

LINDA GLADSON

JAN 20 2000

MS. GLADSON: My name is Linda Gladson. I'm a resident of St. Louis. I've lived here two years. I moved to St. Louis from a community in southern Illinois where I was a senior planner for the last five years of my employment, and prior to that I've had 18 years of experience in the city planning field. I have participated in preparing emergency plans and imagining emergency scenarios and have lived, due to my position on a senior staff management level, being privy to the most horrible scenarios that the emergency personnel could portray to us in trying to imagine what we would have to cope with in the event of a disaster. And I'm sorry, I came here this evening only to listen and learn about the issue, I have no prepared notes, but I feel compelled to bring up something that I haven't heard here yet this evening.

1 First of all, I'm opposed to the moving of nuclear waste from the east coast to the west or moving nuclear waste from any site to another for disposal at this point in time for two reasons. Number one, agreeing with the man in front of me, if we do this now, there will be no incentive to find a better solution as technology evolves and a better solution may present itself. Number two, the transportation solutions expose millions of innocent bystanders to enormous risk. But my particular spin on everything that I have seen here tonight, we have heard a lot of talk about earthquakes in Nevada, but I've lived with 18 years with the notion that there may be -- it's not may and it's not if, it's when the major earthquake will occur along the New Madrid fault.

2 Again, I have no prepared notes. I'm not -- I can't quote my specifics at this point, but the New Madrid fault, St. Louis is on the north end. It would extend all the way down to the Memphis area along the Mississippi River, the St. Louis area and the areas to the south all the way to Cape Girardeau consist of soils that are very unstable in the event of a major earthquake. Those of us who are privy to a lot of information can literally see buildings, all unreinforced masonry buildings in the City of St. Louis collapsing in the event of a major earthquake, not to mention the bridges across the river in St. Louis, Cape Girardeau, points north and points south.

The material that's been presented here this evening, in going through some of it, I see scenarios painted whereby over the next 24 years there would be three rail shipments per year through Missouri, for the next 40 years there would be two trucks a day which is 14 trucks per week going through St. Louis, and then as a slight-aside I hear mention of barge traffic which puts barge transport up and down the Mississippi possibly for these cartridges, and what I see -- and the probability of a major, I believe a magnitude of 6.8 or greater earthquake occurring on the New Madrid fault is extremely high for the next 15 years, and it's almost imperative that it will happen within the next 30, if I understand my previous training.

And then when I see a picture of two trucks a day moving through St. Louis through the rush hour traffic, not to mention the three trains a week and the barge traffic and you have painted some of your scenarios about how the casks were treated in the event of accidents, but I didn't read anything that would approximate a building falling on one of these trucks or railroad cars or having the bridge dislodged and it falling into the Mississippi River or a barge accident being in the Mississippi River. When I imagine a terrible earthquake compounded by a nuclear waste spill all happening at the same time in this region, it's more than I can bear, and if these cartridges have to be -- if it's -- in the end, if it's agreed they have to be transported across the country, I think you should take a closer look at routing all of this through the New Madrid fault area, this part of the country.

MR. BROWN: If you can just wrap things up.

3 MS. GLADSON: I'm also very concerned when I think of some type of catastrophe happening in and around an earthquake and/or a spill occurring near the Mississippi River and thinking what that could do

to the rest of our country all the way down the Mississippi and into the Gulf of Mexico, it reminds me of how much worse is that than the Exxon Valdez catastrophe in Alaska. But when your scenario presents - at least the way I read your scenarios, with two trucks a day and three rail shipments per week going through this area of the country, I know when a major earthquake occurs on the New Madrid fault within the next 24 to 39 years, that there will be a cartridge of nuclear waste right here when it happens. □