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TONY ROULSTONE

Professor, Department of Engineering, University of Cambridge

Engineering factors that drive SMR economics

The United Kingdom is considering whether to build a series of SMRs after the current 16 GW large reactor program to increase the nuclear share of electricity and cut carbon emissions.

While SMRs may be easier to finance than their larger cousins they face a strong economic headwind. Initially SMRs will cost more.

Tony Roulstone discusses the key factors and numbers which will drive the design of a program of SMR build to achieve competitive economics in the UK. Also, these numbers will be key to changing the prospects of nuclear everywhere.

Bio

Tony Roulstone established and teaches on the Nuclear Energy masters programme at the University of Cambridge, with research interests in the economics and safety of nuclear power. He is a visiting Professor of Nuclear Engineering at City University in Hong Kong.

He received his degree from the University of Cambridge and has spent much of his career in the nuclear and aerospace industries, starting with UKAEA working on fast reactor systems and including 20 years at Rolls-Royce where he became Managing Director of the Nuclear Group in 1992. Also, he was the Rolls-Royce Nuclear Director of Engineering and Projects when the Vanguard nuclear submarines were being delivered. He has held senior roles both in aero-space engineering and corporate transformation within Rolls-Royce plc.

He provides consultancy widely in the engineering, technology and services sectors and has completed several policy studies on small modular reactors, on business enterprise and on large-scale procurement.

He is a Fellow of the Institution of Mechanical Engineers, a Member of the Nuclear Institute, the Nuclear Industry Association and is a member of the Board of the UK Advanced Manufacturing Institute.

Carnegie Mellon University

Center for Climate and Energy Decision Making Seminars



19 April 2016
10:30am-11:30am EDT

Wean Hall 3701
Carnegie Mellon University

Coffee and Refreshments will be served at 10:15am. Seminar is presented under the auspices of CEDM and the department of Engineering and Public Policy.

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