On the Road to authorization of ITER operation

There are numerous stages in the process necessary to obtain the permission to build a nuclear facility. For ITER, one of the steps was accomplished on 28th September 2011 when a positive decision was issued concerning the public enquiry held from 31st July to 4th August 2011. On 7th December 2011, another step was achieved through the favourable opinion issued by the group of eleven specialists called upon by ASIN (Nuclear Safety Authority). These experts in factories, reactors and equipment under nuclear pressure, came to examine ITER Organization’s safety plan. As well as attending a safety presentation of the ITER facility during a meeting in Cadarache on 18th November 2011, they also met on 30th November to discuss the recommendations of the IRSN (Institute of Radio-Protection and Nuclear Safety), concluding that the safety and radio-protection demonstration for the facility is globally satisfactory. It enabled the evaluation of the importance of the different risks and the adequacy of the associated control procedures. It was however noted that during the detailed design of the construction, certain facilities and equipment of the site operator must ensure that the measures taken allow the control of the impacts of operating the facility (fire, explosion, destruction...). The final stage involves a French inter-ministerial decree to be drawn up in 2012 to allow the operation of the nuclear research facility.

Interactive

Green Path

Agence Iter France has just asked the ONF (National Forestry Commission) to carry out a study to create an educational trail near Cadarache castle. This project completely carried out since 2008 to increase public awareness of the importance of biodiversity conservation, in accordance with the local government decree which established the compulsory measures necessary after the ITER site land clearance operations. Since the beginning of 2012, more than a 100 school children have participated in the ITER site biodiversity awareness workshops. The present project aims to develop an audi-guide application downloadable to different devices. With recorded, videos and images, it will explain the nature surrounding the trail. Explan dele Pasta, Director of Agence Iter France.

The 9th ITER Council

The latest ITER council was held on the 27th and 28th of November 2011 in Cadarache. As announced during the 8th council in Aomori, Japan on the 15th of December 2011, the strategic plan to overcome the delays caused by the consequences of the earthquake in Japan in March 2011 was presented. As a result, the first experiments were confirmed for the year 2013.

Local News

Cadarache Energy City

This science park completely dedicated to the development of innovative energy will be installed on CEA land halfway between the Cadarache centre and Saint-Paul-lez-Durance. It will concentrate on several axes to bring together industry, research and training. There will include solar energy, wind energy, bio-energy, nuclear energy and energy efficiency of Mediterranean buildings. It is quite natural that some research departments of CEA working on alternative energy (Technological Research Department, the Megawatt project and the new National Institute for Solar Energie) wish to play and active role in the development of this new energy vision by CEA and the Mediterranean countries. The construction work is due to start in 2013.

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In Brief

International School: more and more Events in Manosque

On 14th October, Angélique Zech and her classroom at the Provence-Alpes-Côte d’Azur international school took part in the national « put your trainers on and fight illness » event created by the European association fighting myopathies. The awareness campaign kicked off with a dictate written by the academic Jean d’Ormesson. He believes that it is a good way to help these primary school children of different nationalities understand the genetic disease, even if 10 years old do not yet understand the meaning of the word. Then, in November, all the school students were given the opportunity to visit the « La francophonie » exhibition created by the musée de la découverte with the help of numerous organisations worldwide. As usual, ITER On the Airways: 66.5 and 91 FM

Every Friday at 5 pm and again on Saturdays at 8.50 am, you can follow Radio Verdon’s 7 minute programme on the ITER construction progress and project news on 66.5 FM and 91 FM in both French and English. All the broadcasts dating from the beginning of 2011 and 2012 are available on www.iter.org.

On Track

2011 Retrospective

As participants are working hard to organise the ITER tremendous convoy which will be slowly transported, by night, through the sixteen communities on the route between Berre and the Cadarache construction site. They must prepare, plan, list and imagine all possible technical, organisational and informative solutions to ensure the smooth transportation of this steel cathedral of enormous trucks carrying the largest parts. Coming from department Chius (Europe, Korea, USA, India, Japan and Russia), some of the steel components weigh up to 500 tonnes with their trailers, others are the equivalent of transporting a small four floor building and some need a width of at least nine metres to pass through. Work was carried out during approximately four years (2007-2010), by Swiss PRCA (Regional Council for the Environment, Development and Housing in Provence-Alpes-Côte d’Azur), to adapt the roads to suit these technical constraints. A new phase is now in preparation before the itinerary can be used. Technical texts on the bridges have been planned for Autumn 2012 and a text convoy for 2013, involving road closures and the use of deviations. The different proposals studied by Cote Midi Périphérique need to be fine-tuned before being presented to and discussed with all the groups involved in this part of the project. They include local participants such as the town halls, department participants such as the councils roads departments and the police teams which help ensure safe road access for through traffic and locals. « The aim is to find the best solutions to minimise the waiting time and deviation distance for road users. Since the need for this technical study ordered by the Cote Midi Périphérique means and of which the first results were presented to the « traffic flow » team led by squadrone Bernard Colas and the road councils concerned, », explains Pierre-Marie Delplanque, manager of the Itinerary Co-ordination Unit. The first draft is based on fifteen two-way substitution itineraries, de-cepcted to 5 villages which will help manage the traffic flow (cars and heavy goods vehicles) during the road closures. All in all, there will be almost 350 km. Depending on the ones concerned, they may change, for example to adapt to the means of transport used by the transporters, the speed of the convoy and the technical constraints, explains Alain Renier of Cote Midi Périphérique. These routes will also be fine-tuned taking into account the hundred or so adjoining tracks. The work should be financed in time to be operational in 2012 and informa- tion and awareness measures will be taken as early as possible to ensure the smooth diversion of traffic. According to the first inventory carried out, nearly 30 new road signs will be needed.
It's All Clear

2011 Retrospective ON TRACK

Agence Iter France (AIF) has worked hard throughout 2011, its recent achievements include: building the ITER ITER platform, welcoming the transportation coordination unit for the ITER components, continuing the compulsory measures and studying the regional and national accommodations for ITER construction site.

2011 has been a rich year for AIF, first of all due to the increase of work in the construction of the future ITER headquarters which includes a main ITER floor office building with 200 seat amphitheatre and a restaurant for the site visitors as well as two other buildings, one for house offices and the site-access checkpoint, the other for the medical services and the research platform-access checkpoint. Although the leveling and the first walls of the main building were started in 2011, 2012 is the year that has seen the completion of the structure of the three buildings. On the platform, work continues on the tokamak zone and the assembly hall for the largest ITER components under the direction of Fusion for Energy while RTE is working on AEI on the four '%kv electrical substation which will supply the research facilities. The first buildings have been completed and are now housing offices, an imposing 22 metre high steel electricity substation in the basement of the building is nearly complete. Inside, the electrical substation supply company Réseau de Transport Électrique (RTE) by summer 2012 and remote controlled. From Marseille by the electrical substation company Réseau de Transport Électrique (RTE),

In addition, Agence Iter France welcomed the ITER ITER Headquarters Coordination Unit in the middle of the year. It is run by Pierre-Marie Delplanque who served for more than 35 years in the French Navy (see Interfaces 23) and whose missions were assigned to him on 22nd February 2011 by Eric Besson, Minister in Charge of Industry, Energy and Digital Energy and Thierry Mariani, Minister in charge of transport at

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He is to oversee: coordination and interfaces of different participants (ITER Organization, transporter, administrations, sea and road management (Direction interdépartementale des routes méditerranée), concerning the ITER Itinerary Coordination unit (ITER Itinerary Coordination unit, command of a departmental police force...) and

Preparation is underway for the first ITER convoys on French territory. The ITER Headquarters Coordination Unit created by Agence Iter France, the police is also working on their accompaniment. The event will be headed by Renaud Coste, Project Manager of the ITER mission for the Colonial Commandant of the Bouches-du-Rhône police unit since 1st June 2011.

What is your professional experience?

I graduated from Saint-Cyr military officers school and have then prequalification studies in business management and then I was an engineer (2001-2002) and then I joined the National Police officers school (2002-2003) and I followed a Preventive police training course. I have worked on operational responsibilities (police police operation command, command of a departmental police force...) and I was then transferred to provisions in the Ministry of Defense and then I was in the office of the national police of Paris. Before being named « ITER Project Manager » by the Commanding General of the Provence-Alpes-Côte d’Azur region police in June 2011, I had been serving in the Alpes-de-Haute-Provence Department Police Department since 2009, one of the four departments bordering the ITER site.

What is the police force’s role in the ITER-convoys?

The safety aspects of the transportations of the ITER parts from Fos-sur-Mer to Cadarache, both at sea in French water and on land, is very important for the police. These convoys will be exceptional, not only due to their size but also their weight and speed. They will be travelling by night through various towns, requiring road and motorway closures, parking bans and traffic flows. It is a complex mainenance for which a special police unit dedicated to the mission will need to be deployed. As well as the road convoys, certain other road roads will need to be closed to all other traffic during the convoy, we can help to keep roads open and road users freedom of movement. All case scenario must be taken into account, such as, for example, a woman in labour.

What is your first deadline?

I would like to have a protocol of the global police plan of action, both operational and logistics, by the end of the first term of my mission. This is to oversee the traffic flow group which includes several administrations and services concerned with the ITER ITER Headquarters Coordination Unit, emergency rescue and medical services, technical services, road traffic headquarters, the council of the four departments (04, 13, 83 and 84), the motorway companies, the CIV (ex. CRE, then CRIF then CIG) (ex. CRE, then CRIF then CIG) (ex. CRE, then CRIF then CIG) (ex. CRE, then CRIF then CIG), and the four regional commandant of the national police.

Goodbye Bruno

The electricity substation is underway on the ITER platform. Works are in progress to equip the equipment to direct the power of the electric supply for the future ITER research facilities. The two main pieces of equipment concerned are the switch disconnector and the busbar. The switch disconnector type for the main double 500 megawatts is on the central column of the substation framework. Approximately forty switch dis/connectors will be installed between now and the end of 2012. In the site's act as an on-off switches for the substations the busbars are made of tubes so insulators and will be at the electricity switchers. All the high voltage electrical equipment should be installed by the end of this year.

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