

# CR3 RV/RVI Package Transportation update

## SSEB Meeting

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## Agenda

# 01

### CR3 Project Scope

What are we transporting?

# 02

### Transportation Logistics

How are we handling and shipping?

# 03

### Planning

When and where will shipments occur and how are they being organized?

# 04

### Conclusion



# 01

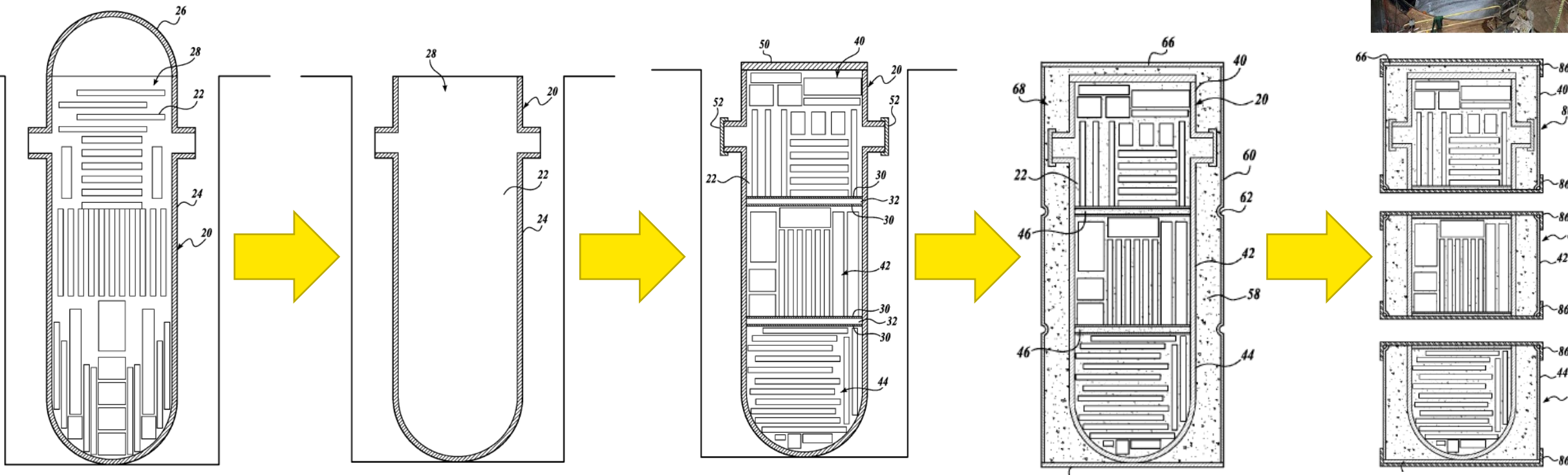
## CR3 Project Scope

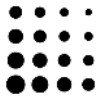
What are we  
transporting?



# Optimized Segmentation

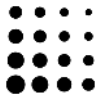
A different process from that implemented at Vermont Yankee





## Four Packages

	Type	UN Number	Outer Diameter	Package Height	Weight (Tons)
RVCH	IP1	UN2913 (SCO)	16'9"	8'	95
CR3TP	IP2	UN3321 (LSA-II)	19'	12'11"	372
CR3MP	B	UN2916	16'9"	14'11"	430
CR3BP	IP1	UN3321 (LSA-II)	15'2"	6'6"	95



# Packaging Design & Fabrication





# 02

## Transportation Logistics

How are we handling &  
shipping?



# Transfer and Roll-On at CR3







# Barge Transport Configuration





# RVCH OTR Transport Configuration





# Edwards Moving & Rigging: Faktor 5 High Girder Bridge





# Edwards Moving & Rigging: Faktor 5 High Girder Bridge





# 03

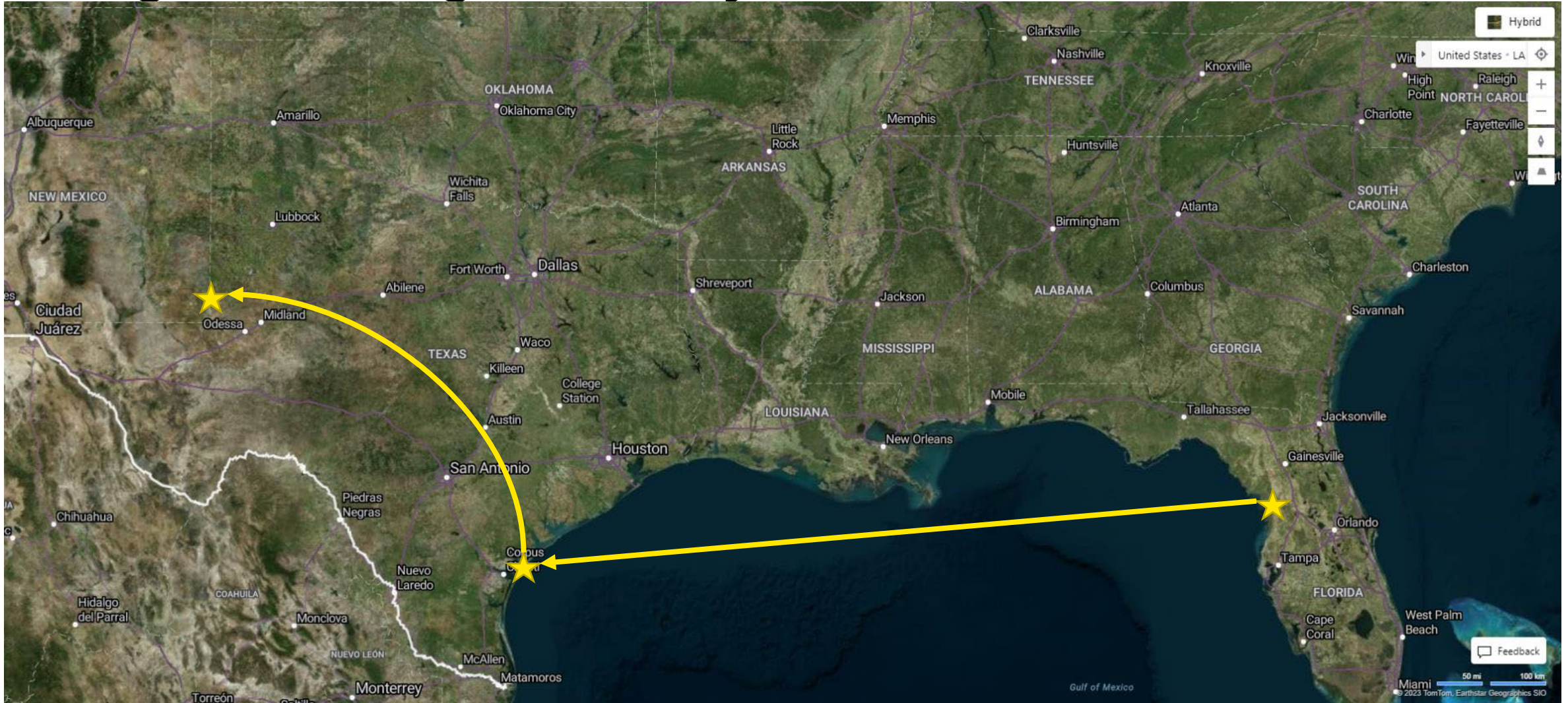
## Planning

When and where did shipments occur and how were they organized?



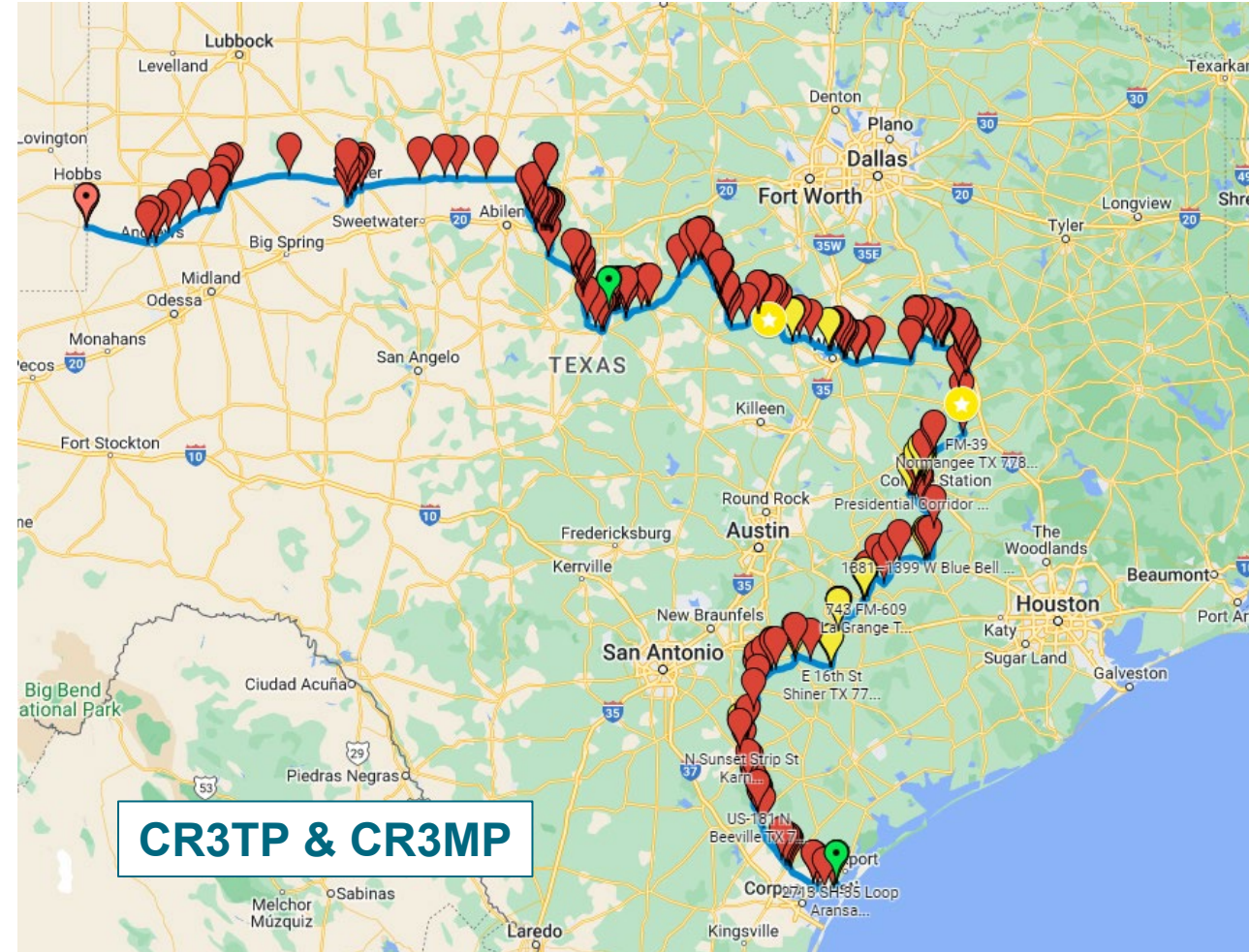
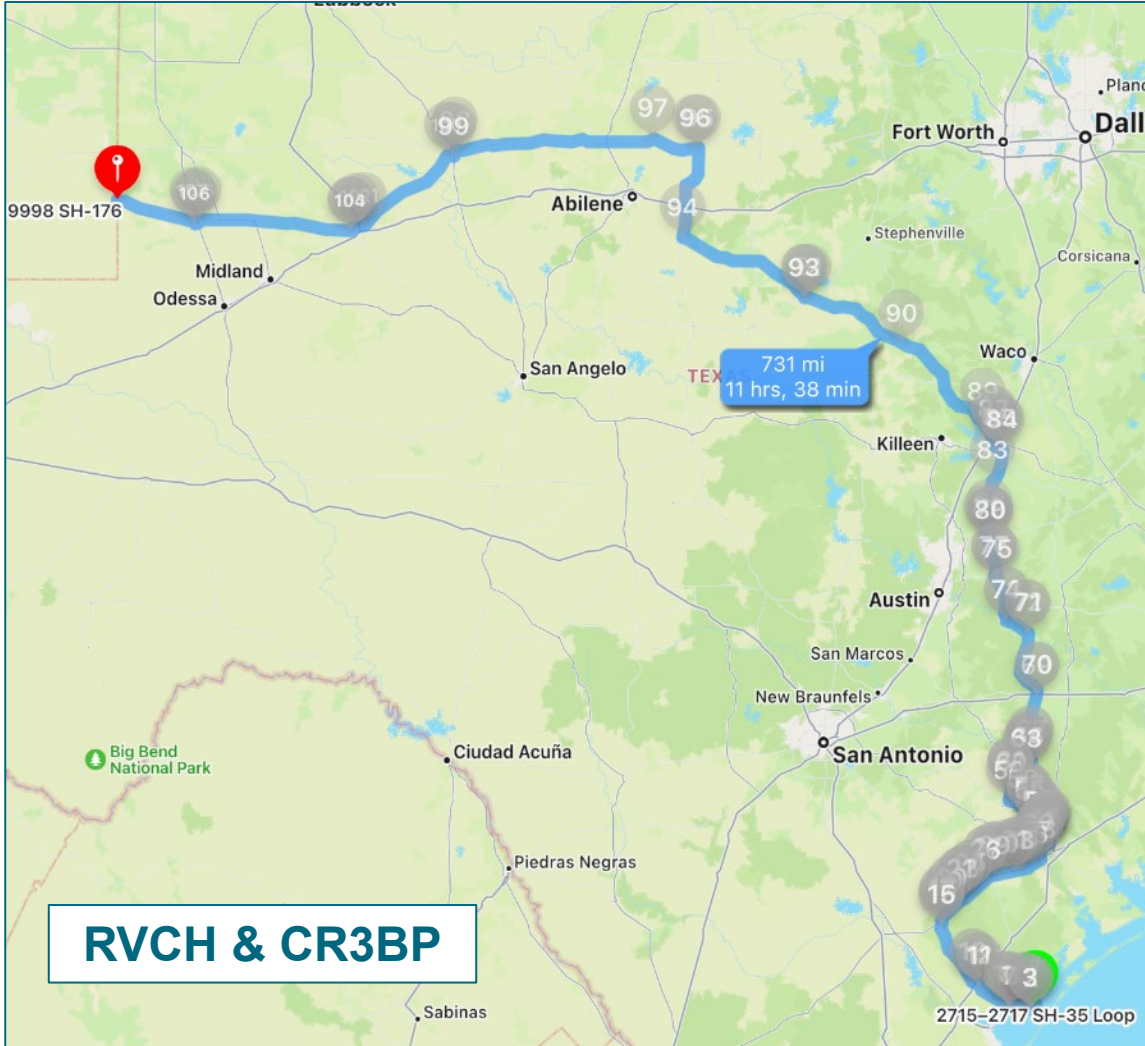


# Logistics: Barge to Heavy Haul



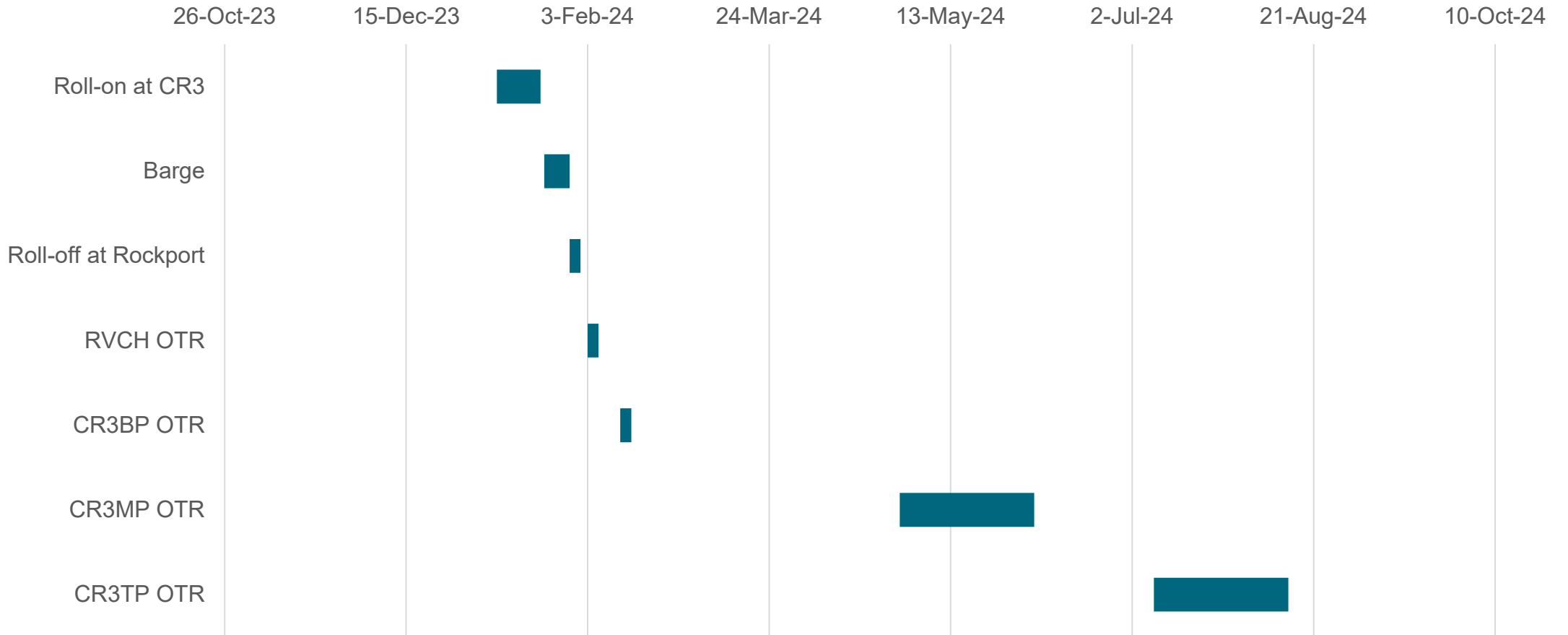


# Two Routes in Texas





# Current Schedule







# Security & Event Response

## Exempt from physical protection requirements of 10 CFR 37 subpart D

- Contents of each package will be a monolithic solid block with no loose components
- Weights of these monolithic pieces are well above the 4,409 lbs. threshold for exemption
- Exemption of 10 CFR 37.11(c) applies

## CR3MP NOT highway route controlled quantity (HRCQ)

- No Security Plan required per DOT regulations in 49 CFR 172.800(b)

## Preplanned & approved route

## Escorts

## GPS tracking

## Weather tracking

## TN Transportation Event Response Plan



# 04

## Conclusions





# Building on the Experience of Successful Vermont Yankee RWC Campaign

Four large, heavy radioactive material packages successfully designed and licensed and fabricated - the NRC rejected 2 applications for similar packages from other companies earlier this year

Handling and logistics are quite different from VY transports (bigger, heavier)

## Planning and organization

- Deepwater barge direct from FL to TX
- 10 CFR 37.11(c) exemption applies
- The CR3MP is NOT be HRCQ

Transport of 2 smaller packages were uneventful and quick

Permitting process for one million lbs conveyance is a different game

- Permitting through multiple jurisdictions in TX proved to take longer than expected
- Conflicts between planned road construction work and transport needs

Expert project performance achieving all compliance, coordination, and safety requirements



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