Suggestion for items for Working Group meeting October 2019

1. Introduction
2. Agenda, with some time plan
3. Discussion about PATRAM and ICNC meeting – share interesting presentations (all)
4. New topics
   a. UF6 transportation for enrichment higher than 5 % (DB)
   b. Request from TTEG PPA on defective fuel rods (TTEG PPA) (detail in annex)
   c. E-learning about Fissile excepted material as asked by IAEA during TRANSSC 38.
5. Discussion about the questionnaire (MM).
6. Topics “in progress” – Reminder and follow-up when appropriate
7. Other expected suggestions by participants
8. Meeting report
9. Future meetings
10. Closing of meeting
<table>
<thead>
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<th><strong>Number of Request:</strong></th>
<th>19-01</th>
<th><strong>Date:</strong></th>
<th>14.08.2019</th>
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<tr>
<td><strong>Issued by:</strong></td>
<td>TTEG PPA</td>
<td><strong>Adressed to:</strong></td>
<td>TTEG Criticality</td>
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<td><strong>Classification:</strong></td>
<td>Question</td>
<td><strong>Expected response:</strong></td>
<td>statement</td>
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<td><strong>Para:</strong></td>
<td>none</td>
<td><strong>Keywords:</strong></td>
<td>defective fuel rods, criticality safety</td>
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| **Background:**        | Due to decommissioning activities in various countries, solutions for transport and storage of defective fuel rods have been developed recently. Package designers provide Inner packages of the dimension of a spent fuel assembly lodgement containing the defective fuel rods. In detail the design concepts differ:  
  - packages have to be leak tight or not  
  - packages should be bolted or welded or just closed with sieve or filter  
  - mixed with regular spent fuel assemblies or not |
| **Issue/Question:**    | Package designers provide quite different concepts for defective fuel rods in dual purpose casks (DPC) with respect to design and safety justifications. It might be a significant difference, if the fuel rods are enclosed in an inner package which have to be leak tight or if it is introduced in an inner package with sieve or filter at the axial ends to enable pressure release and water flow. Despite the different mechanical and operational aspects, there are also questions raised from the TTEG Package Performance and Assessment with respect to criticality safety:  
  1) Are there different approaches to criticality safety justifications acceptable or is there a need for harmonisation with respect to defective fuel rods?  
  2) Are the Transport Regulations sufficiently equipped to address requirements for the package design with respect to defective spent fuel rods?  
  3) Should any additional guidance be developed for the package design with respect to defective spent fuel rods?  
  4) Are there any particular design requirements which have to be reviewed by mechanical or thermal assessments with respect to defective spent fuel rods? |
| **Response:**          |                  | **References/Attachments:** |
| **Status:**            | Open            | **Date:** | 14.08.2019 |