

Private Fuel Storage

WM 2012

Blue Ribbon Commission (BRC) Action Private Fuel Storage (PFS) Process

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Chairman of the Board & CEO

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March 1, 2012





Need for Interim Off-Site Dry Storage

- Clear intent of Nuclear Waste Policy Act of 1982, if the opening date for repository in 1998 was missed
 - It was missed and currently is not firmly scheduled
- Cost of multi-location storage much greater to ratepayer and taxpayer
- Public impatience with inaction growing
- Fuel Storage Security concerns growing
- No decommissioning mode for closed plants to generate confidence in future plant construction



History of PFS

- Applied for NRC License in 1997
- NRC Safety Hearings in 2000
- Final Environmental Impact Statement & Final Safety Evaluation Report
- Recommended License in December 2001
- ASLB recommends License: May 24, 2005
- NRC issues #SNM-2513 on February 21, 2006
- Lease conditionally approved
 - Withheld on political grounds

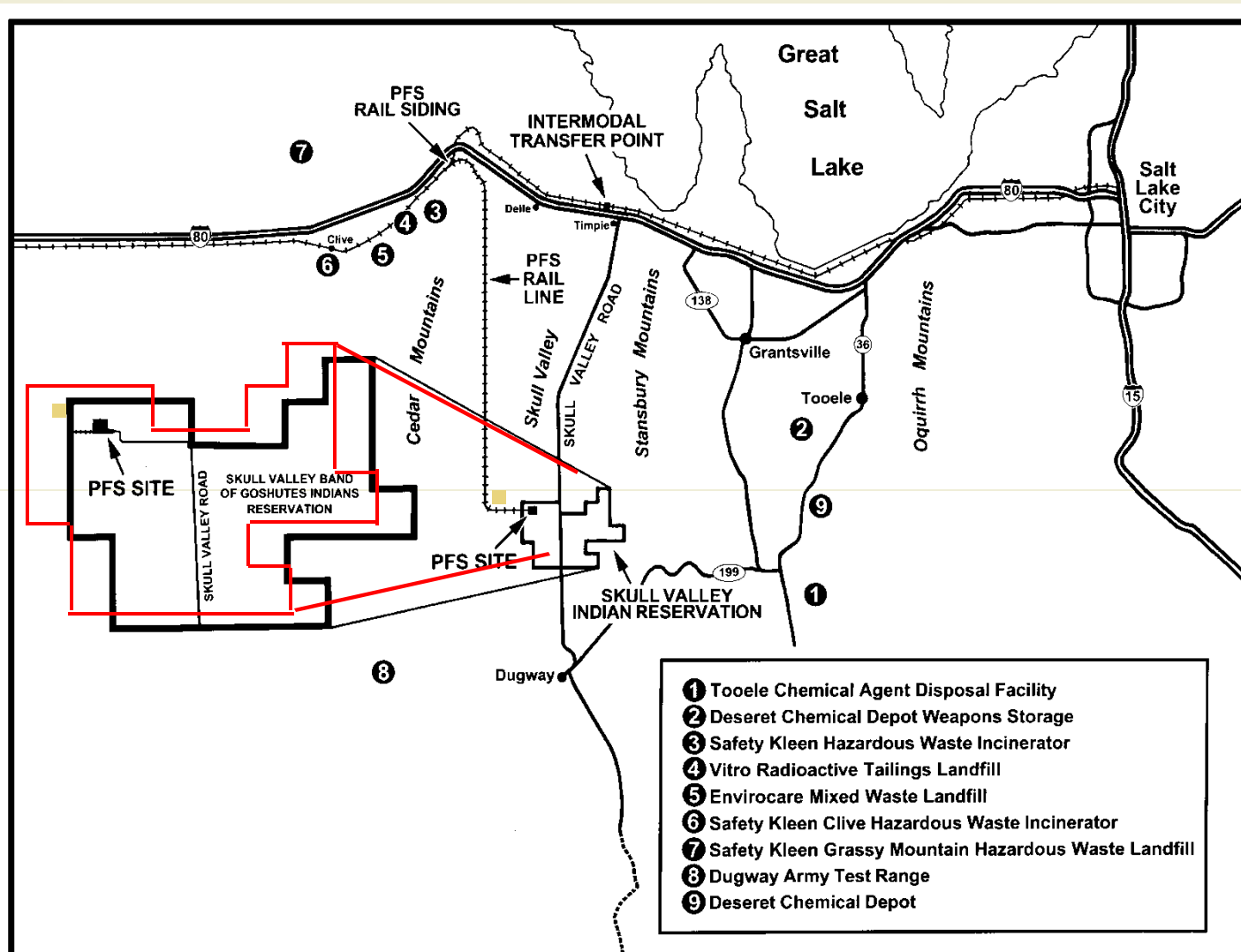


Scope of PFS Project

- Private, interim storage facility for spent nuclear fuel
- Open to all utilities
- 40,000 MTU (4,000 canisters) capacity under current license
- 200+ canisters per year capability
 - Upgradable to approximately 1,000
- 8 utilities own PFS, LLC
- Located on the Goshute Reservation (West desert area in Utah)



Storage Facility Location



■ 50 miles SW of Salt Lake City

■ Near other permitted waste facilities



Proposed Site

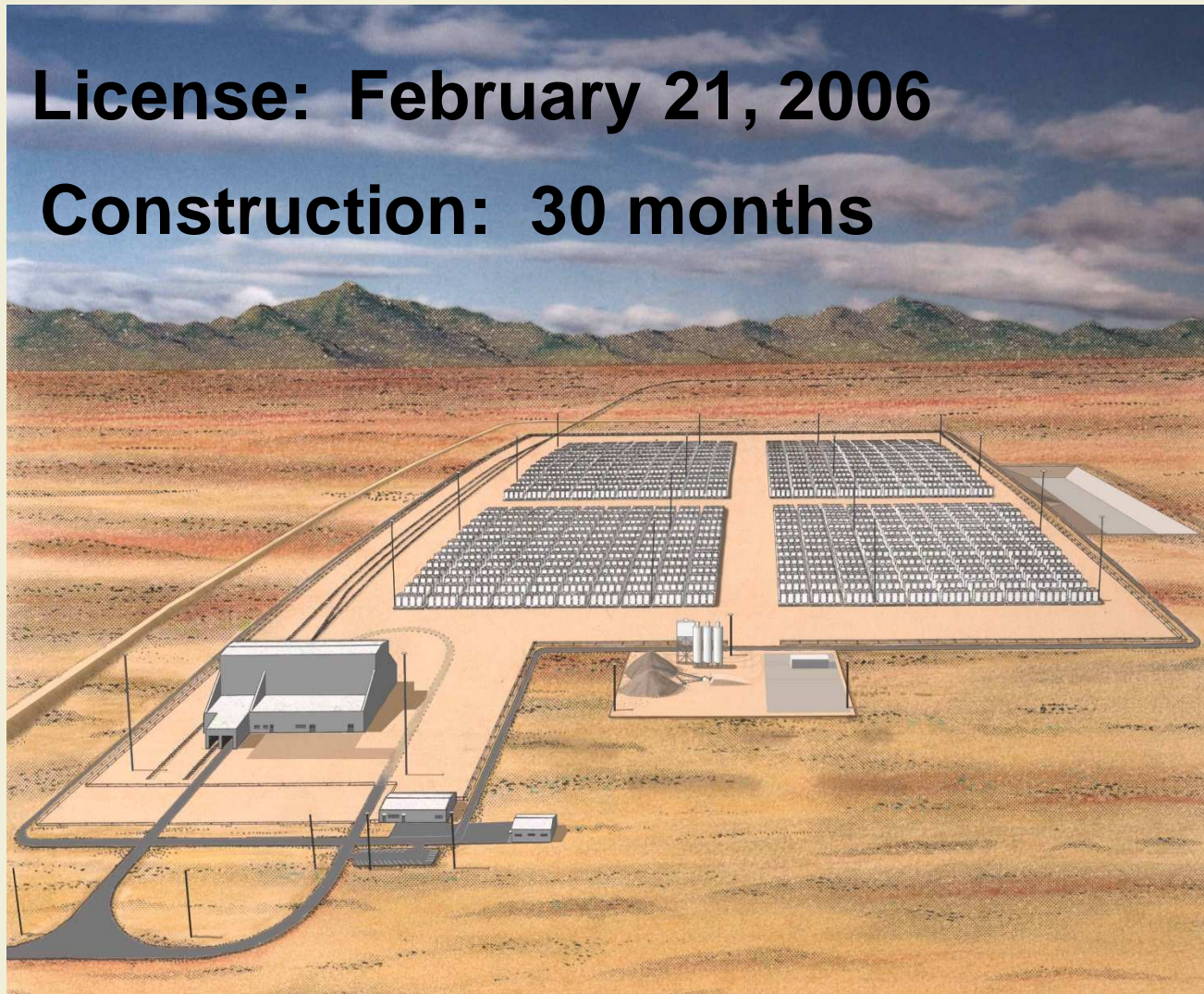




Proposed Storage Facility

License: February 21, 2006

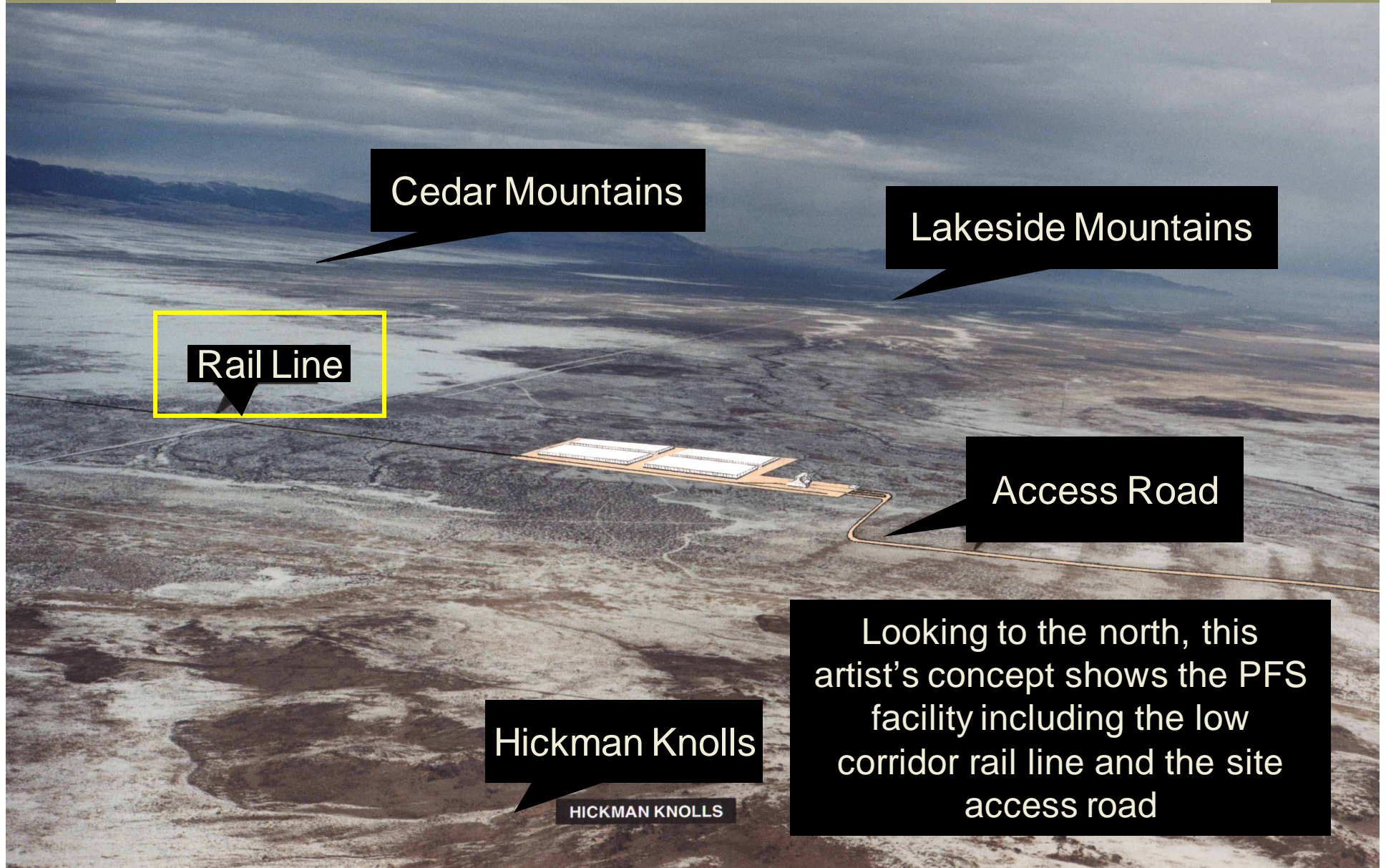
Construction: 30 months



- 100-acre storage area for 4,000 casks within 820-acre controlled area



Aerial View of Proposed Site



Cedar Mountains

Lakeside Mountains

Rail Line

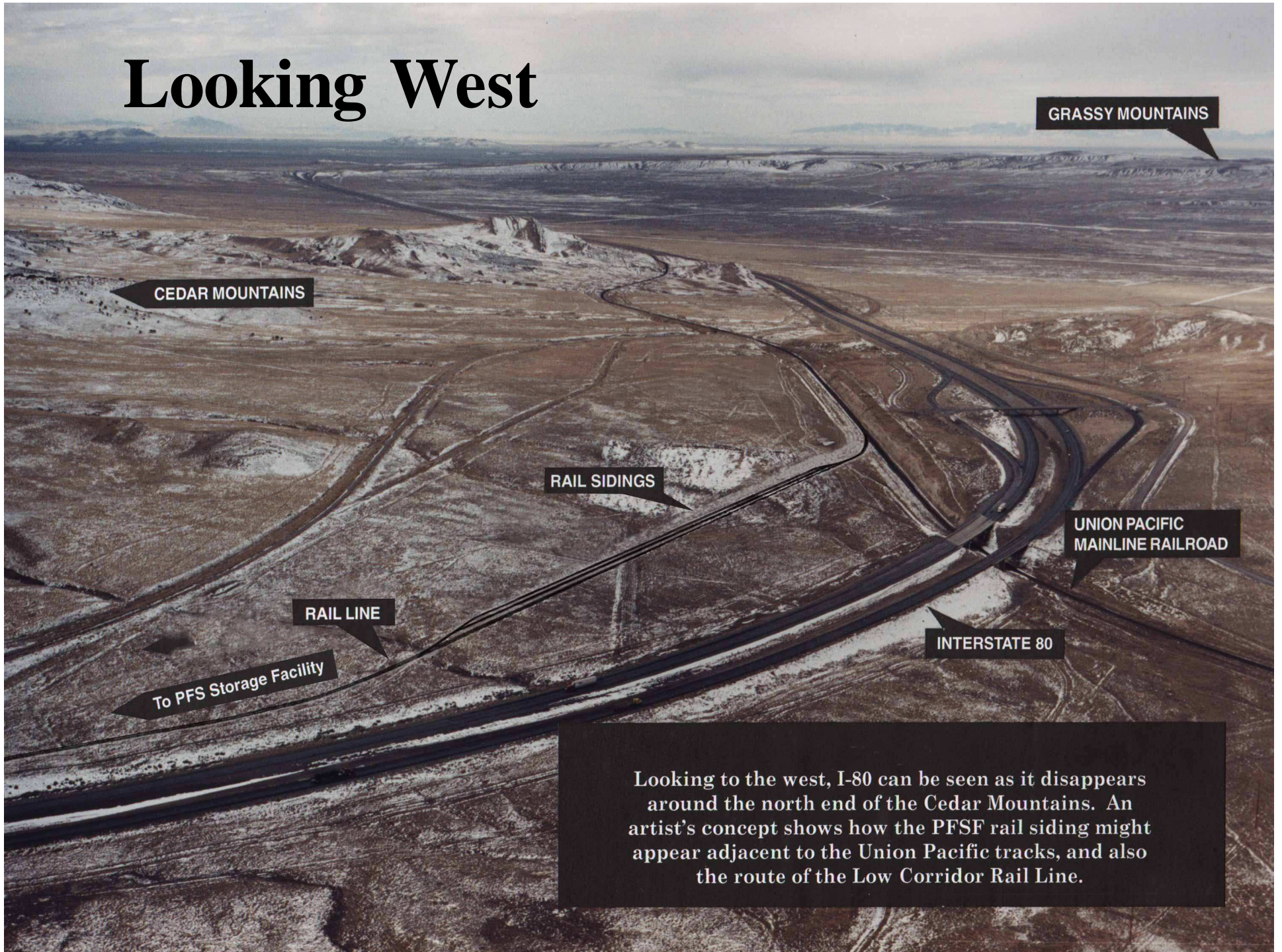
Access Road

Hickman Knolls

HICKMAN KNOLLS

Looking to the north, this artist's concept shows the PFS facility including the low corridor rail line and the site access road

Looking West



GRASSY MOUNTAINS

CEDAR MOUNTAINS

RAIL SIDINGS

UNION PACIFIC
MAINLINE RAILROAD

INTERSTATE 80

RAIL LINE

To PFS Storage Facility

Looking to the west, I-80 can be seen as it disappears around the north end of the Cedar Mountains. An artist's concept shows how the PFSF rail siding might appear adjacent to the Union Pacific tracks, and also the route of the Low Corridor Rail Line.



Railcar Articulated Ends





Loaded Railcar





Current Status

- U.S. Court of Appeals for the District of Columbia has declined to cancel license
- Goshute Band has filed against Bureau of Indian Affairs and Land Management for using political influence as a decision basis for not granting final lease approval
- Federal Court ruled for Goshutes & PFS in July 2010
- Administration decided not to appeal in fall 2011



Steps for Completion and Operation

- Resolution of Bureau of Indian Affairs lease decision
- 24 - 36 month construction startup and testing period
- Agreement with NRC & DOT on authorized shipping routes
- Shipment of fuel



Transportation Strategic Concepts

- Review of truck vs. rail-only option
- Decision to select rail-only
 - Reduces interactions with public highway vehicles
 - Enhances security of shipments
 - Reduces by a factor of 20 to 60 the number of shipments



Standards

- Each bearing transmits conditions of vibration and temperature while in route
- Electro-magnetic braking to shorten stopping distance
- Shelved couplers to protect against rough track decoupling
- 20+ parameters transmitted live time to satellite
- Full test of prototype
- Continuing surveillance of each cask car in service
- Single use trains



Route Selection

- Once equipment upgraded - route selection process next issue
- PFS determines best route from each customer to storage site
- Consult with railroads on initial round of review for their route preference
- Utilize route recommendation of Council of State Governments
- Review and modify with NRC, DOT and stake holders (state & local governments)



Construction

- Rail car testing of prototype to be completed
- Fabrication of rolling stock and handling equipment parallels site construction and startup



Goal

- Need for control of material means collection at central location
- Transportation to reduce cumulative risk
- National decision to expand emissions-free energy source
- World-wide impact in decreasing carbon emissions



Questions?

Thank you!



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