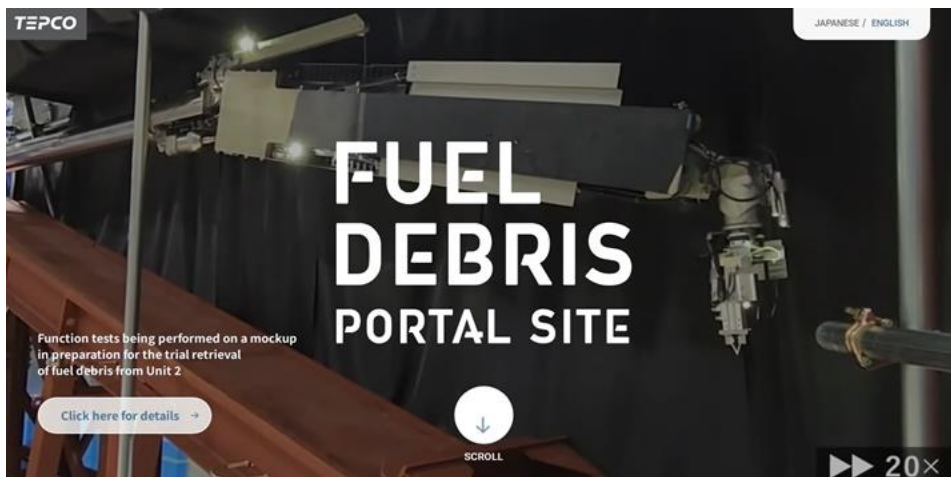


Creation of Fukushima Daiichi Nuclear Power Station “Fuel Debris Portal Site”

- On September 4, 2024, an English version of "**Fuel Debris Portal Site**" was added to TEPCO's website in order to deliver information pertaining to fuel debris at Fukushima Daiichi Nuclear Power Station Units 1~3 to the world in an easy-to-understand manner. A Japanese version has already been released since August 19, 2024.
- The portal site will provide the latest information pertaining to fuel debris (such as fuel debris trial retrieval from Unit 2) along with explanations and videos/illustrations of investigations that have been implemented to date at each unit and the various initiatives that have been performed. We hope you visit there!

【Fuel Debris Portal Site Top Page】



【Latest info: Fuel debris trial retrieval from Unit 2】

What will the trial retrieval of fuel debris from Unit 2 entail?

In preparation to retrieve **melted** fuel debris from inside the reactor, we will first attempt to retrieve a small amount of fuel debris from Unit 2 which will enable us to enlarge the scale of retrieval while confirming safety through analysis. The trial retrieval of fuel debris will entail the insertion of a trial retrieval device through the penetration in the **reactor pressure vessel** penetration (X-6 penetration). While removing obstructions inside the **reactor pressure vessel**, an internal investigation will be performed and fuel debris retrieved.

Main steps of trial retrieval

Step 1	Isolation chamber installation	Completed in April 2023
Step 2	Opening of the penetration hatch	Completed in October 2023
Step 3	Removing deposits from inside the penetration	Completed in May 2024
Step 4	Internal investigation/trial retrieval	To commence around the end of August 2024
Step 5	Analysis of fuel debris properties	To be implemented

Unit 1	Unit 2	Unit 3
Event outline Primary containment vessel internal investigation (Non-submerged area)	Event outline Fuel debris trial retrieval preparations underway	Event outline Preparations for the large-scale retrieval of fuel debris
Management status: Cold shutdown Temperature at the bottom of the reactor pressure vessel: 30.3°C Temperature inside the primary containment vessel: 36.7°C	Management status: Cold shutdown Temperature at the bottom of the reactor pressure vessel: 33.3°C Temperature inside the primary containment vessel: 29.8°C	Management status: Cold shutdown Temperature at the bottom of the reactor pressure vessel: 36.7°C Temperature inside the primary containment vessel: 30.5°C

*Data status last updated on 2024/9/3 11:00

We are carefully making preparations while prioritizing safety so as not to impact the surrounding environment.

Click the link or scan the QR code to access the Fuel Debris Portal Site

<https://www.tepco.co.jp/en/decommission/progress/fuel-debris/index-e.html>