 - RSIs
 - Resubmittal package (includes RSI responses and SAR)
 - Project schedule
- Existing regulations and relevance to secondary impact
 - Not cask slap down but secondary impact of fuel due to necessary fuel gaps within canister/cask

MAGNATRAN Application

- RSIs
 - 20/21 resolved for submittal
 - Remaining one item depends on meeting outcome
- General observations
 - All will be addressed
- Resubmittal will include all of the requested information
 - Updated SAR
 - RSI and observations addressed

Project Schedule

- Approval of MAGNATRAN CoC required to support Zion fuel loading
 - Anticipated March 2013
- Original request to complete NRC review was December 2011
- MAGNATRAN application submitted January 2011
- RSIs received in April 2011
- On-going discussions since June 2011

Secondary Impact and Regulatory Requirements

- “Requirement” to consider secondary impact* was introduced through the RAI process
- Secondary impact* as a generic safety issue (GSI) per NUREG-0933
 - Risk analysis demonstrates probability of a hypothetical accident event that results in a criticality issue is 10^{-16} per shipment, EPRI 1016637
- Previous NRC approved transport systems do not consider secondary impacts
 - Has the NRC evaluated secondary impact* for previously approved transport systems?

*Secondary impact of fuel within canister/cask as described within recent RAIs/RSIs, not secondary impact of cask, as described in SRP (slap down)

Thank you for your time.

QUESTIONS?