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BYRON CLEMENS

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1 MR. CLEMENS: Thank you, Tom. Good evening
2 and thank you for having this hearing, although I
3 understand you're required to have these hearings
4 someplace, but thank you for having it in St. Louis. The
5 proposed transportation and storage, either interim or
6 permanent, of high-level radioactive waste at Yucca
7 Mountain, Nevada is bad environmental science, bad
8 economics and bad politics. Even worse it represents a
9 seemingly expedient political solution to a geological
10 problem.

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11 The Yucca Mountain site which is supposed to
12 be isolated from the water aquifer theoretically for
13 thousands of years has been found with rainwater that
14 contains contaminants that are man-made and date from the
15 last 40 years. The movement of rain water through the
16 Yucca Mountain site should, according to federal
17 officials, disqualify it as a site. The 1992 earthquake
18 destroyed the Yucca Mountain press center. This should
19 give you a clue that the site is much more than a public
20 relations disaster, it is an environmental disaster
21 waiting to happen.

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22 There is not a shred of evidence to support
23 that thermally hot, highly radioactive fuel rods will
24 stay intact at any site. We're supposed to comment on
25 non-existent and untested technology at an inappropriate
1 site. According to DOE document DE-AC04-84A-25747,
2 "These wastes have a potential for causing great harm."
3 They are thermally hot, 250,000 btus per hour and highly

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4 radioactive. A ruptured cask either in transport or in
5 the dump itself would be a major environmental disaster
6 that could contaminate a large area. The recent small
7 disaster in Japan would be nothing compared to a breach
8 of containment.

4 9 The NRC's final environmental statement for
10 Callaway Plant, NUREG 75/011 Section 5-11 states that
11 during normal transport -- that's without an accident --
12 601,100 people would be exposed to gamma radiation.
13 That's during normal transport. These casks put out
14 gamma radiation. It goes right through the cask and
15 would irradiate people on highways, next to rail lines,
16 these children that were up here a few minutes ago. I'm
17 sure it's within federally-allowed guidelines, but it's
18 still radiation.

5 19 The transport of 70,000 metric tons of mixed
20 commercial and possibly 10,000 metric tons of military
21 waste -- I don't know if you addressed that earlier, but
22 that's in some of the proposals I've seen -- paid for by
23 an industry that generated it? No. And then you expect
24 us to pay to dispose of it. It doesn't really make
25 sense. It's only a small down payment. The majority of
1 the \$43 billion government welfare program for private
2 industry will be at taxpayer and at rate payer expense
3 and I have a series of questions regarding the
4 transportation.

6 5 Who will monitor worker and public exposure?
6 Who will implement and evaluate quality assurance and

7 quality control in the NRC, DOE and DOT? Who will run
8 the incident reporting system? Where is the funding for
9 state and local inspectors enforcement? Who pays for or
10 provides for evacuation plans, training and radiological
11 protection equipment. If there is no Price Anderson
12 coverage on theft or sabotage if a truck or train goes
7 13 off a planned route, who pays for that? Will adequate
14 equipment be readily available in every state in case
15 there is an accident, e.g. heavy-duty cranes, tow trucks,
16 something to pick up the casks with if they tumble over
8 17 and is the DOE going to pay for that? When will a
18 route-specific comprehensive plan with state and local
19 fee permit programs be implemented and established?

20 MR. BROWN: One more minute.

9 21 MR. CLEMENS: Who oversees and pays for state
22 and local law enforcement emergency response training?

17 23 Who holds the title to the commercial and/or defense
10 24 waste? What are the specific liabilities of the Union
25 Pacific, Burlington Northern Santa Fe, Tri-State Trucking
1 Company and others including state and local governments
11 2 and Native American nations? During an accident who's in
3 charge? Where are the evaluations of costs, risks and
4 route-specific data on possible accidents, population
18 5 density, weather? Will the DOE designate dedicated
12 6 trains? Where are the specific guidelines governing the
13 7 movement of waste? Why isn't the DOE following the
14 8 Nuclear Waste Policy Act guidelines? Why hasn't the DOE
9 considered the economic, environmental and public safety
15 10 impacts of the Yucca site? Where will Missouri's

11 accident response center be located? |

12 Well, you did tell me I'm running out of
13 time, so I'm going to submit my questions. I hope
14 they're answered at some point.

15 MR. BROWN: All right.

16 MR. CLEMENS: I have one more thing to say,
17 though. | We have 50 years of DOE federal government waste
18 generated here and Mr. Mueller referred to it earlier.
19 It's on cartography (ph). It's the very beginning of the
20 nuclear cycle -- uranium mill tailings from Fermi pile
21 and from the Hiroshima/Nagasaki bombs and they're still
22 not cleaned up. They're leaking into our drinking water
23 right now. Your previous history as an agency is the
24 only thing we can predict what the future will be. Your
25 behavior as an institution is how we see the future and
1 it's not acceptable. | Thank you.