

# Solar container calls for nuclear-level safety

<div class="df\_qntext">Could a nuclear-powered container ship be coming to Europe?

COPENHAGEN, Aug 15 (Reuters) - Danish shipping group Maersk (MAERSKb.CO) has agreed to join a study by maritime services firm Lloyd's Register (LR) and UK-based Core Power, that will assess the potential for nuclear-powered container shipping in Europe, LR said on Thursday.

<div class="df\_qntext">How safe is a nuclear power system?

The nuclear power system must be passively safe under all conditions and meet or exceed the highest standards set for security and safeguards by design. New nuclear technologies which meet these criteria open the possibility of nuclear propulsion for large, ocean-going ships.

<div class="df\_qntext">Do we need a Nuclear Liability Convention?

Modernised rules will spur changes in ship building and vessel ownership. Nuclear liability conventions (Vienna and Paris Conventions) both exclude nuclear propelled ships, again based on the same foundations as set out above. We therefore need a modern liability convention that allows commercial insurability of nuclear-powered ships.

<div class="df\_qntext">Could nuclear be a cost-effective solution for the maritime industry?

It highlighted how nuclear could provide a cost-effective solution for the maritime industry as nuclear vessels would not need to be refuelled as often as bunker-using container vessels, which consume around 63,000 gallons of fuel per day and need to refuel every few months.

<div class="df\_qntext">Can nuclear fuel be used to power commercial ships?

The maritime industry has been exploring whether nuclear fuel can be used to power commercial ships as technological advancements have opened up such options, but industry officials last year said nuclear fuel solutions for ships were at least a decade away.

<div class="df\_qntext">Why are there no nuclear-powered commercial ships in service today?

But there are no nuclear-powered commercial ships in service today because the reactor technologies available are unsuited for civilian maritime transportation. We must therefore build new technologies and we must modernise the regulatory ecosystem to allow those new technologies to do their important work.

The solar container can be used for short-term use at events, for longer use, for example over the summer months, or as a long-term solution. To cover the wide range of requirements, we make a ...

The obtained findings indicated that a nuclear-powered container vessel, featuring a cargo capacity of 20,000 TEU, was initially capable of achieving an economic speed of 30 knots with a projected ...

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Transporting radioactive materials requires high-level safety standards to ensure public health, environmental protection, and regulatory compliance. HS Shield offers reliable solutions for ...

For nuclear-powered ships, other operational costs depending on speed, excluding fuel, were not included. Voyage costs were identified higher for the nuclear case whereas freight rates showed a ...

As negative public perception and waste management continue to be a challenge for the nuclear industry, the study will investigate how to improve regulation and safety rules for its use.

1. Introduction The present technology for the processing and storage of low and medium level radioactive waste at the Krsko Nuclear Power Plant, which is based on the use of ...

In today's dynamic energy landscape, harnessing sustainable power sources has become more critical than ever. Among the innovative solutions paving the way forward, solar energy ...

At the safety analysis of the dry SNF storage container, which is operated on the open-site storage facility, the heat received by a container from solar irradiance must be taken into account.

materials and their containers continue to age. That unsustainable situation is driving corrosion experts to better understand how steel, glass, and other materials proposed for long-term nuclear waste storage ...

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