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Terms of Reference for Working Group #3

A. Background:
A joint TRANSSC/WASSC Working Group was established in 2011. In accordance with the Terms of Reference for the Working Group, a technical document entitled: “Guidance for Preparation of a Safety Case for a Dual Purpose Cask Containing Spent Fuel” as developed. The Working Group also developed following recommendations to TRANSSC and WASSC for changes to be made to existing IAEA Safety Requirements and Safety Guides relevant to licensing and use of transport and storage casks for spent fuel.

B. Work to be done
Considering the recommendations (Numbered 1 to 5 below) from the joint TRANSSC/WASSC Working Group and the proposals J/1.00/2 and CH/1.00/1 for revisions to the current regulations (SSR-6) provided in the chart (Pages 85 and 86) at http://www-ns.iaea.org/committees/files/TRANSSC/1399/5-3-1SSR-6Resolutiontable-MSscomments_TM-44897_TM44891.pdf, provide an analysis of these recommendations and guidance on how they might be incorporated into the current regulations.

1. Conformity to future transport regulations with potential changes is an issue for Dual Purpose Casks (DPCs) waiting for future transportation. It is recommended to consider introducing a definition of DPC packages in the IAEA transport regulations.

2. There should be a requirement or guidance in the IAEA transport regulations to consider ageing of packages that are intended to be stored for a long time before the transport.

3. Any change of the IAEA transport regulations shall consider that in the section “Transitional Arrangements” in SSR-6 DPCs need to be considered in an appropriate manner so that they can be transported after storage. This applies to DPCs already fabricated and being used for storage of spent fuel.

4. The key issue is how to maintain the DPC Safety Case (DPCSC) for transport during storage – recognizing that storage may be for an extended period of time – so that the DPC can be used for transport regardless of the period of storage. This requires periodic review of the DPCSC and periodic inspections of the DPC. In the review, the gap analysis should be made to identify any impact of changes of transport regulations to the DPCSC and to existing DPCs. Compensating arrangements, if necessary, should be proposed at that time. The gap analysis should consider changes in regulations and change in knowledge since the previous approval period. Therefore, it is recommended to TRANSSC to develop an appropriate guidance material on this matter in TS-G-1.1 (SSG-26).

5. The transport regulations (SSR-6) should be reviewed with respect to the timespan between loading of the package and the completion of the shipment after storage to be consistent with the operation of a DPC, which will be transported more than a few decades after loading; e.g. it should be clarified that interpretation of para. 229 of the 2012 Edition of SSR-6 does not imply that the maximum allowable timespan for a transport postulated is less than one year.

C. Expected Output
A working group report will be drafted and will include details on the work completed in the areas of work highlighted in Section B above.

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