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Yucca Mt. Coll.

UNIVERSITY OF NEVADA, RENO



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DOE EIS SCOPING MEETING PUBLIC  
HEARING 10-11-95 at Linthicum,  
Maryland

DLM Yucca Mountain  
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1 U.S. DEPARTMENT OF ENERGY ENVIRONMENTAL IMPACT  
2 STATEMENT SCOPING MEETING  
3 PUBLIC HEARING

4 OCTOBER 11, 1995 EVENING SESSION  
5 MARITIME INSTITUTE OF TECHNOLOGY AND GRADUATE STUDIES,  
6 5700 HAMMONDS FERRY ROAD, LINTHICUM, MARYLAND

7  
8 The public hearing was held on the 11th day  
9 of October, 1995, commencing at 6:15 p.m., before Linda  
10 A. Crockett, Notary Public.

11 APPEARANCES

12 FACILITATORS:

13 KEITH JULIAN

14 CATHERINE TICE

15 U.S. DEPARTMENT OF ENERGY:

16 WENDY DIXON

17 JEAN YOUNKER

18 BILL FREELAND

19 TED DOERR

20 STEVE MAHERAS

21 Reported By: Linda A. Crockett

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## 1 THE PROCEEDINGS

2 (MEETING IN PROGRESS)

## 3 QUESTION AND ANSWER PERIOD:

4 FACILITATOR KEITH JULIAN: We're now ready  
5 for the first question. If you'll raise your hand and  
6 I'll acknowledge you and you can come up to the  
7 microphone. Yes, ma'am.

8 CINDY FOLKERS: My name is Cindy Folkers.  
9 I'm a resident of Alexandria, Virginia. I believe it  
10 was in October 1994 of last year they discovered tritium  
11 deposits below where the planned repository is being  
12 planned to be put. I just wondered what the result of  
13 any studies dealing with that are?

14 WENDY DIXON: Jean, do you want to take it?

15 JEAN YOUNKER: You can.

16 WENDY DIXON: I guess I need to start off by  
17 saying there was some tritium found in a hole called  
18 UZ16. It's not in the repository itself, so that's not  
19 true, but it is in that general area of the repository.

20 The testing that's been done to date to age  
21 date the groundwater in that hole indicates that the

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1 groundwater is approximately 5,000 years old. Tritium  
2 has, as you know, a fairly short half life; it's about  
3 12.3 years, which indicates that we need to have a  
4 better understanding as to why that tritium is actually  
5 there, and there are several potential possibilities for  
6 that and we don't have an answer to why right now.

7 We are adjacent to the Nevada Test Site. We  
8 use some of their equipment and our efforts, our  
9 drilling program, and one of the things we need to  
10 understand with respect to that tritium is whether or  
11 not it got there from contamination from a piece of  
12 equipment that we brought into the site when we drilled  
13 the hole, or if it was picked up through one of the labs  
14 that was used through the analyses. It's an important  
15 question. We're trying to get an answer and we don't  
16 have one at this time, but we are looking at the  
17 possibilities.

18 JEAN YOUNKER: I can tell you what we'll do  
19 in terms of trying to understand it, if it could  
20 possibly mean that water travels down deep into the  
21 rocks at Yucca Mountain fairly rapidly because that

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1 would be important to us to understand how the waste  
2 would ever travel if it ever got picked up by the water,  
3 and the way we do that is with some computer model  
4 approaches, and we have some right now that are focused  
5 on some of these examples or observations of tritium at  
6 depth, and there are ways that, given that we understand  
7 how the hydrology of Yucca Mountain works, there are  
8 ways that we can begin to understand and explain how it  
9 would be that deep and what it would be, if it's that  
10 rather than the contamination that Wendy just mentioned,  
11 it would mean that sometimes you do get very localized  
12 rapid influx of water into the deeper rocks at Yucca  
13 Mountain, and there are reasons why that may be a  
14 reasonable explanation. Our models can be adjusted in a  
15 way that they would accommodate that happening.

16 As Wendy said, it's in progress and there's  
17 other pieces of information that kind of need to be  
18 looked at to see whether they support that kind of an  
19 answer.

20 FACILITATOR KEITH JULIAN: Yes, ma'am.

21 MARY OLSON: Mary Olson, Nuclear Information

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1 and Resource Service. This presentation raised a new  
2 question for me. A three mile perimeter to the site  
3 boundary when we are dealing with things like reactor  
4 sites we talk about standards applying at the gate, so  
5 does this mean that radiological protection standards  
6 for the Yucca Mountain Repository, is the three mile  
7 perimeter the gate in this case?

8 WENDY DIXON: I guess the corollary would be  
9 the three mile perimeter is the gate, wherever your site  
10 stops.

11 MARY OLSON: Three mile radius?

12 WENDY DIXON: Exactly.

13 MARY OLSON: So anything within that area  
14 there is basically no standard?

15 WENDY DIXON: I'm not sure we're speaking the  
16 same language. Did you understand the question better,  
17 Ted?

18 TED DOERR: Let me start off and I think Jean  
19 can shed some light on this. The three mile to the  
20 accessible boundary is identified as such. Accessible  
21 environment is identified in NRC (Nuclear Regulatory

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1 Commission) regulations. In the three miles is  
2 designated as the extent, or quote, "for assessing the  
3 performance of the repository over long periods of  
4 time."

5 There's a location where it would be used as  
6 a source term to determine what might be the  
7 consequences to humans from that -- from a dose from  
8 that location. That's not to say that the performance  
9 assessments, as Jean is going to undoubtedly elaborate  
10 on are not looking beyond that three miles or the  
11 equivalence of what you are providing, the gate or the  
12 fence line, we're looking beyond that.

13 JEAN YOUNKER: Yes, I don't understand or I'm  
14 not an expert on how they do the calculations for  
15 reactor sites and I thought maybe you were going to  
16 comment on that, Ted. Because I think the way you look  
17 at the compliance for worker safety and for public  
18 safety during the operational period, I think probably  
19 there's another answer. I'm not sure on this because  
20 it's not my field of expertise, but what Ted said is  
21 true from the standpoint of looking at the long term

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1 safety of the repository, you would look beyond the five  
2 mile limit, and in fact, the kinds of modeling that's  
3 being done will be all of the way out to where there  
4 would be a population predicted to live in the future.

5 Getting back to where your controlled  
6 boundary is I think is what she's getting at.

7 MARY OLSON: Yes. In theory with a reactor  
8 site, that's where your public dose load starts.

9 TED DOERR: You're talking in terms of the  
10 publically maximally exposed individual, is that what  
11 you're getting at?

12 MARY OLSON: Aren't we getting now into the  
13 realm of a radiation standard that you really can't  
14 apply when you're talking about the ground? As  
15 construed by the NAS (National Academy of Science) we're  
16 talking about the average of an average of a least an  
17 average, so I don't know who we're protecting.

18 WENDY DIXON: In common terms, if you had the  
19 definition of a repository site which would include the  
20 footprint for the repository, whatever size that happens  
21 to be, and that's tied to your thermal load analysis and

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1 your surface facilities, and from your site, however you  
2 define your site, you go three miles out. I don't know  
3 if that makes it any clearer.

4 FACILITATOR KEITH JULIAN: Good questions.  
5 We're getting some good questions tonight. Don't be  
6 shy. That's all?

7 MARY OLSON: I've got more.

8 FACILITATOR KEITH JULIAN: You're welcome,  
9 Ms. Olson. Please ask them again.

10 MARY OLSON: Mary Olson, Nuclear Information  
11 and Resource Service. The routes and the fact that  
12 there is state participation potentially in the  
13 determination of those routes is very interesting. I  
14 don't know if you can give an answer to this question,  
15 but I'm curious about who in the states, and it might be  
16 different state to state, but which departments in the  
17 state get involved in that and what part of the deal we  
18 as ultimately involved in setting a route, kind of  
19 several questions connected here. Who is informed,  
20 whose jurisdiction is it there for.

21 WENDY DIXON: I'll start it out and pass it

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1 over to Steve Maheras, our transportation expert. DOE  
2 (Department Of Energy) does not have a say in a state  
3 selecting a preferred route. We do not get in the  
4 middle of that business. The Department of  
5 Transportation has regulations that it sets up for the  
6 safe transport of spent fuel and high level nuclear  
7 waste, but the Department of Transportation recognizes  
8 that states are most familiar with the peculiarities of  
9 the transportation system within their own state, and  
10 hence, there is obviously the potential that the state  
11 might feel that one or another alternative  
12 transportation routes are better for its purposes, so as  
13 such, the DOT (Department of Transportation) sets up  
14 guidelines to make sure that what the state does is in  
15 fact at least equal to the DOT designated routes.

16 So the state has to go in and basically state  
17 what a preferred route is, show that it can meet the  
18 guidelines, but before the state can do that the DOT  
19 (Department of Transportation) regulations require that  
20 a state communicate prior to that time with the local  
21 entities, the local governments along those corridors so

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1 that no one is surprised within the state when a route  
2 is sent to DOT (Department of Transportation) for  
3 approval. But it's the state that has to do that  
4 interface with the local communities along those routes.

5 MARY OLSON: So if there is no state  
6 designated preferred route it's DOT (Department of  
7 Transportation) that establishes the route and DOE  
8 (Department of Energy) just says driver go?

9 WENDY DIXON: Those regulations are DOT  
10 (Department of Transportation) regulations, not DOE  
11 regulations.

12 MARY OLSON: If there's a pick who decides?

13 STEVE MAHERAS: If the state has not  
14 designated a preferred route then the interstates are  
15 used.

16 MARY OLSON: But there are some states where  
17 there is going to be some options here, so I'm just  
18 trying to figure out who makes that decision where that  
19 truck goes.

20 STEVE MAHERAS: That decision operationally  
21 speaking to go from point A to point B is made at the



1 time of the shipment and it considers things like the  
2 weather, detours, closures of roads, et cetera, and that  
3 decision has to comply with the DOT (Department of  
4 Transportation) regs.

5 MARY OLSON: But who decides?

6 WENDY DIXON: It's the DOT (Department of  
7 Transportation) designated routes unless the state comes  
8 in, goes to the DOT (Department of Transportation) and  
9 gets an approval for a preferred alternative route. It  
10 starts out with the DOT (Department of Transportation),  
11 the state can come in with something and get approval  
12 from the Department of Transportation.

13 MARY OLSON: Maybe it's completely determined  
14 and DOT (Department of Transportation) only gives you  
15 one choice in every state?

16 WENDY DIXON: No, no, that's not what we just  
17 said.

18 MARY OLSON: I'm trying to figure out, the  
19 truck is heading out of the parking lot, who told it  
20 where to go?

21 WENDY DIXON: Right now if the state says

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1 absolutely nothing, then the routing out will occur as  
2 tied to the DOT (Department of Transportation)  
3 regulation that says you get from where the source is to  
4 the nearest interstate and you stay on that interstate  
5 until you can go no further on that interstate to get  
6 where you need to go, then you take the shortest  
7 distance between two points, the shortest highway, if  
8 that's what it amounts to, to get where you need to  
9 bring that spent nuclear fuel or high level radioactive  
10 waste.

11 MARY OLSON: So the driver gets to make those  
12 calls?

13 STEVE MAHERAS: It's the carrier except the  
14 carrier has got to have the route approved by the NRC  
15 (Nuclear Regulatory Commission) from the security  
16 aspects, and in addition, the carrier has also got to  
17 file a route plan and everything has got to be approved  
18 and okayed. The NRC (Nuclear Regulatory Commission)  
19 doesn't approve a route plan that does not have  
20 compliance with DOT (Department of Transportation) rules  
21 built into it.

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1 MARY OLSON: Is this going to be like a  
2 traffic controller job at some point with 15,000 plus  
3 shipments?

4 WENDY DIXON: There's tracking systems set up  
5 to track this material and they're fairly sophisticated.

6 STEVE MAHERAS: Satellites and the whole  
7 business.

8 MARY OLSON: Can I ask another one?

9 FACILITATOR KEITH JULIAN: Is there anyone  
10 else who would like to ask a question? Go ahead,  
11 Ms. Olson.

12 MARY OLSON: I've heard a number of different  
13 projections for rates of accidents and incidents that  
14 are floating around out there like crazy, and I've also  
15 heard, at least from a DOE (Department of Energy)  
16 meeting early on in the system's architecture process a  
17 projection on the number of possible catastrophic  
18 accidents that would be expected in this whole program.

19 I'm wondering if you could either share those  
20 numbers tonight or at least reference the numbers that  
21 you guys are going to use in making any kind of analysis

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1 of impacts from accidents?

2 STEVE MAHERAS: What kinds of accidents,  
3 transportation accidents or facility accidents?

4 MARY OLSON: Actually, I'm interested in  
5 both, but I was thinking specifically of transportation  
6 accidents.

7 STEVE MAHERAS: On the transportation  
8 accidents the database that will be used is a  
9 compilation of data prepared by Oak Ridge National  
10 Laboratory, and that goes through and estimates five  
11 years or so of state specific data, so for the distance  
12 traveled within a given state we plan to use state  
13 specific data for that particular state. That's the  
14 source of the information.

15 MARY OLSON: And do you guys have a ballpark  
16 on the number of catastrophic accidents that are to be  
17 expected?

18 STEVE MAHERAS: No, I don't. That's got to  
19 wait for the DEIS (Draft Environmental Impact Statement)  
20 work.

21 WENDY DIXON: I guess I'm somewhat concerned

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1 that there's a communication problem here. You're  
2 talking a catastrophic accident and I don't think anyone  
3 here can predict that there can even be a catastrophic  
4 accident from the shipment of spent nuclear fuel and  
5 high level radioactive waste.

6 These containers that they're put into are  
7 very very robust, and for them to be used they have to  
8 be certified by the Nuclear Regulatory Commission and  
9 for them to receive the certification from the NRC  
10 (Nuclear Regulatory Commission) they have to be shown  
11 that their design and construction can withstand a lot  
12 of very serious incidents or accident scenarios. We're  
13 talking about drop tests from high distances, engulfing  
14 with flames, submersion in water.

15 The reason these standards are as high as  
16 they are is that if there is an accident they want to  
17 make sure that the radioactive materials with, that the  
18 NRC certified casks stay stay within that cask and they  
19 don't get out and cause what you're calling a  
20 catastrophic event.

21 MARY OLSON: Has Mr. Dreyfus determined

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1 whether there will be full scale physical test of MPC  
2 (Multi-purpose canister) if the DOE builds it?

3 WENDY DIXON: That decision has not yet been  
4 made at this time.

5 MARY OLSON: It has not yet been done on any  
6 casks.

7 STEVE MAHERAS: That's not quite true. They  
8 have done cask testing up to full scale at SNL (Sandia  
9 National Laboratories) so it is the case that they have  
10 done scale testing. Full scale cask testing has been  
11 done on casks before.

12 MARY OLSON: I would love the references on  
13 that.

14 STEVE MAHERAS: I've seen the films.

15 WENDY DIXON: We'll get you that information.

16 MARY OLSON: Those weren't tests.

17 FACILITATOR KEITH JULIAN: And the second  
18 part of your question about facility accidents?

19 MARY OLSON: What's the basis of projections  
20 for facility accidents?

21 WENDY DIXON: We're looking for input. We



1 haven't figured out all of the details for everything  
2 that's going to go into this Environmental Impact  
3 Statement. When you do accident scenarios you need to  
4 look at things that are reasonably foreseeable and not  
5 come up with things that are outside of the bounds of  
6 reason.

7 We need to look at things that could have a  
8 high consequence but a very low probability of taking  
9 place, and we need to bound them as well with things  
10 that have a high probability but a very low consequence.  
11 So the EIS (Environmental Impact Statement) needs to ban  
12 potential impact that can occur both during the  
13 transportation of the material itself as well as during  
14 the course of its handling at the facility.

15 TED DOERR: From an accident scenario basis,  
16 as Wendy pointed out, they will be looking at high  
17 probability, low consequence sequence; low probability,  
18 high consequence accidents evaluated and then a bounding  
19 accident will also be evaluated within the EIS, and what  
20 the initiating events are I don't know at this time  
21 simply because we're entering into those kinds of

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1 evaluations to start the analysis for the EIS  
2 (Environmental Impact Statement.)

3 MARY OLSON: If I may have one last question?

4 FACILITATOR KEITH JULIAN: Go ahead.

5 MARY OLSON: Jumping to a different thought  
6 process now. It was explained to me some time ago about  
7 a technical determination called the drop, which is the  
8 day when the fuel assemblies and the rods all sort of  
9 drop in whatever container figuration they are in, and  
10 this was explained to me by an engineer who figured this  
11 was thousands of years out in the future and was  
12 thinking about criticality and concerns about placement  
13 of waste.

14 There's a lot of evidence that storage in  
15 casks and canisters today is causing embrittlement of  
16 fuel clouting, and that this alleged drop may in fact  
17 occur in some cases before the fuel is even in place.  
18 And I want to know whether that affects your  
19 considerations of that repository design or not?

20 JEAN YOUNKER: I'm certainly not an expert in  
21 this area, but I can tell you the little bit that I do

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1 know about it, and that is in terms of the way the MPC  
2 (multi-purpose canister) would be designed as well as  
3 the way it would function if it becomes a waste form for  
4 disposal at the repository, they are looking very hard  
5 at what kinds of internal configurations have to be  
6 maintained in order to meet the NRCs creditability  
7 requirements.

8           So I think from the standpoint of whether,  
9 like I know I've heard discussions about whether,  
10 depending on now the initial MPCs are constructed, we  
11 might even end up in a situation where we would have a  
12 facility at the repository to open them and add  
13 something to them to make sure that the internals would  
14 have a longer lasting potential than they would have for  
15 the usage as a storage container. So those kinds of  
16 things are being considered, being looked at.

17           MARY OLSON: Has the work at Los Alamos by  
18 Bowman affected that?

19           JEAN YOUNKER: I think certainly from a  
20 performance assessment perspective, which is where I do  
21 have some knowledge, when you start looking at scenarios

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1 in the long term and say what would happen if one  
2 individual waste package did somehow rearrange itself in  
3 such a way that you could have one of those criticality  
4 events like what the people at Los Alamos have  
5 speculated. We are certainly going to look at that and  
6 that will be evaluated as one of our scenarios that we  
7 have to look at to say how would could that change the  
8 safety of the overall system, so from a performance  
9 assessment perspective we have to look at that.

10 MARY OLSON: An exploding repository might  
11 have a different isolation capacity.

12 JEAN YOUNKER: A local criticality of the  
13 kind that they are talking about isn't an explosion in  
14 any sense of the word.

15 WENDY DIXON: I'd like to add to Jean's  
16 comments. The scientific community comes up with a lot  
17 of different opinions and we take these different  
18 opinions very seriously, and we need take a look at  
19 them. The Bowman theory, they did not understand in  
20 their calculations the hydrology of the site, the  
21 geology of the site, the design of the repository, or

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1 the waste package, and those are all important things  
2 for one to understand when one comes up with a model  
3 that gives you a conclusion at the end.

4 So this was a theory, but it was based on  
5 assumptions that are not appropriate to Yucca Mountain.  
6 And that is a major issue. That report has gone through  
7 three internal LANL (Los Alamos National Laboratory)  
8 reviews that disagree with Bowman's conclusions. It's  
9 gone to the National Academy of Science for review and  
10 they don't conclude Bowman's conclusions were correct.

11 The probability or the potential of a  
12 repository exploding from our analyses and those who  
13 have looked at it is impossible. The probability or  
14 potentiality of one waste package going critical and not  
15 effecting any other waste package because of the spacing  
16 between these waste packages and the need for water for  
17 criticality to take place was, as I recall, the  
18 potential of one happening in between, what is it,  
19 10,000 and 100,000 years, and that even if one, as Jean  
20 did indicate, went critical it couldn't affect any of  
21 the other waste packages around it because of the space

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1 issue.

2 When you come up with a theory, and I think  
3 theories are good and they need to be explored, and the  
4 scientific process on this will continue, you do need to  
5 take a look at the assumptions that were used in that  
6 theory to make a determination as to whether or not they  
7 were, in fact, appropriate or are appropriate for this  
8 site and the conditions that you're facing in reality.

9 MARY OLSON: Yes, all assumptions need to be  
10 looked at. Thank You.

11 FACILITATOR KEITH JULIAN: The gentleman in  
12 the short-sleeved shirt.

13 RICHARD FARLEY: Good evening, my name is  
14 Richard Farley. I live in Frostburg, Maryland. I just  
15 have a couple of scoping questions. In the EIS  
16 (Environmental Impact Statement) description it lists  
17 socioeconomic factors as being among those things which  
18 you're going to consider. Can you define that a little  
19 bit, what that means to you, socioeconomic factors?

20 TED DOERR: For purposes of the EIS  
21 socioeconomic generally deal with attributes such as

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1 employment, housing at times, if that's appropriate,  
2 attributes of that nature, also with socioeconomics  
3 there will be evaluations related to environmental  
4 justice.

5 RICHARD FARLEY: To what?

6 TED DOERR: Environmental justice which is  
7 one of the executive orders that has come down over the  
8 last couple of years which evaluates the equity of  
9 potential consequences to minority and low income  
10 populations.

11 RICHARD FARLEY: I'll stay within my time  
12 limit. I just want it focus in here. I've been around  
13 the bend on this before. I'll give you a little  
14 scenario and see how you can tell me if this is going to  
15 be addressed. I'm particularly interested in the  
16 transportation routing issues and that is something that  
17 you're studying as part of the EIS (Environmental Impact  
18 Statement) process.

19 I'm just a lucky guy living along Interstate  
20 68, and back in 1986 I was living near the Great Smoky  
21 Mountains National Park when DOE went around with 11

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1 eastern potentially acceptable dump sites process and I  
2 was a co-director of a citizens grass roots group there  
3 called Save the Mountains, and we had quite an event  
4 going on down there, and one of the things that we did,  
5 and this was interesting, we were able to get Senator  
6 Helms to call President Reagan to ask to stop the  
7 process after our Governor Joe Martin, who was a  
8 chemistry professor who had opened up our hearings,  
9 because we didn't take a nuclear stance on this issue.

10 What we learned was that when the Tennessee  
11 Governor's Office studied the possibilities of having  
12 the temporary repository at Oak Ridge, which was part of  
13 one of the scenarios they were looking at, they did a  
14 tourism analysis and they saw that when they did surveys  
15 of U.S. travel data centers that people who were  
16 surveyed who were vacationing in the area or traveling  
17 through, they found a huge percentage of those people  
18 would alter their routes or whatever if they knew there  
19 was a nuclear facility there or that high level  
20 radioactive waste was coming through regularly.

21 They applied the numbers to the regional

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1 tourism data and found some pretty alarming numbers.  
2 Again, not having anything to do with the actual safety  
3 or the actual risk, but on the public's perception of  
4 those risks and how it might effect economics and  
5 tourism in the region. So we used the same strategy, in  
6 all honesty, with the Chamber of Commerce with the  
7 people of Ashville and ran the numbers, the same  
8 percentages as the study, through the Ashville Bunkum  
9 (phonetic) County Tourism.

10 Some of you may have been involved in that  
11 process or remember it. And we came up with significant  
12 numbers, and I was with a PR firm and they assigned me  
13 to work with this group to keep the issue focused  
14 because they were concerned about the tourism impact,  
15 again, keeping it completely separate from the  
16 environmental political, which personally has still some  
17 personal concerns.

18 So this issue of the transportation routing  
19 as it moves through the Appalachians, for example, where  
20 tourism is taking over as one of our primary economic  
21 drivers in Western Maryland and West Virginia, my home

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1 state, or other areas where your routing is, would those  
2 kinds of factors be considered anywhere in this process,  
3 i.e., that there's still an adverse public perception or  
4 negative reaction, could this affect us in any way? Do  
5 you understand where I'm headed? Is this going to be  
6 looked at?

7 TED DOERR: Yes. What you're asking is would  
8 that information have an effect related to routing and  
9 what routes are evaluated in the analysis?

10 RICHARD FARLEY: That was good data and  
11 that's what brought the governor's office into the game  
12 in western North Carolina that said, this is the guy who  
13 was very much a supporter of nuke power, for example, so  
14 he jumped political fences, and the people in western  
15 North Carolina said, hey, we don't care what's good or  
16 bad, if the tourists believe this is the problem and  
17 they change their destinations or they change their  
18 situation, and generalizing it to this program, it could  
19 affect whether or not they would develop the new  
20 business or tourism facility, or whether people want to  
21 move to an area there, that's what I guess I'm asking.

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1           WENDY DIXON: I think the question that  
2 you're asking is whether or not the Environmental Impact  
3 Statement will deal with perception of risk?

4           RICHARD FARLEY: Yes.

5           WENDY DIXON: The answer is no, Environment  
6 Impact Statements do not consider perceived risk issues  
7 and that socioeconomic effects have to tie to an effect  
8 with the physical system, the environmental physical  
9 system itself in some manner, shape or form.

10           We have tracked and followed a perceived risk  
11 study, which is what you're talking about, with a great  
12 deal of interest, and in fact, the results of our  
13 tracking these studies have indicated that perceived  
14 risk is a very difficult adventure to get into and that  
15 what people say they're going to do: I'll never go to  
16 Hersey Park again because of Three Mile Island and  
17 tourism is going to die there, what they say they're  
18 going do and what they actually do are two very  
19 different things, so that's a very difficult arena.

20           RICHARD FARLEY: We figured after that  
21 strategy worked in western North Carolina that you guys

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1 would take a very close look at that. It was an honest  
2 strategy. It was based really on the economic potential  
3 impact for the region. It was not interested in banking  
4 on DOE or the nuclear industry's ability to sell the  
5 program.

6 TED DOERR: What occurs is the issue related  
7 to perceived risk becomes a level of speculation that  
8 can't be handled through any analysis, and therefore, is  
9 beyond what an Environmental Impact Statement is meant  
10 to look at.

11 RICHARD FARLEY: Could I ask a couple more?

12 FACILITATOR KEITH JULIAN: Sure, unless there  
13 are others.

14 RICHARD FARLEY: This might be for Steve  
15 since you're the transportation safety lead here. As  
16 you assess the risk of potential routes and mitigation  
17 of those for worse case scenarios, and obviously, you're  
18 having to deal with those, what planning process and  
19 training and consideration process is going to be put in  
20 place over this fairly lengthy period here for public  
21 safety agencies, mostly in Appalachians you're dealing

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1 with volunteer fire departments, rescue squads, HAZMAT,  
2 EMT, already maxed out on training time and volunteer  
3 time, so you see where I'm heading with that. Talk to  
4 me about that.

5           WENDY DIXON: The Nuclear Waste Policy Act  
6 itself recognized that there would be a need to help  
7 support states in emergency management and training and  
8 equipment and whatever was necessary. And in the  
9 Nuclear Waste Policy Act they have a section called  
10 180(c) that defines setting up and providing funds to  
11 states for that very purpose, and in fact, the  
12 Department of Energy has gone out with a notice in the  
13 Federal Register soliciting input from states both in  
14 January and July of this year dealing with what kind of  
15 mechanism is best to put this kind of system in place.

16           What DOE (Department of Energy) would like to  
17 do is provide the funds to the states and have them help  
18 determine what their specific needs are because each  
19 state is going to be at a different level of capability  
20 or need different types of support, and certainly most  
21 of them will need certain amounts of training, but it is

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1 recognized that support is required. It's part of our  
2 legislation, something we're currently working on  
3 developing at this point in time because spent nuclear  
4 fuel and high level radioactive waste is not planned on  
5 being shipped at the earliest, should we get our license  
6 and suitability determinations and Environment Impact  
7 Statement, you're talking about the year 2010, so our  
8 timing of setting up and the timing of the states taking  
9 funds and initiating training programs for local  
10 municipalities or whoever might need them as determined  
11 by the states and wherever the routes might be is very  
12 premature right now.

13 You don't want to start your training program  
14 until you get considerably closer, within three years.

15 RICHARD FARLEY: If I may, when you're doing  
16 the EIS (Environmental Impact Statement) and you're  
17 suggesting perhaps risk Interstate 68 and down in  
18 Cumberland goes right by the Potomac, so it goes across  
19 the bridge and have an accident or the rail center where  
20 CSX comes through, so basically you're talking about the  
21 watershed from Washington D.C.. We like to joke with

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1 our friends, if things get bad, remember, we have your  
2 water. But these are issues also that as you assess  
3 those risks for your EIS the question really becomes, do  
4 we have the infrastructural potential to deal with those  
5 risks or would we need to have some super infrastructure  
6 on some of the more remote areas, some of the higher  
7 risk areas? In other words, when you put out an EIS  
8 (Environmental Impact Statement) you have to have some  
9 sense of whether or not infrastructure is in place or  
10 could be developed or will be developed to deal with  
11 that.

12 TED DOERR: Related to the EIS (Environmental  
13 Impact Statement) in potential evaluation and analyses  
14 there are going to be a sequence of fundamental  
15 assumptions associated with accidents and what might be  
16 the potential consequences associated with accidents  
17 which would include what are some of the assumptions on  
18 capacities or issues related to emergency response.

19 STEVE MAHERAS: Typically in the  
20 transportation assessments we do not take any credit for  
21 emergency response occurring.

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1 RICHARD FARLEY: What do you mean you do not  
2 take any credit?

3 STEVE MAHERAS: We don't reduce the doses to  
4 account for an emergency response action having occurred  
5 in order to provide an upper bound on potential impacts.

6 RICHARD FARLEY: So you assume, for purposes  
7 of your safety analysis, if you have a breach you've got  
8 a breach and you've got to be considering that going in;  
9 is that what you're saying.

10 STEVE MAHERAS: No. I'm saying after the  
11 accident occurs we don't take any credit for the  
12 emergency response folks evacuating people or any other  
13 actions like that.

14 WENDY DIXON: He was agreeing with you.

15 RICHARD FARLEY: I got that, I think.

16 STEVE MAHERAS: Sorry about the jargon.

17 TED DOERR: Within the EIS (Environmental  
18 Impact Statement) there's a section called mitigations,  
19 and mitigations would identify certain actions that  
20 could be taken using Steve's parlance, that would be  
21 given credit for so that the identification of

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1 consequences would be reduced if those mitigations were  
2 put in place.

3 RICHARD FARLEY: One really quick thing.  
4 When you talk about assumptions, give me a citation or  
5 direct me to where the radiological health limitations  
6 or what standards are now in place now as far as  
7 potential exposures and basically certified, what are  
8 safety limits, i.e. for rail workers, other people  
9 there?

10 In fact, I used to be the coordinator of  
11 information of policy and analysis for the Cousteau  
12 Society in a previous life, but one of the issues that  
13 came up at that time was after the reevaluation of the  
14 plutonium yield of one of the Nagasaki bombs, or  
15 whatever, it changed the tumor registry, it dropped all  
16 of the doses down, and if you remember there was a  
17 pretty big fight and while it really affected mostly the  
18 uranium miners and Navajo miners and the nuclear plant  
19 workers who suddenly said, oops, never mind, we've set  
20 the limits by a magnitude of 10 or 50 or something too  
21 high. So that became a kind of an issue as to the IAEA

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1 (International Atomic Energy Agency) was way behind in  
2 their standards. So when you develop your radiologic  
3 exposure limitations, the old what do you call it,  
4 what's healthy is how many chest X-rays is safe, not to  
5 tag you guys with the predecessor philosophies. You all  
6 I know have grown up in a different era, but where do  
7 you footnote when you set a limitation that's acceptable  
8 or whatever for industry, where is that now; what's the  
9 citation?

10 STEVE MAHERAS: As far as transportation goes  
11 the EIS (Environmental Impact Statement) is not going to  
12 set standards. The Department of Transportation sets  
13 standards.

14 RICHARD FARLEY: Who sets the radiation  
15 exposure limits generically? I think, Dr. Younker, do  
16 you know the answer?

17 STEVE MAHERAS: The problem is the answer is  
18 in a variety of places depending on the scenario that  
19 you're talking about. The Department of Transportation  
20 sets exposure type standards on casks and the EPA sets  
21 dose limits for atmospheric effluents out of a stack of

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1 a nuclear facility and the NRC (Nuclear Regulatory  
2 Commission) would also have those kinds of standards  
3 existing and the Department of Energy also has those  
4 kinds of standards. So to answer your question it  
5 depends on the individual case that you're talking  
6 about, where I would point you to in the reference.

7 RICHARD FARLEY: When I want to consider the  
8 human being coming into contact with any of those  
9 scenarios, where is that limit when you have a possible  
10 exposure risk in any of this; what is the baseline that  
11 you use as far as what is currently considered safe and  
12 not safe?

13 STEVE MAHERAS: You mean to convert dose to  
14 cancer risk?

15 RICHARD FARLEY: Who is right now got the  
16 standards you are using for this thought process for  
17 human beings? What are you using as your database or  
18 baseline? I know you probably have a buzz word for it  
19 that I don't know, environmental health limits from  
20 radiation exposure.

21 WENDY DIXON: Steve, you know the answer to

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1 this. I think you guys are dismissing the question  
2 because there are certain standards set up for if you're  
3 a worker with radiological materials on a daily basis  
4 you have one standard. If you're somebody who is not  
5 expected to be exposed to that kind of environment you  
6 have a lower standard, and for these different standards  
7 there's treating required so that you know what to do  
8 and how many hours of exposure you can have if you are a  
9 worker in that area.

10 RICHARD FARLEY: Who codifies that now; where  
11 is that codified in the infrastructure in the DOE?

12 WENDY DIXON: Part of it is codified within  
13 DOE itself, but I'm sure that beyond DOE there's others.

14 STEVE MAHERAS: It's codified by the NRC  
15 (Nuclear Regulatory Commission) and the EPA. It depends  
16 on the case that you're talking about, the specific case  
17 that you're talking about.

18 RICHARD FARLEY: So when you in the EIS  
19 (Environmental Impact Statement) suggest something is  
20 safe you're suggesting that this would be a favorable  
21 alternative, that this would be safer, I guess we'll

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1 have to look at a case and cite specific situations to  
2 understand what your basis of safety was, your  
3 assumptions?

4 TED DOERR: There are exposure limits that  
5 are identified. Unfortunately, because I don't  
6 routinely work with those I cannot point you directly to  
7 that. If I can get your name I'll make two calls and  
8 get back to you.

9 RICHARD FARLEY: That would be helpful. I  
10 worked with some DOE guys trying to get this tumor  
11 registry thing done in '82. It was just a matter that  
12 they were changing the standards and it was very  
13 confusing for everybody, including the folks in the  
14 agency.

15 TED DOERR: For example, air emissions,  
16 there's a different emission level that is permitted  
17 compared to what is the dose limit for water, as a  
18 drinking standard.

19 RICHARD FARLEY: And that's going to be a big  
20 deal.

21 TED DOERR: Let me get back with you in a

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1 couple of minutes.

2 RICHARD FARLEY: Thank you, that would be  
3 helpful.

4 FACILITATOR KEITH JULIAN: We're getting some  
5 excellent questions tonight. Anyone else who hasn't  
6 asked a question? We still have about 15 more minutes?  
7 Ms. Olson, go ahead.

8 MARY OLSON: I just want to ask a clarifying  
9 question based on the last one, and I understand that  
10 you may not have the exact citations, but if I  
11 understand it, the rate of gamma radiation coming off of  
12 a cask on a truck could be high enough to expose members  
13 of the general population, say if they were stuck in a  
14 traffic jam for a couple hours to something that would  
15 range into the range of a chest X-ray or two. What  
16 radiological standards are going to be applied for the  
17 waste during transit; are those NRC (Nuclear Regulatory  
18 Commission) regs?

19 STEVE MAHERAS: No. It's Department of  
20 Transportation regulations found in 49 CFR 173 and some  
21 change, I believe.

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1 MARY OLSON: And is there a relationship that  
2 exists in the federal agencies when you have a standard  
3 that's set by DOT (Department of Transportation) and yet  
4 NRC (Nuclear Regulatory Commission) has promulgated a  
5 limit for what they consider to be a total fuel cycle  
6 exposure from all of commercial nuclear power, I would  
7 assume that radiated fuel from commercial nuclear  
8 facilities comes under that? Is there any kind of  
9 relationship or weaving together of these different  
10 standards that you're aware of?

11 WENDY DIXON: There are for different  
12 purposes. Now, at the DOE (Department of Energy)  
13 facilities, at DOE (Department of Energy) sites, DOE  
14 takes a lot of these various regulations that have been  
15 promulgated by the NRC or the EPA, or whoever it may  
16 happen to be, and then they give us guidance in the name  
17 of things such as the Radcon Manual, the Radiological  
18 Protection Program, and we have such a beast for our  
19 program as well, which I saw a nod there.

20 You know what kind of extensive analysis and  
21 time and energy goes into not only creating how you're

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1 going to implement the requirements that are put down  
2 upon you, but actually implementing them and tracking  
3 all of the information as it relates to what kind of  
4 radiological pieces of equipment or sources or whatever  
5 you might have at the site and the whole nine yards.  
6 Those are very extensive programs. I'm most comfortable  
7 with it from DEO's perspective personally because DOE  
8 (Department of Energy) has taken these various other  
9 regulations and rolled them together in what we  
10 implement and in how you make sure you stay within the  
11 principals allowed, which is the lowest reasonably  
12 achievable at your particular site.

13 MARY OLSON: One last question on this line  
14 of thought. Recently the Department of Energy has put  
15 in a petition to the NRC (Nuclear Regulatory Commission)  
16 to change the allowable limits under accident conditions  
17 at the repository site and I'm wondering what the reason  
18 for that question is, what is the basis; what are you  
19 guys anticipating that you're asking for 50 rem  
20 exposures? You're not familiar with this petition?

21 JEAN YOUNKER: Could you please state that

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1 question again?

2 MARY OLSON: I want to know the basis for why  
3 the Department is seeking a change in the allowable  
4 exposures to the public from accident conditions at the  
5 repository site?

6 JEAN YOUNKER: I think, and I could be wrong  
7 on this but I believe the reason we asked for that  
8 change is because there wasn't a standard provided for  
9 accidental doses in Part 60, which applies to the  
10 repository, so they were asking for that to be added,  
11 not change what's there, but simply to add in for  
12 accidental exposure.

13 MARY OLSON: That's not my reading.

14 JEAN YOUNKER: I don't think there's one  
15 there.

16 MARY OLSON: It's substantially larger than  
17 what was there.

18 FACILITATOR KEITH JULIAN: Any other  
19 questions? We still have another 10 minutes or so in  
20 our scheduled question and answer period. Any other  
21 questions? If there are no other questions at this

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1 point then we will adjourn the meeting for 15 minutes  
2 and recommence at 10 minutes until 8 with the formal  
3 comments period.

4 I know some of you were here just to make  
5 your formal comments and so we will go ahead and begin  
6 that early, but to remind you that there will be  
7 representatives from the Department of Energy here  
8 tonight both in this room and in the exhibit room to  
9 answer any questions that you might have that may come  
10 up, or again, you can submit the questions to any of the  
11 telephone numbers or addresses which were previously  
12 indicated should those come up later.

13 We thank you for your participation in the  
14 question and answer period and we'll now adjourn for 15  
15 minutes. Thank you.

16 (Recess.)

17 PUBLIC COMMENT PERIOD:

18 FACILITATOR CATHERINE TICE: I'm Katherine  
19 Tice. I'll be facilitating this portion of the scoping  
20 meeting tonight. In addition, there are two  
21 representatives of the Department of Energy at the table

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1 here on your left, Jean Younker and speeding down the  
2 center aisle to join her, Mr. Bill Freeland. In  
3 addition, we have a court reporter here at the front of  
4 the room who is recording the meeting this evening.

5 The Yucca Mountain Repository Environment  
6 Impact Statement is being prepared in accordance with a  
7 number of laws and regulations.

8 The first is the Nuclear Waste Policy Act of  
9 1982 and its amendments, and also, importantly, the  
10 National Environmental Policy Act of 1969, which is  
11 commonly known as NEPA, also the Council on  
12 Environmental Quality Regulations that implement  
13 NEPA, and the Department of Energy procedures for  
14 implementing NEPA. The Department of Energy invites  
15 federal, state and local agencies, native American  
16 tribal organizations and all other interested parties to  
17 participate in determining the scope and content of the  
18 Environment Impact Statement.

19 The Nuclear Waste Policy Act directs the  
20 Department of Energy to evaluate the suitability of  
21 Yucca Mountain as a potential site for geologic

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1 repository for the disposal of spent nuclear fuel and  
2 high level radioactive waste.

3 The development of Yucca Mountain as a  
4 repository would constitute a major federal action, and  
5 therefore, under NEPA an Environment Impact Statement  
6 must be prepared.

7 The Nuclear Waste Policy Act also provides  
8 that the Environmental Impact Statement does not have  
9 to consider the need for a repository, the alternatives  
10 to geologic disposal or alternative sites to Yucca  
11 Mountain.

12 The Environmental Impact Statement will,  
13 however, evaluate reasonable implementation alternatives  
14 for the proposed construction, operation and eventual  
15 closure of a repository at Yucca Mountain, as well as  
16 options related to transportation and packaging of spent  
17 nuclear fuel.

18 Your comments here this evening during the  
19 formal comment segment should focus on environmental  
20 issues associated with that proposed action, that being  
21 the construction, operation and closure of a repository

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1 and on reasonable alternatives for implementing the  
2 proposed action.

3 There are other forums to express your  
4 opposition to or support for the project. However, this  
5 is your opportunity to provide constructive input to the  
6 Environmental Impact Statement process.

7 I would like to reiterate one more time that  
8 written comments may be of any length and may be  
9 submitted here this evening to a facilitator or a  
10 Department of Energy representative or by  
11 Mail, toll free telephone, toll free Fax, E mail, or  
12 through the Internet any time between now and the close  
13 of the 120 day scoping period, which is December 5,  
14 1995. You can find the numbers and addresses at the  
15 information table outside of the room.

16 Before we begin I'd like to go through just a  
17 few procedures and ground rules for the session. Again,  
18 tonight's proceeding are being recorded word for word by  
19 a court reporter. The transcript will become a part  
20 of the official record. We ask that you identify  
21 yourself, your organization or affiliation, if any, and

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1 your address before you begin making your comments. We  
2 also ask that you speak slowly and clearly into the  
3 microphone so the Court Reporter can record your  
4 comments accurately.

5 I'd like to ask that you be courteous and  
6 respect the views of others, refrain from side  
7 conversations while comments are being made. This makes  
8 both the commentor and the court reporter's job more  
9 difficult.

10 I'll be calling commentors in the order that  
11 people have registered for this evening's session. I'll  
12 call two names as at a time. The first will be the  
13 current commentor and the second will be the on-deck  
14 commentor. I will ask you to come to the microphone  
15 that's in the middle of the aisle here to make your  
16 comment.

17 If you wish to make an oral comment this  
18 evening and you haven't registered, please do so at any  
19 time as we continue through the meeting this evening.  
20 There is a ten minute time limit for oral comments.  
21 This limit is in effect to ensure that all folks here

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1 this evening get a chance to make a comment. This is a  
2 procedure that has been standard at all of the scoping  
3 meetings across the country. We have a light clock.  
4 It's this gray box that's here on the table. When you  
5 see the yellow light come on you have one minute  
6 remaining. When the red light comes on your time is up  
7 and we ask that you conclude your statement at that  
8 time.

9 I would like to note that we do not have a  
10 large number of commentators tonight. And you have always  
11 the option of being wait-listed for a second ten minute  
12 comment if you wish to do that.

13 Finally, there will be no responses to  
14 comments this evening by Department of  
15 Energy representatives, although all comments will be  
16 noted in the Implementation Plan.

17 Our first two commentators this evening are Ray  
18 Stevens and Peter Leigh. Mr. Stevens.

19 RAY STEVENS: My name is Raymond Stevens.

20 FACILITATOR CATHERINE TICE: Before you start  
21 we can raise that up.

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1 RAY STEVENS: I live at 46 A Ridge Road in  
2 Greenbelt, Maryland. I have a couple of written  
3 comments that some people gave me who were not able to  
4 attend. I'd like to turn them in.

5 FACILITATOR CATHERINE TICE: You can do that  
6 when you finish your comment.

7 RAY STEVENS: Bear with me. I'm just winging  
8 this. I'm speaking as a private citizen, but I'm also a  
9 member of the Board of Directors of Greenbelt Homes,  
10 which is a 1,600 unit cooperative housing project at  
11 Greenbelt, and I'm quite concerned about the possibility  
12 of transporting nuclear waste through our town.

13 The Interstate 95 goes through Greenbelt and  
14 the railroad line from Union Station comes through  
15 Greenbelt, and there are very particular concerns that I  
16 have about this, and I've been through this sort of  
17 process before in New Mexico with the Waste Isolation  
18 Pilot Project, so I'm speaking from that experience, and  
19 I've just pulled out from your hand-out on the summary  
20 and purpose of where you mention the Environmental  
21 Impacts too, and you're talking about natural resources

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1 such as water and air, and I really hope that this  
2 Impact Statement  
3 deals with the fact that every drop of water that hits  
4 the ground anywhere around Washington D.C. or Maryland  
5 goes into the Chesapeake Bay, and if there were to be an  
6 accident or a nuclear spill that was washed down, it  
7 would go into the storm sewers and into the Patuxent  
8 and/or Potomac River and into the Chesapeake Bay, which  
9 has enormous environmental and economic ramifications  
10 for the State of Maryland.

11 And also any air pollution. The air is  
12 polluted badly enough in these highly concentrated urban  
13 areas to not want to add to this. When you  
14 mentioned workers and the public having impacts from  
15 transportation, I'm aware from the Wipp hearings that  
16 these canisters are not totally sealed, that  
17 there is radioactive emissions from these canisters and  
18 we were told at those hearings as long as the  
19 trucks keep moving no one along the way will have any  
20 significant radiation effects, and I'm worried about  
21 what happens when one of these trucks gets stopped on

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1 the Washington Beltway for a couple of hours. Does that  
2 mean that everybody sitting in their car for a couple  
3 hundreds yards around is going to get a chest X-ray  
4 every few minutes?

5 Also I was told at the hearings in New Mexico  
6 that once these shipments keep moving they don't stop  
7 because of this and security reasons, and I really hope  
8 that you will, when you do your Impact Statement, not  
9 make the assumption that all of these trucks are going  
10 to be going down the average interstate on the average  
11 sunny day at 55 miles an hour in average light traffic.

12 If something comes up they will get off the  
13 interstate and go to secondary roads; they will try to  
14 keep moving, and I don't think that we have the road  
15 system to handle trucks, certainly not around our town.  
16 I have seen big trucks have to get off the interstate  
17 and come through Greenbelt trying to get around traffic  
18 jams.

19 The possibility of accidents, I'm not even  
20 going to talk about that. You better really work on  
21 that. The possibility of an accident anywhere around

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1 the whole east coast is incredible, and especially in a  
2 place like, you can talk about Interstate 95 being an  
3 interstate, but it's also the Washington Beltway, and  
4 it's really uncomfortable to consider a lot of trucks  
5 with nuclear waste moving up and down through that area  
6 over a long number of years.

7 The railroad shipments worry me. There's a  
8 rail line that comes through. We've been told that  
9 shipments from the North Anna Plant in  
10 Virginia will probably come up to Union Station and then  
11 be routed out, they said possibly through Silver Spring,  
12 which is somebody else's problem, but there's also a  
13 train line up through Union Station and up through  
14 Greenbelt.

15 This line is used as a commuter line for the  
16 Mark Rail System from Baltimore and it parallels the  
17 Washington Metro. It has railroad crossings that the  
18 vehicle traffic is on the same grade with just little  
19 wooden gates to stop traffic coming both ways. It would  
20 be very dangerous to be running train cars of nuclear  
21 waste on this line. There are houses right up against

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1 the railroad track all of the way up, the bad crossings  
2 and the problems. If there were to be an accident or if  
3 the train should stop, you know, next to the  
4 Greenbelt Metro Station, for instance, how many people  
5 are standing around being affected by the radiation  
6 coming out of this?

7 I think that basically also I want  
8 to stress that I believe that you should most seriously  
9 consider the "no action" alternative, and one of the  
10 things I would like to see your impact statement  
11 reflect is anything you say about the "no action"  
12 alternative is necessarily true, real facts. The  
13 nuclear waste is sitting somewhere. It's been there  
14 for a long time, and you can very accurately assess what  
15 the environmental impact of leaving it sit there, but  
16 the environmental impact of when you start moving it  
17 around is going to be a guessing game, and you're really  
18 going to have to dig into all of the possible  
19 ramifications of moving on different types of highways  
20 in different types of conditions under all sorts of  
21 different situations, and you really need to speak to

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1 that, not just sort of pass it off and say, well,  
2 we will move the radioactive material.

3 I can't imagine that you could honestly come  
4 up with a scenario other than the "no action" scenario  
5 that would be an improvement over that and be in any way  
6 cost effective, because apparently, the tax payers are  
7 going to pick up all of this, which brings me to my  
8 final point I want to bring up because we got this  
9 through the Wipp hearings in New Mexico.

10 We were led to understand that the local  
11 merchants or response people would be responsible if  
12 there were an accident, the local volunteer fire  
13 department, the local police department, the local  
14 hospital emergency room, and we were lead to understand  
15 that if Congress would give them some money they would  
16 probably train these people one time, and this is  
17 nonsense. The personnel of these types of agencies  
18 changes constantly, and it's going to be very costly and  
19 it would be, I feel, the federal government's  
20 responsibility if you're considering doing this to see  
21 that there is an ongoing thorough constant training

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1 program for emergency response. If you do that,  
2 and I don't think that it's fair to put this sort of  
3 thing on a unit such as a local volunteer fire  
4 department, many of whom are better at running bingo  
5 games than most anything else. So that's basically what  
6 I have to say.

7 I really would hope that this impact  
8 statement picks the "no action" alternative against all  
9 other alternatives and really really goes out of its way  
10 to show what the real dangers and the real expenses will  
11 be if you start moving nuclear waste from this area  
12 or any place in the country out to Yucca  
13 Mountain, and I'll let the people from out there  
14 talk about what's wrong with Yucca Mountain.

15 FACILITATOR CATHERINE TICE: If you would  
16 like to submit those to Mr. Freeland now this would be a  
17 good time to do that.

18 BILL FREELAND: For the Court Reporter, we'll  
19 mark these Baltimore Evening Number 7 and 8.

20 (Whereupon, written comments were marked as  
21 Exhibit Numbers 7 and 8 for identification.)

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1 FACILITATOR CATHERINE TICE: Our next  
2 commentor is Peter Leigh and our on deck commentor is  
3 Cindy Folkers.

4 PETER LEIGH: My name is Peter Leigh. I live  
5 in Greenbelt, 33 S Ridge Road. And my first comment is  
6 I'd like to know will there be notification about the  
7 transport of this nuclear material, radioactive  
8 material, when it will be passing through various  
9 regions throughout the country is my first question.

10 My second question and point: Do you feel  
11 that there will be a need for a complete and prepared  
12 full level emergency planning that would be site  
13 specific for estimating the potential environment  
14 impacts in the event of a full scale emergency, and  
15 along with that, will there be some type of trained  
16 response team that will be traveling with the nuclear  
17 transport because, as the gentleman before me mentioned  
18 about local capabilities to handle this type of  
19 emergency is something that is questionable probably to  
20 most people, including myself, so the real issue is,  
21 what type of mobile units will be in place throughout

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1 the entire tour to Nevada that will substantiate the  
2 safety in the event of any type of release, but  
3 particularly, in the case of a major radioactive release  
4 and exposure?

5 Along those lines, the other area of major  
6 concern is the possibility of sabotage. Of course,  
7 overwhelmingly at this point with the climate being for  
8 what it is, unfortunately, we've just had a recent train  
9 wreck that is suspect as being sabotage. We had  
10 Oklahoma City, the World Trade Center. This may be just  
11 the beginning of what we have yet to see, unfortunately,  
12 in the type of climate we live in.

13 So the major concern from my vantage point is  
14 the fact that we're going to have a moving target, that  
15 we're going to move from a defensive position where this  
16 nuclear material happens to lie in a protected area and  
17 now we're going to take it out and move it along  
18 hundreds of miles that will provide a great  
19 opportunities for terrorists, great opportunities, and I  
20 really want that to be put on the record because this is  
21 a, as I see it, a real opportunity for terrorism to

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1 really have manifest its hallmark on the United States.

2           Then along those lines in terms of  
3 ramifications to the local area for which most of the  
4 people will be fully unaware that this is even crossing  
5 their path of their local communities, most of them will  
6 not even be aware that this is occurring before them.  
7 And for those that are aware for these established  
8 routes, what will be the socioeconomic impacts of this  
9 type of revelation for, let's say particularly key  
10 points of transit where if I have a home or a business  
11 in this vicinity will I be subject to devaluation as a  
12 result of having this in my immediate vicinity?

13           And I suppose the last point I want to raise  
14 is, have we looked at other models outside of the ones  
15 that were used and exposed to, other options that may be  
16 explored and are being used in other countries such as  
17 France and other European countries that have a  
18 different option than the one present that we're  
19 discussing? I'm wondering is there any type of  
20 comparative analysis internationally that needs to be  
21 explored before we consider the transport of radioactive

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1 material? I think that's an important consideration.

2 Other than that, I think that's about it.

3 But the real issue for me, again, I want to reemphasize  
4 is the concern that this is a real opportunity for  
5 terrorists actions.

6 BILL FREELAND: Thank you very much for your  
7 comments, Mr. Leigh.

8 FACILITATOR CATHERINE TICE: I'd like to  
9 remind Mr. Leigh and other people who may have come in  
10 after our question and answer session ended that there  
11 are Department of Energy representatives available here  
12 for the rest of the evening to discuss questions with  
13 you, even though our scheduled Q and A is over.

14 Our next commentor is Cindy Folkers and the  
15 on deck commentor is Mary Olson.

16 CINDY FOLKERS: My name is Cindy Folkers. My  
17 address is 11201 Braddock Place, Number 408. I'm a  
18 resident of Alexandria, which will become one of the  
19 transport routes for irradiated fuel rods from reactors,  
20 should the repository at Yucca Mountain be built.

21 I am a student of environmental science at

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1 Johns Hopkins University and a librarian by profession.  
2 Many people, including my senator from  
3 Virginia, are misinformed as to Yucca Mountain status.  
4 It is not the nation's designated permanent repository  
5 for high level radioactive waste. Instead, regulations  
6 stipulate that Yucca Mountain is to be studied to see if  
7 it is even feasible for high level radioactive waste  
8 storage. And Congress limited the search for a  
9 permanent repository by legislating that only Yucca  
10 Mountain was to be studied. In doing so, they took the  
11 power out of the hands of science and the public and  
12 gave DOE a ridiculous task to be completed in an  
13 unfeasible span of time in order to appease nuclear  
14 utilities. Yucca Mountain is to be investigated for its  
15 suitability to hold some of the nation's most  
16 radioactive substances: irradiated fuel rods from  
17 nuclear reactors. If Yucca Mountain had already been  
18 deemed technically feasible, we would not be at this  
19 hearing. The fact that we are here signifies that there  
20 remain many unanswered questions about Yucca Mountain,  
21 and indeed, the whole waste disposal process.

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1 Therefore, its status as the permanent waste  
2 repository is not respective (sic) of the situation.  
3 There are many reasons to reject Yucca Mountain as a  
4 permanent high level radioactive waste repository, and  
5 although thermal loading is one consideration, there are  
6 many other geologic queries which must be answered. The  
7 Yucca Mountain climate is arid, but is characterized by  
8 high-intensity, short-duration rainstorms occurring in  
9 the summer months. This region is currently undergoing  
10 crustal expansion and a natural thermal convection,  
11 which, in part accounts for faulting, active seismicity  
12 and high heat flow which is witnessed by a number of hot  
13 springs in the area. In this brief statement I will  
14 discuss only three of the myriad of geotechnical  
15 concerns surrounding the establishment of this  
16 repository: they are certain mineral formation origins,  
17 faults, and tritium deposits.

18 Questions still remain about certain calcite  
19 opal mineral formations found almost exclusively in and  
20 around the faults at Yucca Mountain. Certain deposits  
21 within these formations required high fluid

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1 temperatures. Such high fluid temperature could only  
2 come from upwelling water, not ambient water from the  
3 surface such as rainwater. This is evidence of a water  
4 solution upwelling from deeper the surface.

5 Why should water entering the planned  
6 repository concern us? Water entry is dangerous for  
7 three reasons: First, it can carry radionuclides out of  
8 the dump and into the environment; second, if enough  
9 water would enter the repository where extremely hot  
10 water was in storage, it would flash point to corrosive  
11 steam, eating away at the waste containers; third,  
12 criticality risks go up. Therefore, EIS (Environmental  
13 Impact Statement) must consider multiple scenarios for a  
14 flooded or wet repository and a full analysis of what  
15 impact these conditions would have on waste isolation,  
16 radiological release, radiation exposure, geologic  
17 stability over time and the list goes on.

18 The faults themselves need further  
19 investigation. Faults often serve as pathways for water  
20 and gas, potentially allowing entrance into and exit  
21 from the repository. These pathways can allow migration

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1 of radionuclides out of the repository via water and  
2 also outward migration of carbon 14 radioactive gas.

3 In addition, earthquakes occur along fault  
4 lines, as was demonstrated in June 1992, when a  
5 magnitude 5.5 quake struck an area 20 kilometers  
6 southeast of Yucca Mountain. The resulting seismic  
7 shock caused one million dollars of damage to a DOE  
8 surface facility on the Nevada Test Site, of which Yucca  
9 Mountain is a part. But earthquake damage is not  
10 limited to the earth's surface. During earthquakes the  
11 ground can slip along the fault lines, causing a shift  
12 in the orientation of rock formations under the surface,  
13 where the repository would be.

14 The result could be a shift in repository  
15 contents and perhaps breach of containment, releasing  
16 radionuclides from irradiated waste. In addition, more  
17 water and gas pathways could open. The planned  
18 repository has two faults which cut right through it.  
19 One, Sundance Fault, was only recently discovered and is  
20 younger than its sister fault, Ghostdance. Ghostdance  
21 Fault is the major fault in a system of faults extending

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1 800 feet over the planned repository surface. In  
2 addition, faults within this zone reach down at least  
3 2500. The repository would reside at less than 2000  
4 feet. Therefore, EIS (Environmental Impact Statement)  
5 should include analysis of all faults, transport models  
6 and earthquake movement to predict release scenarios and  
7 impacts.

8 About one year ago, tritium was discovered in  
9 the tuff at Yucca Mountain. The tuff is the rock  
10 formation in which DOE wants to build the repository.  
11 Tritium is a radioactive isotope that emits beta  
12 radiation. This isotope has a short half-life (12.4  
13 years) and is produced either naturally in very small  
14 concentrations in the atmosphere or anthropogenically by  
15 either detonation of nuclear devices which used tritium  
16 in their ignition mechanisms or in nuclear reactors.  
17 The tritium was discovered at a depth of 1450 feet in  
18 fracture water, some 400 feet below the planned  
19 repository. From the concentration of this tritium and  
20 its short half life we can conclude the following: The  
21 source of the tritium could not be natural atmospheric

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1 processes, as the concentration is too great, therefore,  
2 the source is anthropogenic, (man-made); further, the  
3 only transport mechanism by which tritium could reach  
4 this depth is water.

5 Therefore, the only reasonable conclusion is  
6 that the tritium came from fallout from one of the  
7 nuclear detonations which took place between the late  
8 1940's and 1964, the year of the last above ground  
9 detonation. Even if the tritium came from the first  
10 detonation that still represents a maximum 50-year  
11 travel time to a portion of the tuff which lies below  
12 the planned repository. According to DOE 10CFR960  
13 (Department of Energy) citing guidelines for a  
14 high-level radioactive waste repository, "A site shall  
15 be disqualified if the pre-waste ground water travel  
16 time along the fastest pathway is determined to be less  
17 than 1000 years." Therefore, this site should, in fact,  
18 be disqualified and scoping should focus on the "no  
19 action" alternative only.

20 Finally, Yucca Mountain is not even federal  
21 government land. The Treaty of Ruby Valley, 1853, is a

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1 recognition by the federal government that Yucca  
2 Mountain and the Nevada Test Site is Western Shoshoni  
3 land, as it has always been. Further, when the  
4 government attempted to buy this land from the Western  
5 Shoshoni for the purpose of nuclear bomb testing and  
6 other military endeavors the Shoshoni declined to sell.  
7 The federal government seized the land, irrespective of  
8 this rejection, building the Nevada Test Site and other  
9 war facilities. The money that the federal government  
10 tried to force upon the Western Shoshoni in exchange for  
11 their land sits in escrow. I am ashamed to be  
12 associated with a government that handles Native Peoples  
13 or any peoples in such a non-democratic fashion.

14 Therefore, the EIS (Environmental Impact  
15 Statement) must contrast the impact of the repository in  
16 light of this environmental justice issue. Because of  
17 the above considerations and many more which I will  
18 bring forth in my protracted statement to DOE, I believe  
19 that the only action is the "no action" alternative.  
20 This option would "evaluate termination of site  
21 characterization activities at Yucca Mountain and the

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1 continued accumulation of spent nuclear fuel and high  
2 level radioactive waste would continue to be managed for  
3 the foreseeable future at existing commercial storage  
4 sites and DOE (Department of Energy) facilities located  
5 in 34 states." An opportunity to speak regarding these  
6 issues is the least a democratic society owes its  
7 citizens.

8 To this end, I recommend establishment of an  
9 independent commission comprised of members not beholden  
10 to the nuclear industry. Its purpose: To reevaluate  
11 America's failed and highly undemocratic radioactive  
12 waste policy, and to include in the discussion all those  
13 directly affected by this issue. Thank you for  
14 listening and I hope that the DOE (Department of Energy)  
15 considers my comments and those of my fellow citizens  
16 and taxpayers by incorporating them into any decision  
17 regarding management of irradiated waste.

18 BILL FREELAND: Thank you very much.

19 FACILITATOR CATHERINE TICE: Our next  
20 commentor is Mary Olson. Our on deck commentor is Keith  
21 Jahoda.

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1 MARY OLSON: Mary Olson, Nuclear Information  
2 and Resource Service, 1424 16th Street, Northwest, Suite  
3 601, Washington D.C., a national organization that works  
4 with grass-roots community groups nationwide that are  
5 concerned with commercial nuclear power and its  
6 radioactive waste, and I want to just comment that it's  
7 great there are 15 scoping hearings, but I also want to  
8 note that there has not been a hearing in states such as  
9 Kentucky or Oklahoma or Indiana where people are deeply  
10 concerned about transportation and also do not have  
11 nuclear power. I think they're under represented in  
12 this scope.

13 I do need to acknowledge two key reasons why  
14 I don't think any of us should be here tonight, and then  
15 I'll go into my comments. I know you're going to go  
16 ahead with this process anyway.

17 The first is that for some reason all of us  
18 seem to think that the Nuclear Waste Policy Act is a  
19 law, but the Treaty of Ruby Valley is not, and that's  
20 incorrect, and our government, U.S. Government is in  
21 violation of its own international courts and we have a

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1 problem here, and certainly any of this process needs to  
2 reflect how the agency is intending to justify that  
3 problem and how U.S. Congress is intending to justify  
4 that problem.

5 The second thing is that clearly if we were  
6 doing science on the science of waste isolation this  
7 site would have been rejected in 1992 rather than the  
8 EPA's standards. And again, I understand the problems  
9 with Congress, but I want to note that this is not a  
10 scoping of an honest waste isolation project.

11 The two things I want to focus on are the "no  
12 action" alternative and transportation, but I do have a  
13 few comments on the repository. In terms of "no action"  
14 we call that it be fully developed as an option, not  
15 just treated as a baseline. We need to have that  
16 explored in as great of detail as possible.

17 In terms of transportation it must be  
18 mile-by-mile, route-by-route, no generic analysis. When  
19 I saw a regional analysis in the scoping document I  
20 mistakenly thought that meant any region. It should --  
21 it should not just mean Nevada.

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1 I also believe the scoping document lists a  
2 series of environmental points, and again, I was  
3 mistaken. I thought that those would apply to  
4 transportation as well as to a repository; they should.  
5 In a moment I'll find that list, but I want to proceed  
6 with these comments. I'm identify the page number.

7 Broadly, every radiation exposure carries  
8 additional risk and no individual should have to have  
9 involuntary or undisclosed exposures. One of the key  
10 issues that DOE (Department of Energy) has been trying  
11 to deal with is public trust and confidence, and there  
12 must be full disclosure and a good solid source of  
13 information in this EIS or else that public trust and  
14 confidence will be further degraded.

15 In broadbrush, the things that I would like  
16 to see, and people I work with, is ongoing economic  
17 analysis of all the different projections with full  
18 disclosure of what the economic projections are,  
19 specifically in relation to the waste fund, taxpayer  
20 sources of money, any other sources of funds that would  
21 be used along with each option. And then I'd like to

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1 see an aggregate estimate on all the extra lines, cost  
2 of the program, both repository and transport and "no  
3 action" alternatives. These are impacts that the  
4 program does not pay for itself, and a statement of who  
5 is going to pick up each of these, including health  
6 effects, sterilizing miscarriage, dynamic impacts over  
7 time, non-cancer (sic) and cancer effects, things like  
8 loss of tourism and business, loss of property value,  
9 lack of distributed capital available to local economies  
10 because this whole program perpetuates an industry that  
11 centralizes and stratifies our society. Those are all  
12 externalized costs.

13 We would like to see aggregate costs of the  
14 programs with precise explication of who funds what,  
15 what comes from the waste funds and what comes from the  
16 Department of Defense, what come from other DOE budget  
17 dollars, and what is insurance coverage; is there any  
18 point at which the liability refers to the generators of  
19 this waste, then a waste-payers scenario to cover that  
20 versus a stockholders scenario, and what about the  
21 scenario based on bankruptcies of utilities? Niagara

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1 Mohawk this week threatened to go bankrupt if it doesn't  
2 get its merger, so we need an analysis of the waste fund  
3 in all of this picture based on insufficient enlistment  
4 of utilities.

5           Again, in broadbrush, we need radiological  
6 effects in general at each point along the way, the  
7 loading of the containers at the plant sites, all  
8 transfer points, transportation, the surface storage,  
9 transfers at the repository, any sites along the way in  
10 transportation where a shipment might sit for an  
11 extended period of time, and along with that should  
12 travel review of the history of support and compensation  
13 for those who are affected by radiologic exposure due to  
14 U.S. Government or private industry, and such a review  
15 might cover such groups as uranium miners, TMI victims,  
16 human experimentation victims, just a rundown on what  
17 kind of compensation and support people have had in the  
18 past for radiologic effects. And I think there should  
19 be a full disclosure for the fact that any effects that  
20 are within exposure guidelines are not eligible for  
21 compensation. That has to be clearly stated again and

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1 again for the public that they are signing onto that.

2 Some comments on the repository. Need not  
3 consider does not mean shall not consider, and I think  
4 the Department should take that to heart. There are a  
5 lot of things that should be considered in this EIS  
6 (Environmental Impact Statement). Expanding the total  
7 amount of irradiated fuel that must be dealt with in any  
8 eventuality, no matter what we're going to do with it is  
9 a major federal action, and in terms of the plant, it's  
10 probably a bigger action than digging a hole under Yucca  
11 Mountain. Today we are only about one-third of the  
12 total of the irradiated fuel that is projected in the  
13 number 85,000 metric tons, so your action alternatives  
14 are about allowing the continued production of the rest  
15 of that fuel; that decision deserves a full analysis.

16 Into more sacred ground. We have a  
17 situation, we don't have a radiation standard right now.  
18 We have a recommendation that a standard maybe won't  
19 include a population dose, so I'm not talking about a  
20 standard, and I will put this out in writing, but I want  
21 to quote it out tonight because I think it's very

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1 important that we look at the impact of releases from  
2 the repository at the population level, and that impact  
3 be in the EIS (Environmental Impact Statement,) and I  
4 furthermore invite the EIS (Environmental Impact  
5 Statement) to explicate the controversy on so-called low  
6 dose by reporting all of the dose response models that  
7 are out there from the Wing Report of 1991 in the  
8 Journal of American Medical Association, to John  
9 Goughmann (phonetic) to any of the quote, "accepted  
10 radiation community models," label them accordingly,  
11 indicate whether they are only fatal cancer models or  
12 whether they include other health effects and present  
13 them so that people can see what the full range of the  
14 dialogue and the controversy is. I think it would be  
15 very appropriate for this EIS (Environmental Impact  
16 Statement) to do that.

17 Then we get into the problem of, all of this  
18 is about building a repository, operating a repository  
19 and closing a repository. What if we have a problem  
20 after we close the repository, I think the EIS should  
21 include that. What if there is some event that occurs

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1 in the first hundred years? Who pays for that and what  
2 would it cost? What could be done? I think there  
3 should be at least a couple of scenarios developed on  
4 that basis. And again, if you had to buy a bond today  
5 to cover that cost that's projected say in 2100, a leak  
6 of substantial level that was not anticipated, but still  
7 I'm asking you to anticipate it, so what would have  
8 happened if it happened in 300 or 500 years, what's the  
9 bond that you would have to buy today to cover that, and  
10 who might have to cover that cost.

11 And finally, there seems to be three dumps  
12 proposed for this site. We aren't really covering it  
13 here, but Congress is considering a surface facility,  
14 that should be scoped as part of this repository  
15 eventually, because it will affect this repository.  
16 Secondly, there is every indication that there will have  
17 to be a so-called low level waste dump on this site  
18 because of the number of times decontamination is  
19 mentioned and the number of times alternate waste  
20 streams from cleaning up containers and the  
21 decommissioning of the site itself. There will be

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1 contamination from these processes, so there will be --

2 FACILITATOR CATHERINE TICE: You have one  
3 minute remaining.

4 MARY OLSON: Okay. So finally, I think one  
5 of the key points here is that the concerns about  
6 radiation and the concerns about transportation that  
7 you've heard voiced tonight by concerned citizens, the  
8 fact that it has to be a mile-by-mile analysis, that we  
9 have to look at not only accident possibilities but also  
10 just the cost of routine preparedness, all of that has  
11 to be in the record of decision as to how it's going to  
12 be covered and paid for and who is going to pay for it  
13 on a mile-by-mile route-by-route basis, not a single  
14 paragraph at the end of some report. That has to be all  
15 laid out here.

16 And finally, I want to submit to the panel  
17 tonight some items that include the clipping about the  
18 train wreck. I think people nationally are deeply  
19 concerned about terrorism, especially people in  
20 Oklahoma. And people are becoming so concerned about  
21 the transportation issue locally that they are passing

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1 resolutions opposing the bills that are in Congress, and  
2 I don't have all of the resolutions of communities that  
3 I am aware of, but I have three here tonight that I  
4 would like to submit.

5 FACILITATOR CATHERINE TICE: Thank you. You  
6 can give those to Mr. Freeland, if you wish.

7 BILL FREELAND: For the record, the comments  
8 have been submitted and we'll mark those Number 9.

9 (Whereupon, written comments were marked as  
10 Exhibit Number 9 for identification.)

11 FACILITATOR CATHERINE TICE: Our next  
12 commentor is Keith Jahoda.

13 KEITH JAHODA: I'm Keith Jahoda. I live at  
14 45 C Ridge Road in Greenbelt. I'm here as a citizen. I  
15 was trained as a physicist. I'd like to complement you.  
16 The Maryland DNR has never bothered to ask how to  
17 pronounce my last name. I know that the DOE listens on  
18 some things and I trust you'll do that throughout the  
19 process.

20 As a citizen in Greenbelt I live less than a  
21 mile from an interstate highway, so I'll be focusing on

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1 some issues that surround transportation. I suspect  
2 that the other issues have been covered more heavily in  
3 Nevada.

4 As a physicist, though, I want to share some  
5 observations about problem solving, calculations,  
6 estimates, operations are easy to do for things that are  
7 routine. Calculations and estimates are easy to do for  
8 things that are predicted. Calculations and estimates  
9 are easy to do for things which are easy to imagine. So  
10 the challenge for you as you prepare this Environmental  
11 Impact Statement is be imaginative, be thorough, give  
12 credence to the worst case scenarios. This is  
13 important, even if those things have a small chance of  
14 happening it's important to give a thorough analysis  
15 because when you're evaluating the net impact, a small  
16 probability times a large accident is something that  
17 needs to be considered.

18 And let me just give you an example that  
19 everybody I think will remember. Nine years ago there  
20 was a terrible accident with the space shuttle which had  
21 to do with a simple item having to do with O rings and

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1 their temperature dependence, and I stress the word that  
2 it was simple because everybody found out and citizens  
3 all over the country understood what the problem was  
4 immediately once there had been an investigation and  
5 once the cause of that accident had been determined.  
6 The point is it was a very complicated technical system  
7 that involved many simple parts, and the interaction of  
8 all of those things is admittedly a difficult thing to  
9 foresee, and if people had foreseen this particular  
10 small problem things would have been different on that  
11 occasion.

12 The challenge to you in preparing the Impact  
13 Statement is to be imaginative and don't leave things  
14 out. Maps of the country indicate that the power  
15 plants, and hence, the spent nuclear fuel are  
16 concentrated in areas of the country where there's a  
17 high population density. Yucca Mountain is in an area  
18 where there's a low population density, and this is not  
19 an accident. It means that although Yucca Mountain was  
20 chosen for being attractive from the point of view of  
21 having a low population density, the act of transporting

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1 fuel to that point affects everybody. It affects all of  
2 the people in the population centers through which fuel  
3 has to be transported one way or another. So it is  
4 really a national study that you're setting out to do.

5           When you do this, this national study, you'll  
6 already be considering all of the obvious things like  
7 truck-car interactions, train-car interactions at  
8 various crossings, the possibility of sabotage, the  
9 question of whether these trucks are attractive targets  
10 or not. Here are some other things that might not be  
11 quite so obvious, simple items like bookkeeping. When  
12 you compare the "no action" alternative to any of the  
13 transportation alternatives consider the question of  
14 where -- consider the question of your knowledge of  
15 where all of the spent fuel is, and with that knowledge  
16 on a moment-by-moment basis how you'll be able to  
17 respond to the different kinds of problems if there is  
18 the possibility of sabotage, if there's the possibility  
19 of random accident, if there's the possibility of  
20 transportation accidents, will you have the knowledge of  
21 where everything is in sufficient detail to ensure that

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1 trained personnel are on hand to lead the effort in  
2 taking care of any accident that might happen either in  
3 the "no action" or any of the transportation actions?

4 As you consider the transportation matters  
5 also consider the questions of environmental justice,  
6 and this may take on additional twists beyond the usual  
7 meaning of that. Often people say environmental justice  
8 when they're trying to make the point that undesirable  
9 pieces of the infrastructure are being put in poor  
10 neighborhoods. Well, maybe that's not a traditional  
11 issue for a site in a low population density area like  
12 Yucca Mountain. However, roads and train tracks also  
13 are concentrated in areas which spread the risk out  
14 uniformly across large parts of the country, so that  
15 needs to be considered, and then you get into an  
16 economic issue which is under any of the transportation  
17 schemes, who bears the financial risk of cleaning up  
18 after any potential accidents; is that in fact the tax  
19 payers; is that in fact the rate payers of the  
20 utilities; is that the stock holders of the utilities?  
21 And while I know none of these things have been settled

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1 it's easy to believe that you get a quite different  
2 answer if you follow the "no action" alternative or if  
3 you follow the transportation action.

4 If the material sits near the power plants  
5 where it's created it's much more likely that the  
6 financial obligations created by unforeseen accidents  
7 will fall on either the stockholders or the rate payers.  
8 If the material is being transported as part of a  
9 government disposal problem it's much more likely that  
10 the cost will fall on taxpayers, and this is something  
11 that will come out in an environment opportunity cost.  
12 Suppose there is an accident, suppose there is a need to  
13 invest a lot of money to mitigate and to clean up after  
14 something? And don't doubt for a moment that people  
15 will think that that's a good expenditure and that we  
16 ought to be spending tax-funded dollars on that.  
17 However, in the modern era of limited government  
18 budgets, if we do have the necessity of spending money  
19 in a clean up or mitigation, where will that come from?  
20 Will that be taken out of other environmental projects,  
21 other studies, other clean ups, and what's the

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1 environmental opportunity cost in things that are not  
2 done as a consequence of money that has to be spent on  
3 possible actions associated with this?

4 It's possible that I'm stretching the point  
5 here, but it's related to the point that we aren't  
6 discussing the environmental impact at Yucca Mountain.  
7 We're discussing the environmental impact of a  
8 distributed problem. It's distributed because the power  
9 plants are distributed and because the transportation  
10 network is distributed, and therefore, I think it's  
11 important when you're being imaginative and looking at  
12 the worst case scenarios to be imaginative and look  
13 forward and find out what the financial costs direct and  
14 the environmental opportunity cost is.

15 Thank you for the opportunity to participate.

16 BILL FREELAND: Thank you very much for your  
17 comments.

18 FACILITATOR CATHERINE TICE: Our next  
19 registered commentor this evening is Clara Kuehn.

20 CLARA KUEHN: Thank you very much for the  
21 opportunity to speak to you here tonight.

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1 FACILITATOR CATHERINE TICE: Could we get you  
2 to state your name and address for the record, please,  
3 before you begin?

4 CLARA KUEHN: My name is Clara Kuehn. I'm  
5 also a resident of Greenbelt, Maryland and I'm here as a  
6 private citizen who is concerned. I too was trained as  
7 a physicist. As a matter of fact, the Department of  
8 Energy paid for my Ph.D., and I'm also trained as an  
9 attorney.

10 In determining the scope of the  
11 transportation issues to be addressed in the  
12 Environmental Impact Statement I'm particularly  
13 concerned that the impact for the entire transportation  
14 process from the present site of the waste, where it is  
15 now, to the repository be addressed together. In other  
16 words, that the transportation process not be viewed and  
17 dismissed in fragments. That is, that the whole, the  
18 impact of the trip from the beginning to the end be  
19 analyzed together.

20 I'm also concerned about the level of detail  
21 for the transportation impact studies, and the reason

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1 that I'm concentrating on transportation is, as  
2 Mr. Stevens explained, Greenbelt is at the intersection  
3 of the Capital Beltway and the Parkway, both of which  
4 are major inner cities thoroughfares and are very close  
5 to Interstate 95, and we have the CSX tracks going down  
6 to Union Station from where we are.

7 For a vehicle, both the routine transport and  
8 accident scenarios will probably be analyzed. In  
9 addressing the impacts associated with an accident  
10 scenario it's clear that the quality of the emergency  
11 response, and therefore, the associated environmental  
12 impact and economic impact associated with clean ups  
13 will depend on that emergency response quality, and the  
14 quality of the emergency response depends on in what  
15 jurisdiction the impacted property lies.

16 Where we are, for instance, there is a  
17 patchwork of jurisdiction, federal and state, private  
18 and public. Not simply, for example, if the route ran  
19 down the Baltimore Washington parkway it would be  
20 insufficient to say this land is under the jurisdiction  
21 of the Department of Interior, and therefore, we know

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1 who the response team would be along that route. First  
2 you have to consider the size of the expected space  
3 impact, and then you have to look at the jurisdiction of  
4 the various parcels of property that would be present  
5 within that impacted area, and it's a very complicated  
6 task, but it's important to analyze all of the way along  
7 the route who is in charge because that would really  
8 affect the size of the associated environmental impacts  
9 from an accident.

10 In considering the economic impacts in an  
11 accident scenario the patchwork of ownership and use of  
12 land along particular transportation routes may also  
13 need to be considered in a similar way, and this is  
14 because the economic impact varies with land ownership.  
15 For example, does a publically owned wilderness area  
16 deserve a lesser clean up standard than a privately  
17 owned residential area? That's probably true, and that  
18 means that land ownership along the entire route would  
19 have to be analyzed and be fed back into the accident  
20 scenario. And it's a very complicated task but it's  
21 clear that a fair assessment of significant

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1 environmental impacts would have to consider this in  
2 some detail.

3 And finally, I'm also very concerned about  
4 how cumulative impacts in the transportation analysis  
5 would be handled. This is because the "no action"  
6 alternative has no transportation, therefore, it has a  
7 zero baseline for impact. That means that even the  
8 tiniest impact should all be included in the analysis  
9 and accumulated as one sum before it is decided whether  
10 or not those impacts are significant or not.

11 Lots of times if the alternative, even in "no  
12 action" alternative has some ongoing impact you can  
13 dismiss some of those really small ones, in this case  
14 there is really zero since there is a no transportation.

15 And finally, one other point. I'm concerned  
16 about possible connected actions, and that is, it's  
17 pretty apparent to me that the amount of waste to be  
18 shipped is critical to the evaluation of the  
19 environmental transportation connected impact over the  
20 life of the repository, and it's also clear to me that  
21 the amount of waste that's going to be shipped and that,

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1 therefore, goes right into the amount of impact that you  
2 analyze is going to depend on the fact that Yucca  
3 Mountain opens and that waste can be transported. For  
4 example, in at least one upper mid-western state the  
5 state has said that if the waste isn't shipped off the  
6 reactor site the reactor site will have to shut down.  
7 If you can't ship then you can't continue to generate,  
8 so I hope that the fact that there may be a continued  
9 impact would be considered.

10 And I have one final point, and that is over  
11 the scope of the alternatives that were considered you  
12 identified the rail alternative and the road  
13 alternative, and I would point out that some, at least,  
14 and maybe a lot of the routine impact are going to be  
15 correlated with the amount of time that's actually spent  
16 in transit. And I would also point out that that may be  
17 true for the accidental alternatives, the longer in  
18 transit the more likely an accident. Consequently, I  
19 would think that any kind of rapid transport alternative  
20 would really receive consideration, and in addition, the  
21 impact associated with accidents under all of the

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1 alternative scenarios that you evaluate about accidents  
2 would really be reduced with a transport alternative  
3 that was really safe, so I would think we would be  
4 looking at safe fast modes of transport.

5 So I was very surprised that you didn't  
6 consider the alternative of shipment by air, and the  
7 reason for this I think it really is true that shipping  
8 by air is both faster and safest on a per mile basis,  
9 and I think it's surprising that it wasn't considered.

10 BILL FREELAND: Thank you, Ms. Kuehn.

11 FACILITATOR CATHERINE TICE: Do we have any  
12 other commentors? We do have one person on the  
13 wait-list. However, do we have any person in the  
14 audience who has not made a comment this evening and  
15 would like to make one? Go ahead.

16 RICHARD FARLEY: Thank you. My name is C.  
17 Richard Farley, Jr. I live in Frostburg, Maryland. I'm  
18 going to read a statement that I've put together here.

19 The Yucca Mountain Repository Project and the  
20 associated high level radioactive waste transportation  
21 studies are another in a long history of politically

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alternative procedures that you evaluate about...  
 would really be reduced with a transport alternative...  
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 consider the alternative of shipment by air, and the...  
 reason for this I think it really is that shipping...  
 by air is both faster and safer on a per mile basis...  
 and I think it's surprising that it wasn't considered...  
 BILL SWENLAND: Thank you, Mr. Kuehn...  
 FACILITATOR CATHERINE TIGER: Do we have any...  
 other comments? We do have one person on the...  
 wait-list. However, do we have any person in the...  
 audience who has not made a comment this evening and...  
 would like to make one? Do stand...  
 RICHARD FARLEY: Thank you, my name is G...  
 Richard Farley, Jr., I live in Eastport, Maryland...  
 going to read a statement that I've put together here...  
 The Yucca Mountain Repository Project and its...  
 associated high level radioactive waste transportation...  
 studies are another in a long history of politically...

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1 driven initiatives to shift the responsibilities and the  
2 cost for nuclear policy errors a generation ago to the  
3 American public. In the rush to capitalize on the  
4 military potential and strategic requirements of atomic  
5 weaponry in the late 1940s and 1950s a propaganda  
6 campaign was begun to sell the American public on  
7 so-called peaceful uses of nuclear power with promises  
8 of electrical energy in our homes and business too cheap  
9 to meter, as one former Atomic Energy Commission member  
10 claimed at the time, but without revisiting the already  
11 well-defined issues relating to the public subsidy of  
12 commercial nuclear power of which this current process  
13 is but the latest initiative, we need to recognize that  
14 all of us are here, some of us not for the first time,  
15 because of yet another Congressional and executive  
16 branch capitulation to the profit-based needs of the  
17 nuclear complex who desperately want spent nuclear fuel  
18 off their hands.

19           The imperative for these atomic constituents  
20 and their supporter industries is great as defense  
21 spending and nuclear weapons production soon may be

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1 impacted by changes in the global military balance and  
2 technological or doctrinal changes in American weapons  
3 and technical systems, development and deployments, such  
4 as the current competition by advocates of nonlethal and  
5 optical systems for research funding share.

6 This will drop the veil on economic  
7 bankruptcy of the American nuclear power program as it  
8 is currently configured. We all have plenty of time to  
9 watch these doctrinal and policy fights mature and  
10 produce winners, but as these things do happen we ought  
11 not be seduced and deluded by the Nuclear Waste Policy  
12 Act and Congressional vulnerability to pressures from  
13 the nuclear utility industry, defense contractors and  
14 construction firms for whom the massive tunneling  
15 associated with the Yucca Mountain site experiment is  
16 profitable make work.

17 In that vein we also should remain cognizant  
18 that many people associated with this project, including  
19 some of the board members of SAIC are deeply embedded  
20 with a powerful industrial and financial interest who  
21 have profited and which continue to profit from our

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1 nation's bizarre nuclear policies, and the apparent  
2 fascination we, as a society, have with using old  
3 technology and self-deluding assumptions to solve  
4 tomorrow's problems.

5 No matter what this process of studying Yucca  
6 Mountain shows, it is sure that the DOE and military  
7 contractors will be the primary beneficiaries. SAIC,  
8 Bechtel, many others which have developed unique  
9 capabilities in project management and technology  
10 development will do whatever they can to keep all of  
11 these balls in the air, to keep their people employed  
12 and their profit centers functioning. So let us not  
13 fall too deeply too early in the process into familiar  
14 but arcane debates about safety, radiation health and  
15 whether casks are safe and routes are optimum.

16 With newer technologies and developments in  
17 materials coming to the threshold of reality with  
18 refreshing regularity we can predict that by the time we  
19 have proceeded perhaps halfway along your time line, the  
20 very idea of burying hot waste in Yucca Mountain will  
21 appear to the newest American voters in the year 2010,

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1 who are currently 3 years old, as a desperate and  
2 unsophisticated political operation that unfortunately  
3 remains.

4 But your commitment to public input is  
5 commendable and something we did not always find from  
6 the DOE (Department of Energy), so thank you very much.

7 BILL FREELAND: Thank you for your comments.

8 FACILITATOR CATHERINE TICE: Is there anyone  
9 else in the audience who hasn't made a comment who would  
10 like to this evening? We do have one person on the  
11 wait-list to make a comment this evening, Eileen Supko.

12 EILEEN SUPKO: God evening, I'm Eileen Supko  
13 from Energy Sources International, a Washington D.C.  
14 based consulting firm. We deal primarily in nuclear  
15 fuel cycle issues and I'm providing comments this  
16 evening on behalf of the Nuclear Energy Institute.

17 I spend most of my time working on spent fuel  
18 management transportation and disposal issues for  
19 utilities with nuclear reactors and nuclear industry  
20 organizations.

21 As many of you know, the U.S. has a total of

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1 109 nuclear reactors which supply approximately 20  
2 percent of our nation's electricity. Nuclear power  
3 plays a vital role in our nation's energy mix. U.S.  
4 electricity demand is expected to grow at a rate of 2  
5 percent per year by the year 2000. By that time  
6 approximately 200 large electricity plants will be  
7 needed to meet that growth.

8 In order for the U.S. to meet the Clinton  
9 administration's Climate Change Action Plan, which is  
10 designed to limit the production of carbon dioxide, the  
11 chief greenhouse gas, nuclear power must continue to  
12 play a vital role in our energy mix in the future, since  
13 nuclear power does not produce any greenhouse gases  
14 because it does not burn fossil fuels.

15 In order to continue with the benefits from  
16 the continued use of nuclear power the United States  
17 must show progress toward the development of a federal  
18 waste management system for the storage, transportation  
19 and disposal of spent nuclear fuel from commercial  
20 reactors. Utility rate payers pay one-tenth of a cent  
21 for every kilowatt hour of electricity purchased from

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1 nuclear generated electricity for the disposal of that  
2 waste.

3 Since 1983 11.6 billion dollars has been  
4 collected from rate payers. The Department of Energy  
5 has spent approximately 4.6 billion dollars of that  
6 money collected. A recent Department of Energy estimate  
7 calculated that the life cycle cost of the program to be  
8 approximately 33 billion dollars. Further program  
9 delays would result in the increase in cost, not just to  
10 the DOE system, but also to utilities for reactor spent  
11 fuel storage.

12 Do you wish to consider these costs and its  
13 "no action" alternative assessment? Recent progress by  
14 DOE (Department of Energy) in the characterization of  
15 the Yucca Mountain site, including its operation of the  
16 tunnel boring machine and construction of exploratory  
17 studies facility and initiation of this Environmental  
18 Impact Statement process are important steps forward for  
19 the United States toward the permanent disposal of spent  
20 nuclear fuel.

21 As we've heard today, many citizens are

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1 concerned with the transportation of spent nuclear fuel,  
2 and indeed, transportation will be one of the key  
3 elements of the waste management system. Transportation  
4 of spent nuclear fuel is not a new concept, and the  
5 casks that will be used to transport spent nuclear fuel  
6 will not be new technology. These casks will be based  
7 on existing cask technologies that are used worldwide.

8 The U.S. nuclear industry has made more than  
9 2,000 shipments of spent nuclear fuel during the past 30  
10 years in a safe and environmentally responsible manner.

11 Transportation cask designs are robust and  
12 approved by the Nuclear Regulatory Commission in  
13 accordance with federal regulations following rigorous  
14 cask design, analysis and cask testing. Cask analysis  
15 and testing ensures that the cask designs can withstand  
16 postulated transportation accidents. Testing includes  
17 such things as a 30 foot cask drop test.

18 There was some discussion this evening  
19 regarding security and possible terrorist actions  
20 including the train wreck. I read in the Washington  
21 Post yesterday morning that the train wreck was

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1 described as the trains following a 30 foot fall into a  
2 desert surface. This is an example of one of the types  
3 of tests that they would drop the casks from 30 feet to  
4 a flat unyielding surface. The casks are indeed  
5 designed to withstand this type of accident.

6 I would also like to make the point that  
7 spent nuclear fuel is a solid material; it's hardware.  
8 I encourage those of you who do not know what it looks  
9 like, there's a model in the display room. Please go  
10 and look at it. Plus spent fuel is highly radioactive  
11 and must, therefore, be isolated since it is a solid  
12 material and not a liquid or gas it cannot leak or spill  
13 in the unlikely event of a transportation accidents.

14 The requirements of the Department of  
15 Transportation and Nuclear Regulatory Commission for  
16 radioactive radioactive material's packaging ensure that  
17 even in the unlikely event of a serious accident,  
18 radioactive contents of the package will not cause  
19 public health or environmental problems. This should be  
20 considered by the Department of Energy as part of its  
21 EIS (Environmental Impact Statement) in assessing

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credible accident scenarios and consequences.

Regarding the scope of the Environmental Impact Statement, the Department of Energy's plan to follow the Environmental Impact Statement road map as described by Wendy Dixon earlier and laid out in the Nuclear Waste Policy Act by Congress is appropriate.

I've encouraged the Department of Energy to continue its progress in the Yucca Mountain site characterization. The Environmental Impact Statement for the repository should include credible alternatives and scenarios for transportation that will contribute to the development of a safe system. Scenarios that have no safety benefits and that will only serve to delay the program further should be avoided.

It's time that we as a nation look for solutions to nuclear waste disposal and not waste to further delay this program. Leaving spent fuel at more than 70 reactor sites around the country, which would be the result of a "no action" alternative is not a solution. We have benefited from safe nuclear energy and we should comment to dealing with nuclear waste in

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1 the near term, and not leave it to our children and  
2 grandchildren. This Environmental Impact Statement  
3 process is a step in that direction, to help DOE and the  
4 nation make informed decisions related to spent fuel  
5 transportation and disposal while addressing concerns of  
6 its citizens. Thank you.

7 BILL FREELAND: Thank you very much for your  
8 comments.

9 FACILITATOR CATHERINE TICE: I believe I saw  
10 Ms. Olson request an additional 10 minutes for comments.  
11 Did I see a hand at the back of the room? Yes,  
12 Mr. Stevens you can follow Ms. Olson.

13 MARY OLSON: I'll try to be brief, but I  
14 wasn't aware of the ten minutes until I arrived.

15 Earlier I mentioned a list of things in the  
16 scoping document, I was referring to page 18 and 19  
17 where there's a list of items that apparently will be  
18 applied to the repository scoping. They should also be  
19 applied to transportation, and this especially includes  
20 the environmental justice angle. There should be a full  
21 analysis of the environmental justice issues as issues

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1 as it pertains to the movement of irradiated fuel, as  
2 well as socioeconomic conditions, pollution prevention,  
3 soil, water, air resources, biological resources,  
4 cultural resources, cumulative impacts, potential  
5 irreversibility of resources, waste isolation,  
6 criticality. All of that applies no matter where the  
7 irradiated fuel is and it should be analyzed.

8 I have several other brief comments on  
9 transportation. In the EIS (Environmental Impact  
10 Statement) there needs to be transparency on the  
11 assumptions that are used in projecting accidents. The  
12 lay public should be able to understand what assumptions  
13 were made and how those projections were made. If there  
14 are different scenarios, then again, that transparency  
15 needs to go with each one.

16 There was a comment made earlier about  
17 emergency response. I think it should be considered  
18 that emergency response if not trained or prepared might  
19 actually increase radiation exposures. Earlier the  
20 staff said they don't take credit for that. Maybe they  
21 should consider that somebody that isn't prepared could

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1 actually make the matter worse.

2 There's been talk about the number of  
3 shipments that have been made to date. The EIS  
4 (Environmental Impact Statement) should include a very  
5 clear chart, table, whatever, comparing actual shipments  
6 to date including the amount of material that was  
7 shipped and the distance it was shipped compared to the  
8 projected shipments, numbers and distance.

9 Along with the analysis of transportation  
10 routes there should be special attention given to  
11 transportation corridors in terms of equity issues not  
12 only race and economic status but also in Native  
13 American Nations and inner city issues, and the whole  
14 question of states that have nuclear power versus states  
15 that have none, and the whole question of sort of  
16 categorically the east coast versus the west coast.  
17 Those are all equity issues that exist within our  
18 society and it should be considered in transportation.

19 All of these impacts need to be projected and  
20 cumulated over the 30 to 50 years of shipping. It is  
21 not sufficient to look at an impact in a given year on a

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1 route. You have to look at that route being impacted in  
2 that way for the entire length of the shipping campaign  
3 which could be 30 to 50 years according to DOE  
4 (Department of Energy) documents.

5 There's lots of concern from people about  
6 in-transit locations where shipments must be stopped for  
7 inter-modal transfer or sit on a rail side line for  
8 periods of time. What are the security options for  
9 that? What are the radiological protections for people  
10 in the area; who has the local jurisdiction and  
11 authority over that; how is that regulated? That should  
12 be included.

13 I hear that barges are a possibility. It was  
14 a footnote in the scoping documents that should not be a  
15 footnote. That should be a full-fledged element if the  
16 DOE (Department of Energy) is going to consider using  
17 water transport. People need to see that fully  
18 analyzed. All of this needs to not only be in the EIS,  
19 but in the record of decision.

20 A couple quick comments about the "no action"  
21 alternative. Nuclear information and Resource Service

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1 calls for the "no action" alternative because it is most  
2 compatible with what we are truly calling for which is  
3 an independent review of all of the nation's radioactive  
4 waste policies and programs. We don't think that the  
5 classification of radioactive waste currently reflects  
6 the true storage/ship issues that we're faced with, and  
7 that has to be addressed before we can truly talk about  
8 what it is we're trying to isolate and how it is  
9 reasonable to isolate it.

10 So until we know what we're doing we  
11 certainly shouldn't move it. In scoping out the "no  
12 action" alternative we need to look closely at what the  
13 real issues are at the reactor sites, and one of those  
14 that should be looked at is how you unload a cask once  
15 it has been loaded? Apparently the industry does not  
16 yet know how to do this. It's an important thing to  
17 know how to do if you're going to load all of this stuff  
18 in a cask. You should know how to unload it. You  
19 should know how to re-containerize at the sites and at  
20 the repository site.

21 We need to know about all of the containment

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options. What are the kinds of storage and containment that optimize the condition of the fuel, to optimize the length of time that the container is viable. We need to think about weatherization and weather protection of these items so that they're not sitting out in the freeze/thaw. How to maximize containment of this material. We should also look at terrorist issues at the sites.

Finally, the "no action" alternative says that the reactors will close. We want to see a list of the closure dates. Come on, guys, we haven't seen a reactor close yet because it ran out of pool space, and most of them own a lot of property. We want a case-by-case, site-by-site inventory of the pool fill dates and how long it will take to fill that acreage and when the plant will close, and if that's not what's going to happen then let's be honest about it and not put it in there.

So you know, we need a full scope on the "no action" alternative and what it really means to the industry, and what other options are for storage at

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1 those sites. There should be an explication of state  
2 and local requirements for on-site storage and a profile  
3 of what's happened, because we have a number of sites  
4 within the year approaching, a dozen, that are currently  
5 using storage technologies beyond the pool.

6 Finally, the "no action" alternative truly  
7 has the lowest greenhouse gases. We can't say  
8 transportation is going to have no greenhouse gases, nor  
9 can we say that nuclear power has no greenhouse gases  
10 because the whole front end of the fuel cycle is  
11 intensively filled with greenhouse gas production. So  
12 if these plants are going to close under "no action"  
13 alternative that is truly a no greenhouse gas  
14 alternative. We support that.

15 Finally, we are leaving this waste to our  
16 grandchildren, and 12,000 human generations no matter  
17 where it is, so we'd better be sure it is in the right  
18 place.

19 BILL FREELAND: Thank you, again.

20 FACILITATOR CATHERINE TICE: Mr. Stevens.

21 RAY STEVENS: Ray Stevens from Greenbelt,

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1 Maryland. I only have a couple things that I jotted  
2 down. As I said before, I was sort of winging it. But  
3 some things came up as people were talking that I'm glad  
4 to have the opportunity to come back on.

5 One of them, and it was brought out by the  
6 representative from the nuclear industry is that there's  
7 no indication that the nuclear power industry is going  
8 to stop, so the idea that the transportation is going to  
9 stop in 30 or 50 years is bogus. The transportation  
10 will go on forever as long as there is a nuclear power  
11 industry, and I think that the issues surrounding  
12 transportation should reflect this and not try to  
13 pretend that there is a time limit to this, so that if  
14 there's a little bit of danger we can factor time into  
15 it and say, but in 30 years it won't happen, because the  
16 transportation will be the same and I know that the  
17 Yucca Mountain Impact Statement I guess shouldn't talk  
18 about this, but when you fill up Yucca Mountain and  
19 close it where is the next hole going to be. And  
20 wherever it is the trucks will continue to roll.

21 Another thing, speaking of the trucks, from

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1 my hearing on the Wipp thing, this transportation is not  
2 going to be by the government. It's going to be on a  
3 bid basis with private industry, trucking companies,  
4 train companies. Who is going to control this; who is  
5 going to be responsible for monitoring these civilian  
6 trucking companies? How are the bids going to go out;  
7 is it just going to be lowest bid, the guy that's got a  
8 truck that's running? Is it going to be a big trucking  
9 company? Is the Department of Energy going to continue  
10 to be involved in this level? Will it be the Department  
11 of Transportation; will it be the Maryland Motor Vehicle  
12 Administration? Who licenses the trucks as they're  
13 coming out of Maryland, and I don't know that anyone is  
14 talking about that.

15 But basically you're going to unleash a bunch  
16 of people that you give a bid out on to truck nuclear  
17 waste however they will, as far as I can tell, unless  
18 something comes up in this Impact Statement so that we  
19 know really who is going to be responsible and how this  
20 is going to be handled.

21 And the last thing, I think when you start

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1 talking about social problems and the impact on society  
2 that it's discouraging for all of us, including you,  
3 that there are not many people here, but there will be  
4 more. We're here and we will gather some strength, and  
5 take this into account that you're going to generate a  
6 lot of public reaction. It's going to be negative and  
7 it is going to be one more issue in the many issues of a  
8 large group of the public unhappy about their  
9 government. And I think that that's a real social  
10 impact that you ought to talk about and deal with, and I  
11 know that if you look into other impact statements on  
12 issues like this and other big issues that involve the  
13 environment you'll be able to follow the history and get  
14 some of the information about what is likely to happen  
15 as this process continues, and I wish you would consider  
16 that while you're doing your statements. Thank you.

17 BILL FREELAND: Thank you very much, and we  
18 do encourage your continued participation in the  
19 process.

20 FACILITATOR CATHERINE TICE: Do we have  
21 anyone else in the audience this evening who would like

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1 to make a comment? I don't see any hands, so at this  
2 time let the record show that we have no more commentors  
3 who are registered or have indicated a desire to make a  
4 comment.

5 We will be here until 10 p.m. to take  
6 comments. However, at this time we'll adjourn for 30  
7 minutes while waiting for additional commentors. We'll  
8 go off the record until 9:45.

9 (Recess.)

10 FACILITATOR CATHERINE TICE: It's now 9:45.  
11 Let the record show that we are reconvening the evening  
12 scoping meeting session for the Yucca Mountain  
13 Environmental Impact Statement. Do we have any  
14 additional commentors this evening? I don't see  
15 any hands and we did not have anyone sign up to comment,  
16 so at this time we will adjourn for 15 minutes until 10  
17 o'clock and at that time we will adjourn this evening  
18 meeting.

19 BILL FREELAND: Per Bill Freeland,  
20 there is no number 6 submitted in the Baltimore  
21 meetings.

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(Recess.)

FACILITATOR CATHERINE TICE: We will now reconvene this evening's scoping meeting in order to formerly adjourn it with no commentors at this time and it is 10 o'clock, so let the record show that this meeting is now formally closed. I'd like to thank everyone for their participation. We had some

(Whereupon, the Environmental Impact Statement Scoping Meeting was concluded at 10:00 p.m..)

\* \* \*

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1 STATE OF MARYLAND  
2 COUNTY OF BALTIMORE

3 I, Linda A. Crockett, Notary Public of the  
4 State of Maryland, do hereby certify that the within  
5 named personally appeared before me at the time and  
6 place herein set out.

7 I further certify that the Environmental  
8 Impact Statement Scoping Meeting was recorded  
9 stenographically by me and that this is a true record of  
10 the proceedings.

11 I further certify that I am not of counsel to  
12 any of the parties, nor in any way related to any of the  
13 parties, nor in any way interested in the outcome of  
14 this action.

15 As witness my hand and notarial seal this  
16 27th day of October, 1995.

17  
18  
19  
20  
21 Commission expires: 12/7/96 Linda A Crockett

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