

Dr. Jane R. Summerston
EIS Document Manager DOE
M/S 010, P.O. Box 30307
North Las Vegas, NV 89036-0307

June 19, 2001

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JUN 25 2001

Dear Dr. Summerston,
Phone: Write: E-Mail: Fax

Congress and the nuclear lobby

1 The nuclear lobby sues the EPA! The reason for their suit is because the EPA had the
2 nerve to set a weak radiation standard on water. They would rather have no standards. Do
3 you realize the Amargosa River flows near Yucca mountain and if a nuclear accident
4 happens due to cask deterioration, earthquake or other malfunction, a good deal of water
5 downstream of Yucca Mountain may be poisoned? The nuclear lobby would disagree
6 because they know that the DOE pays little attention to plans for accidents, electrical or
7 mechanical malfunctions at Yucca Mountains. The nuclear power industry was given
8 favored treatment in 1954 when the Eisenhower administration and Congress gave the
9 liability of toxic nuclear waste to the American people. That is right, we are legally
10 responsible! In what other industry are we responsible for its garbage? Ever since then,
11 generous Congresses have given this industry subsidies and tax breaks, research and
12 development funding and subsidized education. Congress also passed the Price Anderson
13 bill, to limit liability in the event of a nuclear accident, while we have no insurance
14 coverage.

5 They sued the DOE and won in the Supreme Court and now they're suing the EPA. The
6 DOE and the EPA are you and me again! These same energy producers are holding our
7 economy and us hostage. They could be manipulating power production and pipeline
8 access to create an artificial shortage. Why are their profits doubling and tripling?

6 These same nuclear energy producers now want Congress to ignore sound science and
7 unnecessarily ship toxic nuclear waste through 41 states to Yucca Mountain. The 1987
8 legislation was A "NIMBY" bill that ignored other suitable sites.

7 On site dry cask storage is the answer. It has a 44 year successful no accident history. Do
8 not believe that this storage is full. It has at least 50 years more life. The DOE says it
9 would take that long to fully store waste in Yucca Mountain.

They have many friends in Congress so we must all phone and write Congress and the
nuclear producers to let them know we want future decisions based on sound science
rather than political power and expediency.

Go to every NRC, DOE, and advisory board meeting. There was a good turnout at the
Suncoast on June 5th. Let's double it next time. Phone, E-mail, fax, and write to ensure
that the American people will not be burdened in the future.

Remember when nuclear power started? We were promised power too cheap to meter,
now it is too expensive to buy!

Frank Perna
Frank Perna
4398 Fernbrook Dr.
Las Vegas, NV 89103
702-362-0649

Dr. Jane R. Summerson

EIS Document manager

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North Las Vegas, NV. 89036-0307

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Dear Dr. Summerson,

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This is the second accident of this magnitude. It very well could be one of the six accidents out of a thousand that would breach a cask.

8 | Transporting nuclear waste by truck or rail is too much of a gamble, no American is insured against nuclear accidents.

Please accept the enclosed letter, also.

Sincerely,
Frank Gerna
4398 Fernbrook Rd.
Las Vegas, NV. 89103

LAS VEGAS SUN

TUESDAY, JUNE 19, 2001



PHOTOS BY AARON MAYES / LAS VEGAS SUN

Clark County firefighters finish extinguishing the remains of a tanker truck that caught fire in an accident on Interstate 15 near Apex today. The driver of the truck was airlifted to University Medical Center trauma unit.

Diesel tanker crashes on Interstate 15

Driver hurt in collision near Apex

By Ed Koch
LAS VEGAS SUN

The driver of a tractor-trailer carrying 12,000 gallons of diesel fuel was injured early today when his rig overturned and burst into flames after it was struck by a car on Interstate 15 near Apex.

The driver of the northbound car that struck the driver's side of the northbound tanker about two miles south of the city dump was not injured in the collision, which diverted traffic on both sides of I-15 to Las Vegas Boulevard.

The driver of the tanker, who was ejected from the cab, was taken to University Medical Center by emergency helicopter. His injuries were determined to be moderate and are not considered life-threatening, Nevada Highway Patrol Lt. Kevin Tice said.



Trucks line Interstate 15 near Apex as they wait for an early morning accident to be cleared.

See Crash, 4A

3
AZ

Crash

from page 1A

Southbound traffic was diverted three miles north of the accident for an hour and 45 minutes. Northbound traffic was still being diverted at 9:15 a.m. five miles south of the accident.

The wreck at about 6:15 a.m. resulted in a column of gray smoke that was visible valley-wide.

Tice said the car was traveling in the left lane when it drifted to the left, overcorrected to the right and struck the left side of the tanker. The impact caused the driver of the rig to lose control of the vehicle, which overturned and burst into flames, he said.

The car stopped on the median as the truck burned to the wheels and carriage.

Tice declined to immediately release further information about the drivers, confirming only that both were men.

Clark County Fire Department spokesman Bob Leinbach said diesel fuel is nonflammable because its vapors ignite at 100 degrees or more, meaning it is combustible and therefore not as likely to burn as it did today.

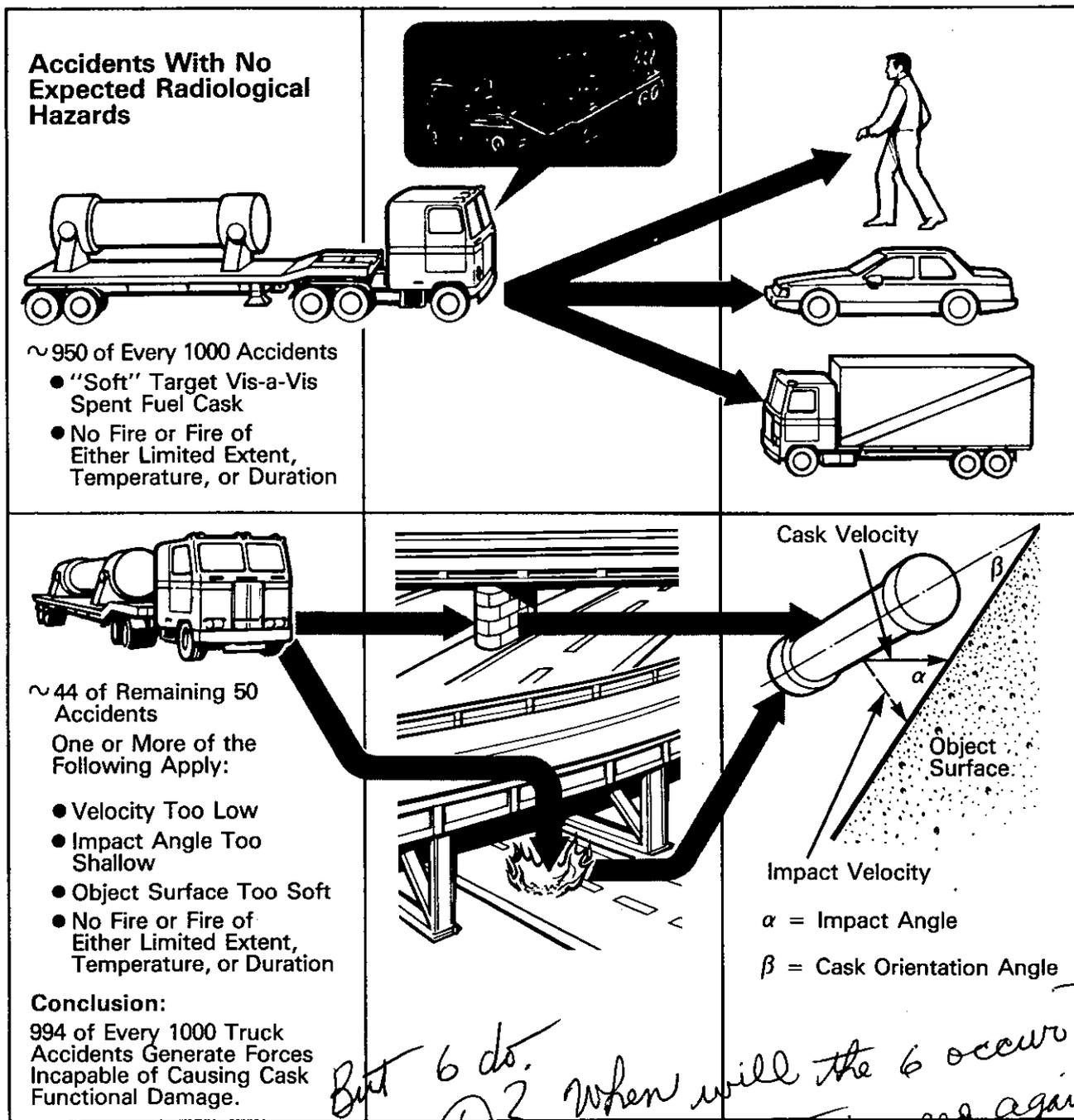
Diesel and oil are examples of combustible fuels. Gasoline and alcohol vapors ignite at temperatures less than 100 degrees and are flammable.

"Each day, 6 million pounds of hazardous materials travel through our valley, and much of it is combustible or flammable," Leinbach said. "It is amazing we do not have more of these spectacular fires. The last one was last summer when a tanker overturned and burned on U.S. 95 near Flamingo Road."

Today's tanker fire was fought by firefighters from seven Clark County units, one North Las Vegas Fire Department unit and a Nellis Air Force Base unit that provided large amounts of foam to douse the blaze, Leinbach said.

Officials with the highway patrol said the accident is under investigation and could result in citations being issued. The preliminary findings are failure to maintain travel lane and failure to use due caution on the part of the vehicle that hit the truck, the NHP said.

call



*But 6 do. When will the 6 occur?
 (6) 2 we are not insured against a nuclear accident!*

INTRODUCTION

This report summarizes the results of a study conducted for the Nuclear Regulatory Commission (NRC) to determine the level of safety provided during shipments of spent fuel from U.S. commercial nuclear power plants. The study focuses on the protection provided for shipments that may be involved in truck or railroad accidents.

During shipment, the cask and the form and structure of the spent fuel being shipped provide the primary physical means for containing radioactivity and for limiting radiation levels outside the cask. These functions must be maintained at acceptable levels even under the wide range of forces the cask and fuel could be subjected to during an accident.

Spent fuel shipments are regulated by both the Department of Transportation (DOT) and the NRC. The NRC evaluates and certifies the design of the shipping casks used to transport spent fuel, while DOT regulates vehicles and drivers.

Current NRC regulations require that shipping casks meet certain performance standards. The performance standards include normal operating conditions and hypothetical accident conditions a cask must be capable of withstanding without exceeding specified acceptance criteria that (1) limit releases of radioactive material and radiation levels outside the cask

and (2) assure that the spent fuel will remain subcritical (that is will *not* undergo a self-sustaining nuclear reaction).

The study, conducted by Lawrence Livermore National Laboratory (LLNL),* began with an assessment of the possible mechanical and/or thermal forces generated by actual truck and railroad transportation accidents. The magnitudes of forces from actual accidents were compared with forces attributed to the "regulatory-defined" hypothetical accident conditions. The frequency of the accidents that can produce defined levels of thermal or mechanical forces was also developed. With this information, the study results show that for certain broad classes of accidents, spent fuel casks provide essentially complete protection against radiological hazards. For extremely severe accidents, those that could conceivably impose forces on the cask greater than those implied by the hypothetical accident conditions, the likelihood and magnitude of any radiological hazard were conservatively calculated. The study also contains an evaluation of the

* "Shipping Container Response to Severe Highway and Railway Accidents," NUREG/CR-4829, February 1987. This report underwent peer review by the Denver Research Institute. The LLNL report and documentation resulting from peer review are available for inspection and copying at the NRC Public Document Room, 1717 H Street, NW, Washington, D.C. Formal NRC reports are available for purchase through the Superintendent of Documents, U.S. Government Printing Office, Post Office Box 37082, Washington, D.C. 20013-7082.

radiological risk from transportation accidents. Risk represents the summation of the products of the magnitude and likelihood of all accident outcomes. The purpose for making the risk calculations was to compare the resulting values with those previously used by NRC in judging the adequacy of its regulations.

The purpose of this summary, prepared by the NRC staff, is to present the results of the LLNL study to a broad range of readers who may possess varying degrees of knowledge on the technical subjects covered in the LLNL technical report. As a result, this summary focuses on the overall approach and major results of the study. Although this summary describes many important assumptions and insights, a complete understanding of the scope and meaning of the LLNL work would require, as a minimum, frequent reference to the main LLNL report and its supporting appendices.

For the reader interested solely in the results of the LLNL study, the figure on the next page, the foldout on page 29, and the discussion under "Summary of Objective and Results" should be consulted. Readers wishing to understand the logic of the approach and the basis for major assumptions should refer to the main body of this summary report, which presents a step-by-step explanation of the separate tasks required to meet the study's objectives.