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BOB JEFFERSON: My name is Bob Jefferson, I'm an independent consultant, have been for 15 years. Before that I spent a career of 28 years with Sandia Laboratories in Albuquerque, New Mexico and I have been involved in the research and development on the safety of transporting radioactive materials since the early '70s.

1 This morning I talked about how the regulations were developed and the safety of the equipment involved, the adequacy of the regulations. And what I'd like to talk about tonight is what does it take to create some sort of a failure in one of these containers that will be used to ship the used fuel, so that it might leak some material and I think this will give you some idea of what we're dealing with. Because you brought it up about dumping it in the lake. The Japanese did a study where they actually took these casks and put them in a huge pressure tank and pressurized them to depths of 2,000 feet. And they found that if you take one of these casks, you dump it, in their case, on the continental shelf at a depth of 2,000 feet, that you have on the order of 18 months to recover it before there will be any possibility of a leak at all and it could go longer than that. So if they're dumped in the drink, and particularly, at the levels you've got around here, that's not going to be a problem.

2 There is an analysis going on at the present time looking at interstates throughout the continental United States and looking at what kinds of obstacles are along the interstates. For instance, bridge abutments. On the interstate highway system a bridge abutment cannot be at 90 degrees from the roadway. It must be sloped away from the roadway and it must be tilted away from the roadway. So those kinds of things would cause glancing accidents, we've looked at those events but what is along that right of way that you could run into that might challenge the cask. So far and they haven't finished this, but they've done those stretches of roadway which were recommended as being the most likely to have these kinds of obstacles. They've come up to the conclusion that given what's alongside the highway that you could run in to, the cask would have to be traveling sideways, because it's got impact limiters on the end, which would abrogate the impact, but it had to be traveling sideways, at a speed of about 120 miles an hour in order to cause the cask to fail in some way. Not to break open, they're not egg shells, but to cause a leakage in some other part of the cask, usually the seals. I don't know about you, I've seen a lot of 18 wheelers going very fast, but I've never seen one going 120.

3 And then what I talked about this morning because I think it's important to this is the precautions taken in addition to the competency of these containers and that includes basically three things. First of all these shipments are tracked, and I think Wendy talked about that earlier. We know within 100 feet where these shipments are at all times. That information is not only available to the federal government, it's available to each and every state through the Transcom System.

Secondly, if a driver's had a moving violation in the past five years, he cannot drive this material. In some trucking companies, it's if he's ever had a moving violation. Now, I don't know about you but that means I can't drive these trucks because I've had a moving violation within the past five years. So there's an effort to protect it from that standpoint.

Thirdly, when these shipments depart the power plant where they pick up the fuel. Each time they depart, the truck will go through a full CVSA safety inspection. The brakes are inspected,

3 cont. the tires are inspected, the wiring is inspected, the lights are inspected, the driver's inspected, all of this goes on every trip. And that's the only inspection routine of that sort on any kind of material moved in our society. So we have a very good track record. I've talked about this this morning. And we have a confidence in these things based on how severe an accident would have to be in order to breach the thing before there's any leakage. The EIS postulates a leakage because that's required by the law, that does not mean it's real or even possible.

4 So from that standpoint I think the EIS has done a very good job of looking at the transportation aspects of this problem and I'm quite confident, based on my quarter of a century worth of the experience, that what is being proposed can be done safely. Thank you.