

Criticality Safety Refinement at the MOX Fuel Fabrication Facility

Presented at the
American Nuclear Society: 2009 Annual Meeting

"Advancing Nuclear Technology for a Greater Tomorrow"

**Atlanta, Georgia
June 16, 2009**

James J. Bazley / Michael J. Shea / Robert G. Foster

***Shaw AREVA MOX Services, LLC
P.O. Box 7097, Aiken, SC 29804-7097***

What is the MOX Project?

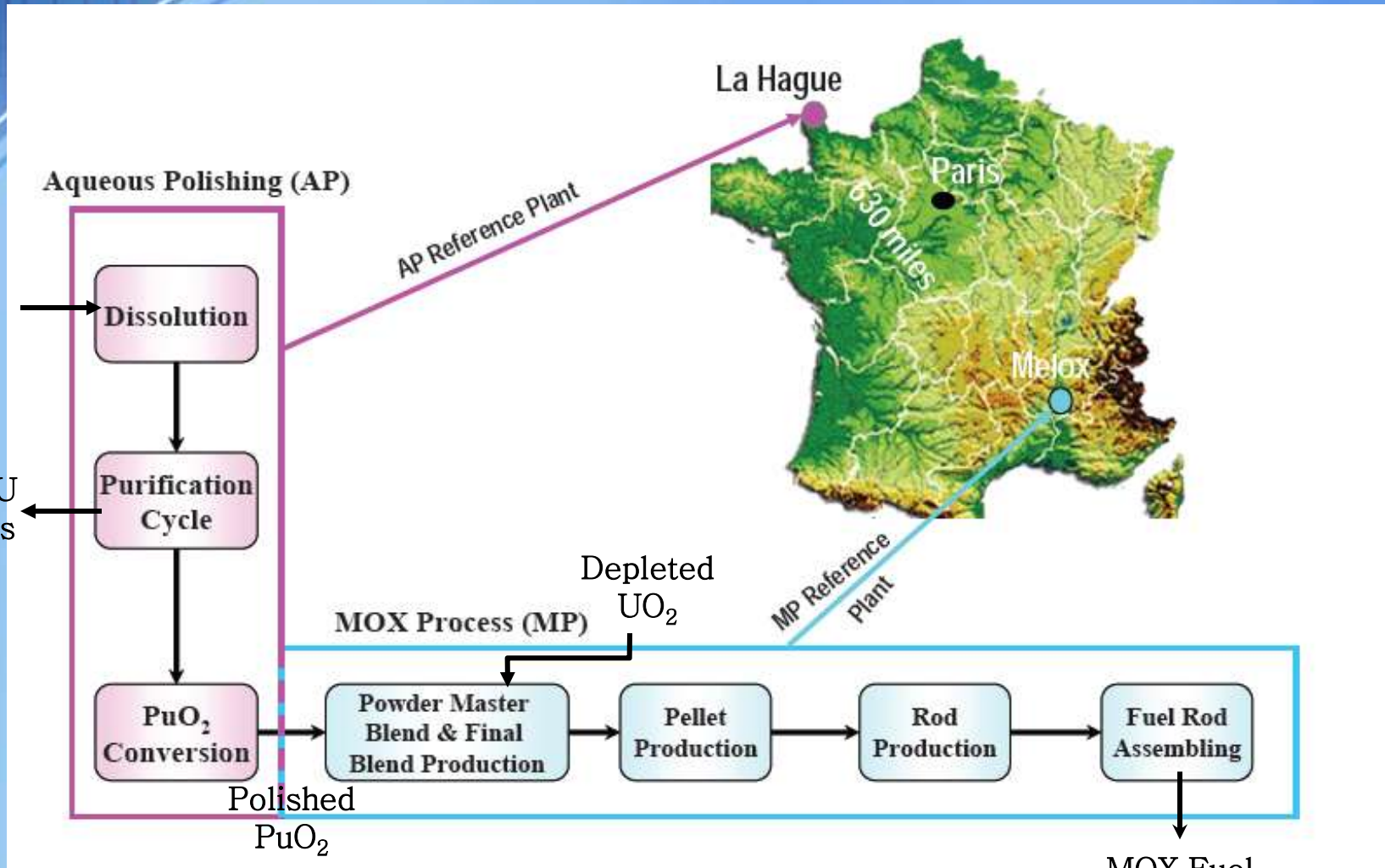
- **Mission**

- Convert 34 metric tons of surplus weapons-grade plutonium to mixed oxide (MOX) fuel for use in U.S. commercial power reactors
- Once irradiated, plutonium will meet the spent fuel standard –making it as inaccessible and unattractive for use in weapons

- **Impact**

- Total lifetime cost \$4.8 billion plus \$200-300 million/year to operate
- Removes about 10,000 warheads from the nuclear arsenal
- Eliminates \$500 million/year in security costs
- Provides clean, carbon free energy that offsets over \$21 billion in imported oil costs at \$48/barrel (or \$60 billion at \$140/barrel)

MOX Safety Fuels the Future



MOX Safety Fuels the Future

MOX Fuel Assemblies

Unique Aspects

- DOE funded with DOE oversight
 - **BUT** NRC licensed and regulated
- Weapon-Grade Pu versus Reactor-Grade
- DCP/HU Tables summarize NCSEs instead of NUREG-1718/1520-type Risk Scoring
- Highly automated process
 - 40,000 Control Inputs/Outputs
 - 80 non-safety PLCs
 - 36 safety PLCs

MOX Safety Fuels the Future

Timeline Overview

- March 1999 – MOX Contract Awarded
- February 2001 – Construction Authorization Request Submitted
- March 2005 - NRC Issues Construction Authorization
- September 2006 - License Application and Integrated Safety Analysis Summary Submitted
- August 2007 - Construction Starts
- March 2009 – Response to NRC’s First Round of Request for Additional Information
- December 2010 – NRC to complete SER and issue License
- June 2015 - Cold Start-Up
- September 2016 - Hot Start-Up

MOX Safety Fuels the Future

September 28, 2008



MOX Safety Fuels the Future

Construction Statistics (as of May 31, 2008)

- **Office Space** (of 600,000 square feet)
 - **Completed** 262,500 square feet
 - **In Process** 78,000 square feet
- **Concrete**
 - **Structural** 51,434 cubic yards (of 170,000)
 - **Unreinforced** 47,238 cubic yards (of 55,800)
- **Rebar** 9,697 tons (of 35,000 tons)
- **Embedded Plates** 10,331 plates
- **Conduit** ~0 (of 500,000 linear feet)
- **Cable tray** ~0 (of 47,000 linear feet)
- **Power/control cable** ~0 (of 3,000,000 linear feet)
- **Process piping** limited (of >80 miles)
- **MOX Project Employment** 1,523

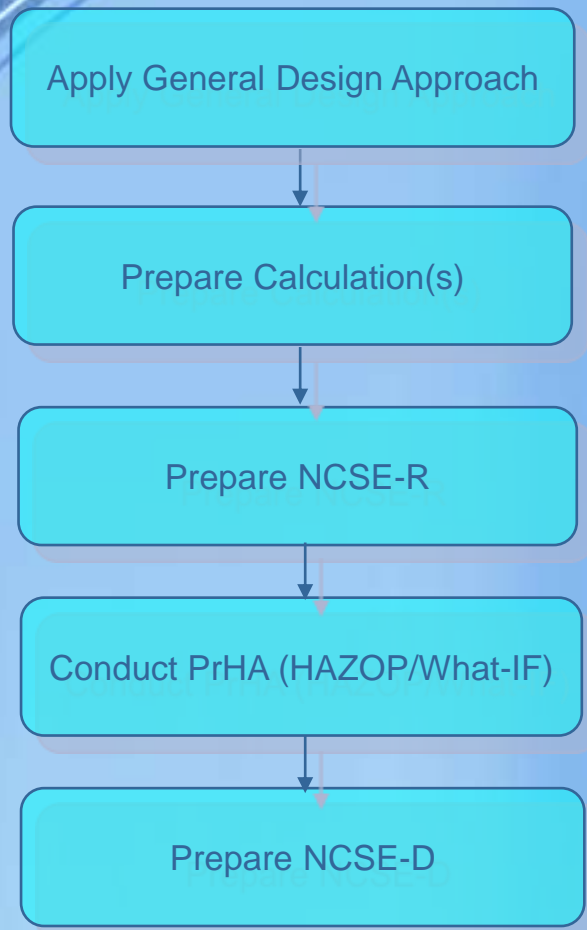
MOX Safety Fuels the Future

Current MOX Challenges

- Finding NQA-1 Vendors
- Obtaining Commercial Grade Dedication of non-NQA-1 Vendor Equipment
- Graded Approach to IROFS in identifying Safety Function
- Workforce Revival
 - Revival of Manufacturing Base
 - Finding expertise (replacing retiring workforce)
 - Developing off-site training to build pool of qualified individuals for operations

MOX Safety Fuels the Future

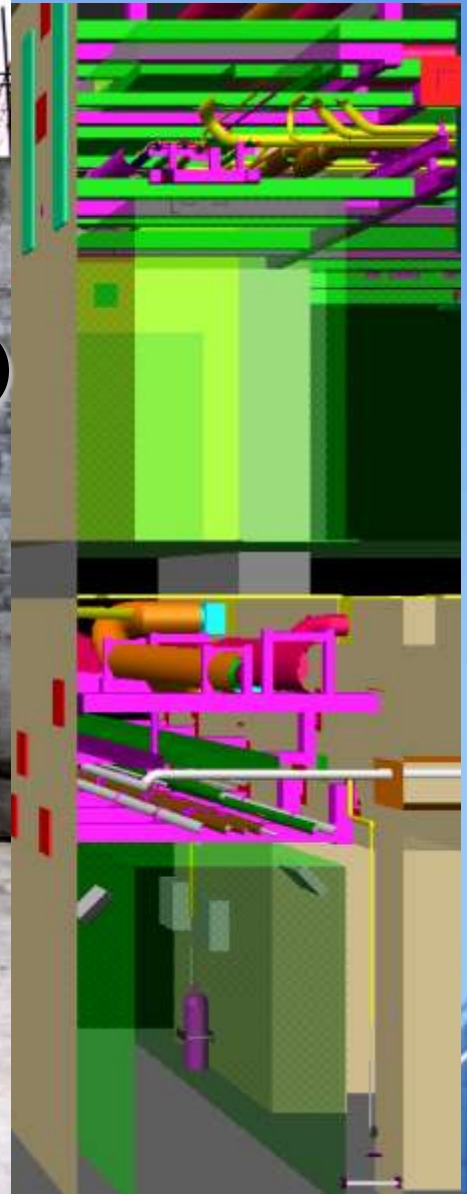
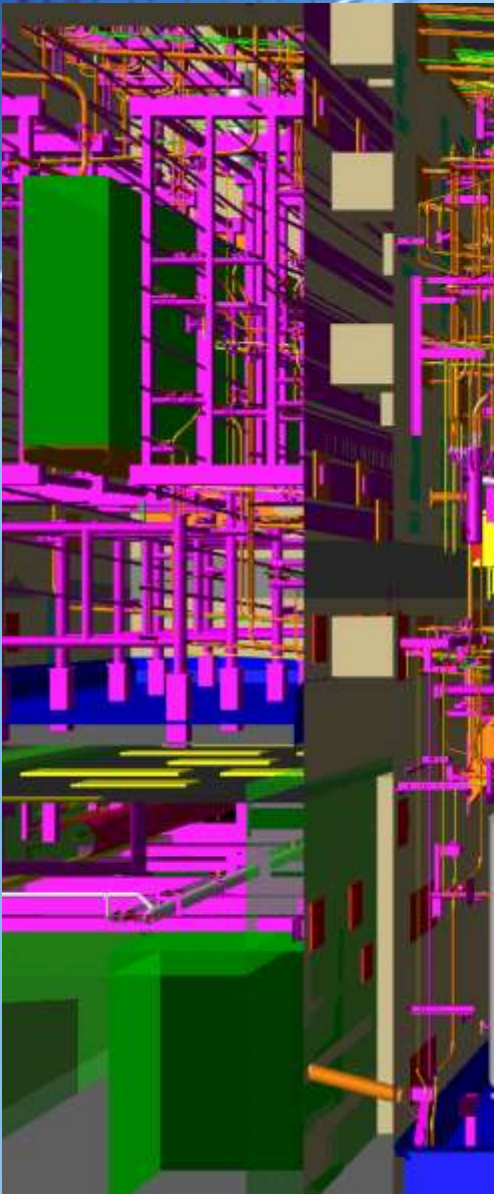
NCS Approach and Products



- Established Validation (5 AOAs in 3 reports with NRC concurrence)
- Established ~100 separate Nuclear Criticality Safety Calculations
- Generated 48 separate NCSEs that
 - Identify Criticality Safety Controlled Parameters
 - Establish Controls on Credible Events
 - Inherently Highly Unlikely Event Controls
 - Double Contingency Events
 - Explicitly show two legs of DCP
 - Provide additional control properties (Redundancy/Diversity/Margin/Failure Detection)
 - Demonstration that likelihood of all credible events is “Highly Unlikely”

MOX Safety Fuels the Future

**Actual Cell
(Before Tank Placement)**



NCS Program & NCSE Evolution

- NCS Staffing
 - Originally near 100% French
 - Augmented mix of American and French expertise
 - Transitioning to In-plant base
 - Growing new NCS Engineers
- QA/QC inspection of NCS-controlled equipment leads to
 - dealing with contract/equip changes
 - dealing with non-conformances
- Continuous improvement of NCSEs to facilitate
 - improving safety function declaration through increased equipment detail knowledge

MOX Safety Fuels the Future

NCS Challenges in Construction

- Application of a graded approach to quality level selection of subcomponents
 - gaskets and seals in powder QL-1 configuration-controlled components can be non-QL-1 and leak small gram quantities
 - certain structural subcomponents which do not contribute to structural and configuration-control qualification can be non-QL-1
- Commercial grade dedication when NQA-1 supplier not available
- Actual fabrication capabilities do not match idealized/modeled design and NCS calculations
 - Annular tank slight out of roundness accounted for in wall thickness tolerances
 - Cd poison sheets not continuous but rather separate sheets held in place by welding between SS covers resulting in unpoisoned dimples
 - Welding poison panels on slab tanks cause slight bulging, now accounted for in wall thickness tolerances

MOX Safety Fuels the Future





MOX



e

MOY



Construction Continues...



MOX Safety Fuels the Future

Questions?



MOX Safety Fuels the Future