

FEB 22 2000

MR. DE BOTTARI: Again, I would like to address some of the sections based on the discussions we have been having today about the transportation.

1 continued below On the Volume II, J-69, Page J-69, they talk about a small fraction of the accidents could generate forces capable of damaging the casks. Again, "could generate."

2 Another adjective. J-97 the cask-drop accident intermodal area. The cask would be unlikely to fail. It's only been designed. It has never been tested in full. But here they say it would be unlikely. I don't know where they get the information that it's unlikely, if they have only designed it and haven't done anything more than that.

We don't just design things and put them into operation. Even the AEC and the DOE want to check the components of the bombs to make sure they work. They don't trust their computer simulations. J-62, Category 6, accident involving a rail cask in an urbanized area under stable weather conditions.

3 I keep raising this question because I believe that the DEIS should look at the conditions in the Cajon Pass under high-wind conditions and not under stable wind conditions.

On J-70 a small fraction -- a small fraction, whatever that means, of the accidents could generate forces capable of damaging the casks.

Let me say this: If it can happen, it will happen in 30 years. So when you use adjectives of "small fractions may have," it will happen. As the gentleman said, the Titanic wasn't supposed to sink. It was man made. We are not God, and I think we can't build things that are that positive.

J-58 atmospheric condition called neutral or average conditions. The reason I keep raising this condition question is I keep getting the fact that it is -- I don't want to see "average" when we talk about conditions in certain areas of California which have very radical atmospheric conditions compared to the rest of the country.

4 Atmospheric conditions called "neutral average conditions likely to prevail during a severe accident or an act of sabotage." Now, what makes people think that they won't do it under a Santa Ana wind condition? I don't understand why that -- in the wintertime we have a lot of Santa Anas. So I think these are things that have to be relooked at in that transportation area. More specific figures, not adjectives. Adjectives do not belong in engineering documents. Thank you.

FACILITATOR LAWSON: Thank you, sir.

Our next speaker is John Charff and then George Mount and Julia Mount.