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MR. LADNIER: Thank you. Thank the committee for coming to Reno. Hope you enjoy your stay here in Reno. Hope you enjoy the beauty of our country.

I'm interested in the transportation section of the comments. I have been driving many many miles for many years in and around Yucca, the area where the proposed repository is. I have been driving truck making deliveries in that area. I have seen and observed many truck drivers driving irrationally, illegally, and I am greatly concerned about the proposal to allow many drivers, putting the cask on trucks.

I would estimate in my own judgment observing approximately five to ten percent of the truck drivers that are on the road are driving irrationally over a period of time. They may not start that way, but at the end of their shift, the time driving, they may begin driving irrationally.

I don't expect that the DOE will be putting material on trucks that the drivers will be driving irrationally. You don't expect the drivers to be driving irrational, and there will be some sort of control. I would imagine there will be some sort of time limits, control on the drivers themselves, on the individuals.

But because of the NAFTA, National Free Trade Association, North American Free Trade Association between Canada, U.S. and Mexico, now there will be new drivers coming into our market area. And these new drivers may not be experienced, may not have all of the regular requirements that are needed by the U.S. drivers.

And I'm concerned. It's not that the DOE will be using these drivers, but these drivers could drive even more irrational than some of our own drivers, and the equipment that they drive could be unprepared for some of our roads. And I'm concerned that these other drivers will be causing the accidents that will cause the accidents that the casks are sitting on.

And I'm wondering -- I'm making the comment that these statistics that were developed by DOE in the past few years have not calculated the new additional drivers coming from these other

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1 cont. countries, north of our border and south of our border, and my own personal experience of somewhere between five and ten percent of the drivers, truck drivers driving irrational, and I would like to make sure that you recalculate or add in these new statistics.

I don't know how would you get those statistics. But I hope that you are able to do that. Thank you very much.