

# Services associated with nuclear transport and containers

In conjunction with our nuclear logistics activities and our fleet of containers, we can also manage the activities that are necessary at specific sites to enable loading and unloading of containers in complete safety:

#### Feasibility studies

For new containers, new infrastructures, or new equipment or contents, we perform feasibility analyses in order to research the best working methods in accordance with the objectives to be achieved.

#### Design, manufacture, and commissioning into service of lifting and handling resources

Where this involves lifting beams or pivot supports, we provide commissioning into service of this equipment. From design and calculations based on standards or additional requirements, to acceptance testing by an approved body.

#### • Anchoring plans and equipment

We determine the appropriate anchoring for containers, or complex parts in the containers. In order to do this, as far as possible we use the existing anchoring resources, but we develop new anchoring equipment if this proves to be necessary.

#### Drying and seal testing equipmentd

Some containers require pressure drop, pressure increase, or helium seal tests; we can carry out these tests using our own equipment or the client's equipment. For containers loaded under water, our technicians are trained in drying methods for the container cavities.

#### • Procedures, and risk analyses

We establish or revise intervention procedures, we update, or establish risk analyses, so that the planned activities take place in the context of a controlled scenario whose parameters are shared by all parties involved.

#### • Services on site

Our technicians are able to operate locally at the various sites, and to follow established procedures in order to implement loading or unloading of containers in a controlled zone.

We are constantly working on responses to your needs. Please contact us to discuss your needs and our range of options.

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### **Nuclear containers**

Containers have an essential role in the safety of nuclear transports. In some cases, dispatchers or recipients do not have the containers required for the transportation of the materials in question. We have extended our range in order to meet this need:

#### • Container fleet owned by Transrad

Our container fleet is steadily extending in accordance with the requirements that we have identified.

#### • Access to the container fleet by third parties

Existing containers in the nuclear domain may provide an attractive alternative to the design or purchase of a new container, and we have a map of the existing containers in the nuclear domain.

#### • Analyses of compatibility of contents

Before their use, we compare the contents to be transported with the contents permitted for the containers.

#### **Q** Purchase or development of new containers

We evaluate the best options for meeting transport requirements, ranging from the purchase of existing containers, to the complete development by us of new containers.

#### Sale of containers

In the case of frequent use or the desire to have full control of the process, we can sell containers to our clients.

#### In addition, we manage containers owned by our clients, for which we provide:

- Maintenance of the lifetime log record of the containers
- Maintenance, repairs, and decontamination
- Preparation prior to use, and checks upon their return
- Modifications
- Renewals of certificates or approvals

## For the use these containers, we assume responsibility for the peripheral aspects, from design, and manufacture, through to commissioning into service:

- Additional shielding in the containers or on vehicles,
- Maintenance of the contents in the container cavity,
- Handling resources for containers, contents, or associated materials and equipment,
- Contamination protection resources,
- Contamination protection devices,
- Drying equipment and seal testing equipment,
- Docking and tilting systems,
- Procedures for use and maintenance.

Examples of containers are appended; these are not the entirety of the inventory, but a sample of the most commonly used containers. The full inventory represents over 100 containers, for which it would not be possible to enclose an exhaustive list.

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