Tokamak building: A Beautiful, Solid Foundation

Since March 3,200 tons of metal framework have been taking shape on the ITER site to create the upper slab of the building which will house the heart of the research facility. 140 m in diameter, the equivalent of more than 20 tennis courts, the total weight of the Eiffel Tower (320,000 tons) will be used to strengthen the structure. The first concrete of the year was poured in the beginning of Summer 2013. This construction is progressing supported by a first slab, fixed to the ground, and known as the lower slab. The structure will be built on 423 supports without touching the surrounding walls, thereby maintaining the flexibility provided by the neoprene pads and ensuring the stability of the complex tokamak buildings in all circumstances.

ITER Games

Both in anticipation of the next phase of construction of the ITER buildings and in order to promote the interaction between the many companies working on the site, an underground infrastructure is being created to transport to technical zones and buildings. A large majority of these tunnels will allow us to connect all the next infrastructures to the ITER tokamak, explains Engage, supervisor of the work conducted on behalf of Fusion for Energy for Europe. The first infrastructures being built are galleries near the Tokamak area. This work was brought forward in the schedule to limit the interfaces in these areas between the main civil engineering consortium (Vinci Construction Grand Projects, Blaoucan, Dodin Campenon Bernard, Campenon Bernard Sud, OYTO, Chantiers Modernes Sud and Ferraria Agence). These galleries will mainly house wiring (electricity and telecommunications) and hydraulic pipes.

2013 ITER Games - A Sociable Event

For the fourth consecutive year, the ITER Games aimed to enhance links between ITER and its territory. The creation of the first female football team this year was the best proof of it. With twenty members, it brings together more than ten employees of ITER and their subcontractors who play alongside Véronique and St Paulin, “1,942 Jessica Pilka, right back in the team and employee of Doizepia, a service provider for ITER. What is more, the tennis slab acquired a dozen new members after the 2012 edition, and the football and kayak building record additional subscriptions each year. In total, nearly 530 participating athletes, entertainers and spectators gathered this September 28, 2013. Actively supported by the ITER Organization and Agence ITER France, the ITER Games also have the support of companies such as Engage, Assystem, Dalba, the VFR consortium and Crédit Agricole.

Local News

New local presence

A branch of the company Ceradyne, a static office specializing in measurement, modeling, regulatory controls for radiation protection and the characterization of nuclear waste, set up an office in Saint-Paul-en-Provence on Monday 27th.

A team of five people, including one trainee, has been working at this company’s office since 2012. The office manages all of its activities and is an extension of the ITER Business Forum 2013 held in Toulon in March. It has allowed us to create a stock of local industrial skills thereby opening up new opportunities for responding to future calls for tenders, she explains.

School visits

Monday to Friday! Discuss the scientific challenges and the solar-heated bottom of the Eiffel tower, the ITER building where the world’s largest fusion research facility is being built.

Book by phone: +33 (0)4 42 25 29 26

ITER Itinerary

It was under the watchful eye of the curious, surprised and welcoming public that the huge, nearly 800 ton trailer advanced along the 104 km route of the ITER itinerary during four nights. This event was attended by thousands of people. O n September 16th at 2pm, a group of people opposite the famous truck has been scanning the bumper for the past ten minutes. "This is a unique opportunity to see an achievement. We did not want to miss it," says John, his little friends by chance to see the self-propelled Daiber trailer which moves like a superbowl due to the 803 wheels. An hour later patience is rewarded and they finally spot it in the distance, advancing very slowly. The more than 300 high metal rails sink into the sky as it occupies the entire width of the track. "It is a great job," attest citizens of the area who, with their family, explains "as for the ITER project, it is a major project for the regional economy, we, until now, mainly reflected in the work on the roads we use as a daily basis. Our landscape has gained new roads, transit pedestrian and bicycle bridges. The passage of this trailer weighing about 80 tons is the result of a project that has mobilized an entire region and which projects us into the future.»

The Science Festival in Manosque

More than 350 people visited the science village organized in Manosque from 11th to 17th October 2013. Stands were run by passionate scientists and workers from more than twenty organizations (CEA, Cadarache, the astronomy centre of St-Michel l’Observatoire, the Prehistorical Museum of the Gorges du Verdon, the mathematics research institute, Manosque local council, Agence ITER France, FIV ... with a unique aim: to share science through fun inventing animations allowing visitors to build complex equations to solve various puzzles, such as the creation of the universe through the theory of relativities, substructivity or the balance of biodiversity.

The Paths to Fusion

Training

Although load test measurements on road structures were an everyday event for the Mediterranean Centre for Transport Systems Technical Studies (CTST), these conducted on ITER structures along the ITER route were exceptional due to the sheer mass and, one of the trailer’s 800 tons, weighing at nearly 800 tons, left Bar-le-Duc! Stopping on 10th September and arrived on time on the ITER site at Cadarache on 22nd September.

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All fusion programs incorporate large-scale research on a national, European and international level through the Federation of research for fusion by magnetic confinement and the EURATOM-UAE association, the European Fusion Development Agreement and ITER Organization for fusion magnetic, the Plasma Laser Institute and the European High Power Laser Energy Research (HIPER) for inertial fusion.

A wide range of jobs

While scientists and engineers contribute significantly to the teams in the large research facilities, technicians also play an important role. In the year 2003 at the Research institute for fusion by magnetic confinement (EURATOM) was occupied by the very job of projects brought together by Délorme's assistant to the director of institute and human resources officer, around 80% in 2013. The remaining staff cover a wide range of jobs including computer scientists, instrument technicians, mechanical or electrical engineering, industrial design and operations specialists in the physics measurements essential to research programs in the field of fusion. To achieve this, a large number of people were trained in the field of fusion and managed plasma, fusion by inertial confinement and magnetic confinement, and fusion by inertial confinement and dense plasma, and the physics and technology of plasma and fusion.

JOB FORUM

The success of the first job forum held in Cadarache (Bouches-du-Rhône) in June 2013 is a sign of the present and future available work opportunities and the expectation that ITER will bring together more than 700 people and nearly 2,000 job offers were collected to meet the different companies' needs. The construction group Vinci and the company Foselev were looking for experts on the job centre's page dedicated to ITER: www.pole-emploi.fr

Compensatory Measures: Assessment Time

The construction of research facilities, such as ITER in the Bouche-du-Rhône and the Megajoule Laser in Aquitaine, and the development of industrial partnerships open the door to many training opportunities.

Welcome Office

News of the ITER Organization reception building since this summer, Agence Iter France's website office room is now working closely with the teams of the ITER Organization on a agreement signed by Agence ITER France (AIF) and the international entity on April 2011. This new geographical proximity facilitates communication with the ITER teams who can, in a matter of minutes, consult this site and all other queries concerning administrative procedures.

H 2020

In Preparation

Seke, Austac, Swedish, Greek, British, Slovenian, Polish, Russian, Czech, Irish, French, more than 27 different nationalities were represented during the site visits organized at Cadarache by Guillaume Gillet, councillor for nuclear affairs and French representative in the European Union. The visit involved forty research advisers from European Union member countries and identified a unique opportunity for them to appreciate the amount of research being carried out at Cadarache during the preparatory phase for the European research program in the field of nuclear science from 2014-2020. The program is called EUMED (the new name of the European research and development program). Whether it concerns the CEA (Cadarache research center, which is unique in the world, or the construction of ITER which brings together 35 countries, it is important in all beyond the political and budgetary discussions in Brussels and to show the negotiators the field of research in practice and present the programs of the ITER project » explains Guillaume Gillet.

Welcoming of 16 projects

Agence Iter France (AIF) and the international team of the ITER Itinerary Coordination Unit and the Director of ITER reception building for Police Escort and his team, or between the Daher company to define the exact nature of the work to be carried out. Some times along the route need extra pruning and we may have to take down thousands of boards and signposts and then rebuild them. We also had a mild incident on the trailer at the end of the second night when we were working on two axes. However, this incident clearly showed the ability of the organization to react quickly, get back on course and successfully reach the target.

No difficulties!

Facing some difficulties is inevitable in operations of such magnitude. Our main technical and in a result of this, we are considering making some improvements. In some places, it is necessary to review the positioning of access gates or barriers to improve the width of the roads and thus further improve operation. In other places, stakeholders or signposts that impeded the progress of the trailer need to be repositioned. We also need to consider the impact of work on the speed at certain points along temporary traffic such as routes from too easily. These modifications will be made after discussion with the managing bodies concerned (Brechenu-du-Rhône General Council, three communes, ...), and the Daher company to define the exact nature of the work to be carried out. Some times along the route need extra pruning and we may have to take down thousands of boards and signposts and then rebuild them. We also had a mild incident on the trailer at the end of the second night when we were working on two axes. However, this incident clearly showed the ability of the organization to react quickly, get back on course and successfully reach the target.

Why a complete rehearsal in 2014?

The rehearsal scheduled in Spring 2014, will enable us to secure the transport and the scenario of the ITER trailer (3000 tons) to its ten operations (30 hours per day). In 2015, we will involve the same type of trailer (mass 2000 tons) when we will add the transport and the measurements on the different road situations from 10’ to 30’ per road direction, we will also validate all the organization in place for the real convoy.

Règlement Intérieur

En 2014, la réalisation du dernier itinéraire sera un beau succès, techniquement et en termes d’organisation. Des tests routiers seront effectués dès fin septembre 2014 pour valider le en usage direct par Jean-Bertrand Vacher, General Secretary for Defence and Security in the south. Night after night, everyone adapted well and good communication was established throughout the operations. Whether between the command post controlled by Colonel Brugère, the Centre for Road and Traffic Information (GIRER) in Marseille, including staff of the Office of Police Escort and the Director of Police Escort and his team, or between the Daher company to define the exact nature of the work to be carried out. Some times along the route need extra pruning and we may have to take down thousands of boards and signposts and then rebuild them. We also had a mild incident on the trailer at the end of the second night when we were working on two axes. However, this incident clearly showed the ability of the organization to react quickly, get back on course and successfully reach the target.

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