Animation of Environmental Assessment at Sinking of Vessel Transporting Radioactive Materials

N. Watabe, S. Ozaki

Central Research Institute of Electric Power Industry, Abiko Chiba, Japan

K. Noguchi, K. Nakashima, H. Suzuki Mitsubishi Research Institute Inc, Otemachi Tokyo, Japan

Introduction

As an island nation Japan relies heavily on sea transportation, particular for the conveyance of radioactive materials. Demographics in Japan are such that in the event of an accident involving ships carrying radioactive materials many people would be affected. Given such circumstances, it is very important to assess the environmental impact of an accident at sea and to validate the safety of sea transport.

This report evaluated the concentration of radioactive materials in the sea and simulated the behavior of nuclides in the sea. Animation was used to depict the results of the simulation. We considered the hypothetical case of a ship that sank in a Japanese bay while transporting radioactive materials.

Process

This study consists of four process:

(1) Setting Accident Scenarios

In constructing accident scenarios we took into consideration such factors as the extent to which a package was pressure-proof, the ability to salvage a sunken package promptly, the depth and tide in the bay, distance from shore, etc. Then two sinking locations were chosen (see Fig.-1).

> Location A: the entrance to the bay Location B: a channel

(2) Assumptions made about Radioactive Leakage The extent to which packages are pressure-proof



Fig.-1 Sinking Locations and Tide in the Bay

was examined and the sea depth required to rupture the packages was estimated. Two possible leakage scenarios were considered. In one case the sinking location was shallower than the rapture depth such that it would take several decades to corrode the seal. In the other case the sinking location was deeper than the rapture depth such that radioactive leakage would begin immediately after sinking.

In this simulation all radioactive materials were assumed to leak the moment after sinking. This assumption seems to be the severest condition judging from half-life periods of these nuclides.

(3) Calculation of the Concentration of Radioactive Materials

The concentration in the sea was calculated by using a numerical simulation model. This model can take geographical features and current or tide flow into consideration.

Equation

Two dimensional equation of diffusion and flow was used.

9C 9	9C	9	9C	9C	9C	
	$(K_{x} -) + $	— (K	(y —) +	$U_x - + U_y$	Uy —	
$\partial t \partial x$	дх	ду	ду	Эx	дy	
C:	concentrat	ion (B	q/cm^3)			
t:	time (sec)					
x, y:	coordinate	s (cm))			
Kx, Ky:	horizontal diffusion coefficient (cm ² /sec)					
Ux, Uy:	flow veloci	ity (cn	n/sec)			
Ux, Uy:	flow veloci	ity (cn	on coeff n/sec)	icient (cm	² /sec)	

Method

Random-Walk Method, one of particle diffusion methods, was adopted. Using this method an expected travelling distance of a particle due to diffusion, Δx_D , is given as the next equation with an uniform random number, R(1).

 $\Delta x_{\rm D} = \sqrt{24 \, {\rm Kx} \, \Delta t} \{ 0.5 - {\rm R}(1) \}$

 Δx_D : an expected travelling distance of a particle due to diffusion (cm)

Kx: horizontal diffusion coefficient (cm²/sec)

 Δt : a time period (sec)

R(1): an uniform random number from 0.0 to 1.0

Flow

In the bay there is complicated tide flow which changes periodically in a day. In this simulation two cases of flow condition were chosen in consideration with actual surveyed

data of tide in the bay. One case assumed that there was maximum flow for north-west. This condition should be severest on the environmental impact, because nuclides would be carried abundantly into the internal bay on the flow. The other case assumed a lack of flow whereby the mass-flow balance remained constant (see Fig.-1).

Horizontal Diffusion Coefficient

Because the diffusion coefficient of the bay was unknown, three values, 1e+5, 5e+5 and 1e+7 cm2/sec, were set for parametric study.

Depth of the bay

In this simulation a two-dimensional equation was used and the depth was set at a constant of 10 m, one of the most shallow areas in the bay.

Evaluated Time Period

Because flow patterns in the bay change over the course of a day, the behavior of nuclides was evaluated for 24 hours after the accident.

(4) Animation of Results indicating Radioactive Concentration in Sea

The results of radioactive concentration study were translated into animated graphics using EWS (Titan). The animation was created by piecing together hundreds of pictures taken over the course of 24 hours.

Case Scenarios for the Evaluation Process

Based on the aforementioned assumptions, six possible case scenarios for the evaluation process were constructed as shown in Table-1.

CASE	Sinking Location	Flow (Tide)	Diffusion Coefficient cm ² /s
CASE A-1			1e+5
CASE A-2	At the Entrance	Max Flow for North-West	5e+5
CASE A-3	to the Bay	Card (D)	1e+7
CASE A-4	PAR, and provide such	Nothing	5e+3
CASE B-1	At a Channel	Max Flow for North-West	5e+3
CASE B-2	At a Chainer	Nothing	5e+3

Table-1	Cases	for	Eval	luation

Results

Radioactive concentrations in each case are shown as particles on the maps shown on Fig.-2. Each case consists of three maps depicting concentration levels at 6, 12, 24 hours after the accident. Each map clearly indicates the diffusion of nuclides carried by the tide.



Fig.-2 Particle Map of Radioactive Concentration ; CASE A-1













Vitteo automation will be used at the power, session of this symposium and sender the results of our souly. This animation provides a visual demonstration of the redicastical backmations in the provident of others a concrete temps of northibe movement of radioactive instantists and des environments formate or at academic sen.







Fig.-2 Particle Map of Radioactive Concentration ; CASE B-2

Postscript

Video animation will be used at the 'poster' session of this symposium to describe the results of our study. This animation provides a visual demonstration of the radioactive concentrations in the bay. It offers a concrete image of both the movement of radioactive materials and the environmental impact of an accident at sea.

ACKNOWLEDGMENT

The Organizing Committee is most grateful for the financial support of the following funds, companies and organizations :

Air Nippon Co., Ltd. All Japan Transport and Service Association (AJATS) All Nippon Airways Co., Ltd. Atomic Energy Society of Japan Central Research Institute of Electric Power Industry Federation of Electric Power Companies Hitachi Transport System Ltd. Hitachi Zosen Corp. Japan Airlines Co., Ltd. Japan Air Commuter Co., Ltd. Japan Air System Co., Ltd. Japan Asia Airways Co., Ltd. Japan Atomic Energy Relations Organization Japan Atomic Energy Research Institute Japan Atomic Industrial Forum, Inc. Japan Atomic Power Co. Japan Electrical Manufacturer's Association Japan Nuclear Conversion Co., Ltd. Japan Nuclear Fuel Co., Ltd. Japan Radioisotope Association The Japan Steel Works, Ltd. Kamigumi Co., Ltd. Kimura Chemical Plants Co., Ltd. Kobe Steel, Ltd. Mitsubishi Heavy Industries, Ltd. Mitsubishi Nuclear Fuel Co. Mitsui Engineering & Shipbuilding Co., Ltd. Mitsui OSK Lines Nippon Cargo Airlines Co., Ltd. Nippon Express Co., Ltd. Nippon Kaiji Kentei Kyokai (NKKK) Nippon Shipping Co., Ltd. Nuclear Fuel Industries, Ltd. Nuclear Fuel Transport System Co. Nuclear Safety Research Association Nuclear Safety Technology Center Nuclear Services Company NYK Line Power Reactor and Nuclear Fuel Development Corporation Sankyu Inc. Southwest Air Lines Co., Ltd. Utoku Express Co., Ltd.