

Fukushima Daiichi Nuclear Power Station Unit 2 Progress of Fuel Removal from Spent Fuel Pools

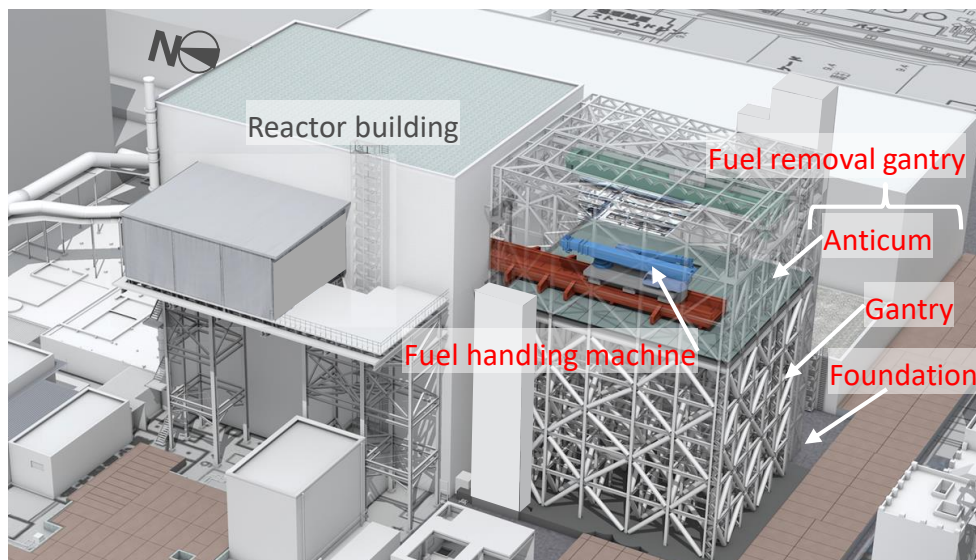
October 29, 2026

Tokyo Electric Power Company Holdings, Inc.

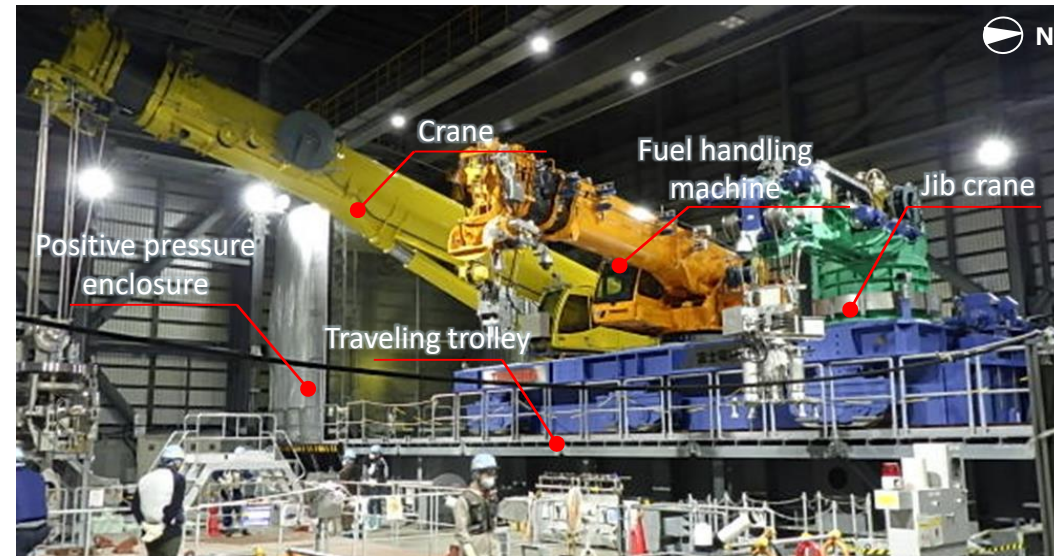


1. Unit 2 Fuel removal progress

- 615 fuel assemblies are currently being stored in the Unit 2 spent fuel pool. Fuel is being removed in order to relocate it to the common pool where it can be cooled and stored in a more stable manner.
- A fuel removal gantry has been built on the south side of the reactor building in order to remove the fuel. A small hole through which the fuel and transport containers are passed has been opened in the wall on the south side of the reactor building adjacent to the 5th floor. Equipment on the 5th floor of the reactor building is operated via remote control because it is a high-dose environment, but the fuel removal gantry, which is a low-dose environment, is manned.
- The removal of fuel currently being stored in the Unit 2 spent fuel pool began on June 2, 2026.
- As of today, the transfer of 126 fuel assemblies, including new fuel, to the common pool has been completed. (18th removal out of 89 planned removals)
- The work has been suspended since October 19 for inspections of the fuel handling equipment and activities to secure sufficient capacity in the common pool.



Fuel removal gantry diagram (bird's eye view)

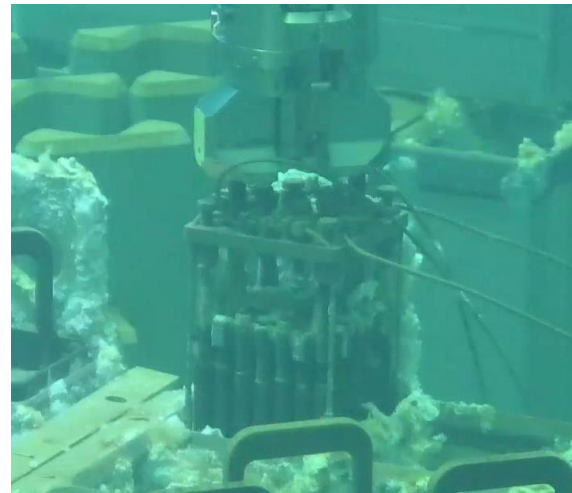
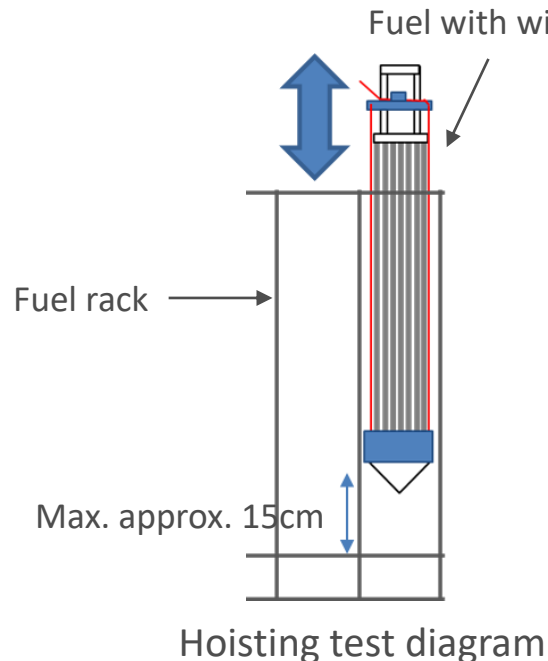


Fuel handling machine inside the fuel removal gantry
(photographed on September 8, 2025)

2. Hoisting test of wire-repaired fuel at Unit 2

- In the Unit 2 spent fuel pool there is a fuel assembly that has been repaired with a wire that has been in storage since the 1980s. ※¹
- No abnormalities were observed during the underwater camera inspection of the upper part of the fuel. Corrosion testing using wire of the same specification, conducted in consideration of the seawater injection during the accident, confirmed sufficient wire strength. However, because special measures would be required if wire slackening or other issues were to occur during lifting, a lifting test was planned in advance to confirm that the fuel could be lifted without any problems.
- A lifting test was conducted on August 18, 2026, confirming that there were no abnormalities such as wire slack and that the fuel could be lifted without any issues.
- Based on the test results, equipment will be prepared to safely transport the fuel to the transport cask, and the fuel will be removed last after all other fuel has been retrieved.

※¹: See page 4 for details.



Being lifted approximately 15 cm
(Photographed on August 18, 2026)



Upper section after the test
(Photographed on August 18, 2026)

3. Unit 2 Upcoming schedule for fuel removal

- Fuel removal from Unit 2 commenced in June 2026, with completion targeted within FY2028.
- To accelerate fuel removal and achieve earlier risk reduction, the timing of equipment inspections and the schedule for securing available capacity in the common pool were reviewed.
- Fuel removal is scheduled to be suspended for approximately six months to accommodate equipment inspections and the securing of available capacity in the common pool, with operations expected to resume around spring 2027.
- We will continue to carry out operations with the highest priority on safety.

Partially revised from the meeting materials on May 28, 2026

At the start of fuel removal	FY2026								FY2027		FY2028	
	Jun.	Jul.	Aug.	Sep.	Oct.	Nov.	Dec.	Q4	First half	Second half	First half	Second half
Unit 2 Fuel removal	▼ Fuel removal commenced on June 2, 2026											
Unit 2 Facility inspections												
Common pool Securing available capacity/facility inspections												

Securing available capacity

After Revision ※	FY2026								FY2027		FY2028	
	Jun.	Jul.	Aug.	Sep.	Oct.	Nov.	Dec.	Q4	First half	Second half	First half	Second half
Unit 2 Fuel removal	▼ Fuel removal commenced on Jun 2, 2026											
Unit 2 Facility inspections												
Common pool Securing available capacity/facility inspections												

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※ Changes may be made in accordance with schedule progress.

※ The schedule includes preparation and cleanup periods.

Securing available capacity

【Reference】 Integrity-compromised fuel stored at Unit 2

Reprinted from the reference materials (Announced on July 2, 2020)

TEPCO

(Fuel repaired with a wire)

- In 1981, this fuel assembly was dropped when it was being handled inside the Unit 2 SFP. As a result, the bottom end plug of the joined fuel rods*1 was damaged and cannot be used for hoisting. The following year, this fuel assembly was wrapped together with a wire to enable it to be handled with a fuel handling machine. It has remained in storage ever since. A visual inspection of the aforementioned fuel assembly has confirmed that cladding tube seal integrity has not been compromised.
- During this investigation, the upper portion of the aforementioned fuel assembly was examined and a submersible ROV was used to search for any breaks in the wire used to make the repair or loose securing jigs. None of the above was found.
- Methods for handling the aforementioned fuel assembly will be deliberated after the results of the corrosion test currently being implemented on the wire used for the repair have been obtained, and prior to handling the fuel, a hoisting test will be implemented to confirm that the fuel assembly can be hoisted.

*1: This is a normal fuel rod, but the bottom end plug bolt has been cut off and the fuel rod has been joined with the bottom tie plate. When hoisting the fuel assembly, this is the part that supports the weight of the fuel assembly. There are eight joined fuel rods in one fuel assembly.

*2: The bottom of the fuel rod that is welded to the cladding tube, which is a metal tube in which the fuel pellets are located.

(Other integrity-compromised fuel)

- In the Unit 2 SFP there is also a fuel assembly that is leaking fuel due to a pinhole in one of the cladding tubes, and a fuel assembly that has a deformed bottom tie plate. Both of these fuel assemblies were in this state prior to the accident, and both can be handled with the fuel handling machine in the same manner as other intact fuel.

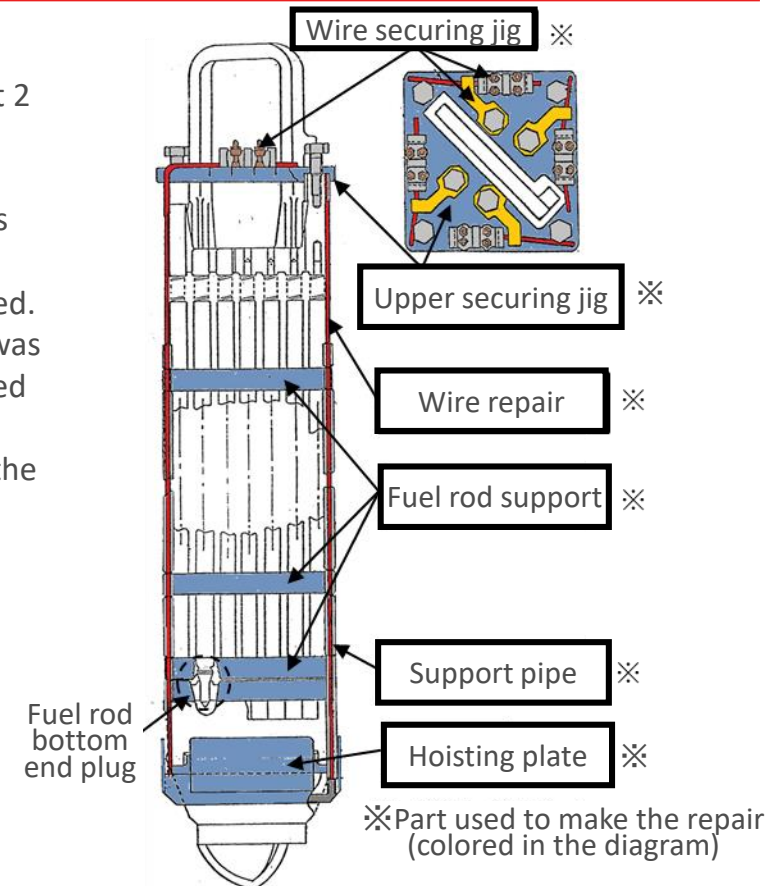


Diagram of the fuel repaired with a wire



Photo of the top of the fuel repaired with a wire