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Volume 3

FINAL ENVIRONMENTAL IMPACT STATEMENT

on a

Proposed Nuclear Weapons Nonproliferation Policy Concerning Foreign Research Reactor Spent Nuclear Fuel

Public Comments and Department of Energy Responses Part 3b – Individuals (Pages 2.7-531 through 2.7-1080)

United States Department of Energy
Assistant Secretary for Environmental Management
Washington, DC 20585

Volume 3 is organized into three sections:

- Section 1 - Overview
- Section 2 - Written Comments and Responses
- Section 3 - Public Hearings

The Overview sets the tone for the document by summarizing the public comment process, by explaining how the receipt of written comments and the public hearing process were handled, and by summarizing the major issues raised by commentors and DOE's responses to these issues.

Section 2 of Volume 3, "Written Comments and Responses" contains all of the written comments received by DOE on the draft EIS. Upon receipt, these documents were assigned a sequential log number to be used in tracking during the comment response process. For presentation in Volume 3, these documents maintained their original log number, but were separated into the following seven distinct "affiliation" categories:

Section 2.1 - Federal Government
Section 2.2 - State Government
Section 2.3 - Local Government
Section 2.4 - Native American Groups
Section 2.5 - Non-Government Organizations
Section 2.6 - Foreign Entities
Section 2.7 - Individuals

Since these documents retained their original log number, the reader should note that while the documents in each respective section are in ascending order, their numbering therein is not sequential.

In order for a reader to find a specific document, a full "List of Commentors" has been included in each book (or part) of Volume 3, immediately following the "Table of Contents." This "List of Commentors" has been compiled alphabetically using either the commentors last name, the name of the submitting organization, or the name of a Federal, State, Tribal, or local government branch. City and State government bodies are listed under "City of" or "State of." Members of Congress are listed by the Senator's or Representative's name, with the government branch following.

To locate a document(s):

1. Find the "List of Commentors" and the name of the individual submitting the comment (or the name of the organization or agency if the comments were submitted on their behalf), and note the page number assigned to the first page of the comment document (i.e., a document from a Native American Group would be number 2.4-1, etc.).

2. Find the Volume 3 book (or part) that contains the section and page number for which you are looking and turn to the appropriate page to find a scanned copy of the document along with the responses to each of the comments delineated therein.

the written comments, the comments received during each of the 17 public hearings. Oral comments provided at these hearings have been summarized, rather than individually identified by each respective speaker. As such, there is not a list of speakers or identification of the commentors at the public hearings. A list of all registered attendees is provided immediately following the summary of each of the public hearings.

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SECTION 2.7
INDIVIDUALS (CONT'D.)

COMMENTOR NO. 660: SINCLAIR, BARBARA

Dear Mr. Head.
We in Washington don't want nuclear waste through Washington or storage at Hanford. This is a threat to all of us.
Sincerely
Barbara Sinclair

660-1

RESPONSE TO COMMENT
COMMENTOR NO. 660: SINCLAIR, BARBARA

Response to Comment No. 660-1

The commentor's opposition to the transportation of foreign research reactor spent nuclear fuel through the State of Washington and its storage at Hanford Site is noted.

As explained in Section 1.5 of the EIS, the selection of the site or sites at which the foreign research reactor spent nuclear fuel would be managed is based on the analysis in the Department of Energy Programmatic Spent Nuclear Fuel Management and Idaho National Engineering Laboratory Environmental Restoration and Waste Management Programs Environmental Impact Statement. The Record of Decision for this EIS was released on May 30, 1995. In accordance with this Record of Decision, all of the aluminum-based foreign research reactor spent nuclear fuel managed by DOE will be managed at the Savannah River Site in South Carolina. Any other foreign research reactor spent nuclear fuel to be managed by DOE will be managed at the Idaho National Engineering Laboratory. Accordingly, no foreign research reactor spent nuclear fuel would be shipped to the Hanford Site.

COMMENTOR NO. 661: EBERT, MRS. L. A.

June 22, 1995
Dear Mr Thad,
as you must be aware, Tacoma residents do not want nuclear residuals dropped through our Port of Tacoma. Our right to be heard are just as important as citizens of the large cities.
Yours truly
Mrs. L.A. Ebert

661-1

RESPONSE TO COMMENT
COMMENTOR NO. 661: EBERT, MRS. L. A.

Response to Comment No. 661-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 662: SLOAGHTER, EVERETT

To whom this may concern!

No body wants Nuclear Waste in our state so stop this right now! 662-1

No Nuclear Waste in or threw Washington State!

Everett Sloaghter

of Tacoma, WA.

RESPONSE TO COMMENT
COMMENTOR NO. 662: SLOAGHTER, EVERETT

Response to Comment No. 662-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 663: THORNDIKE, LOUISE W.

Louise Weeks Thorndike
74 East Road North
Tacoma, Washington 98406
(206) 752-0647

Mr. Charles Head
Office of Spent Nuclear Fuel Management (EM-37)
U.S. Department of Energy
1000 Independence Ave. S.W.
Washington, D.C. 20585

Dear Mr. Head:

I work full time. My husband works full time. We have two teenagers. I only write political letters when issues threaten the welfare of my family and particularly my children.

The possibility of shipments of high-level nuclear waste through the Port of Tacoma threatens our lives. This is to tell you I oppose this. 663-1

We are not a high profile city such as Seattle or San Francisco or San Diego. But we have lives and precious loved ones who deserve our protection.

During the "cold war," I attended meetings on anti-nuclear weapons proliferation. I feared the Soviet Union then. Now it is individuals making decisions in my own country who threaten the welfare of my children.

Find another solution. Do not ship this deadly debris to our home town.

Sincerely,

Louise Weeks Thorndike

Louise Weeks Thorndike

RESPONSE TO COMMENT
COMMENTOR NO. 663: THORNDIKE, LOUISE W.

Response to Comment No. 663-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 664: CHRISTMAN, LAURA

Charles Head

I am very opposed
to shipping Nuclear
Fuel thru the Port
of Tacoma. Wa. 664-1

I am also opposed to
the U. S. of A. becoming
the Nuclear dump 664-2
of the world.

Laura Christman
8701 W 37th St
Tacoma Wa 98466

RESPONSE TO COMMENT
COMMENTOR NO. 664: CHRISTMAN, LAURA

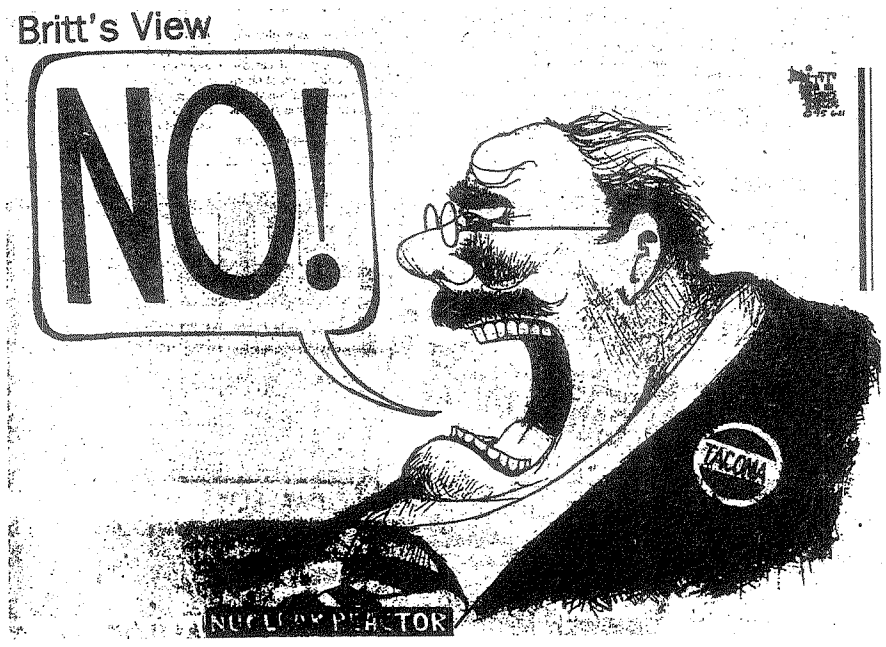
Response to Comment No. 664-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

Response to Comment No. 664-2

The commentor's concern that the United States not become a dumping ground for nuclear wastes is noted. If foreign research reactor spent nuclear fuel is accepted into the United States it would be for a limited duration (Sections 2.2.1.1 and 2.2.2.2 of the EIS). The intent of the proposed policy is to remove as much U.S.-origin HEU as possible from civil programs worldwide and give foreign research reactor operators time to convert their reactors to the use of LEU fuels and to make arrangements for disposition of their LEU spent nuclear fuel (Section 1.2 of the EIS).

COMMENTOR NO. 665: WHITNEY



665-1

RESPONSE TO COMMENT
COMMENTOR NO. 665: WHITNEY

Response to Comment No. 665-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 666: PROBST, JUDITH L.

6-23-95

Dear Mr. Head

I hope I don't waste a 32¢ stamp on not only one who doesn't have time to listen, but also on deaf ears.

Please read me loud and clear. No high level nuclear waste through our Port of Tacoma. 666-1

Thank you,

Judith L. Probst
6923 35th St. W.
Tacoma, Wa 98466

RESPONSE TO COMMENT
COMMENTOR NO. 666: PROBST, JUDITH L.

Response to Comment No. 666-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 667: REISER, JAMES H.

6/22/95

Charles Head
Office of Spent Nuclear Fuel
Management (EM-37)
Dept. of Energy
1000 Independence Ave. S.W.
Washington, D.C. 20585

Sir:

Our family is totally opposed to allowing nuclear waste into our Port of Tacoma. 667-1

My husband was Fire Chief and Harbormaster for 13 years, so we are all well aware of the hazards.

Mrs. James H. Reiser
1322 Sunset Drive
Tacoma, Wa.
98465

RESPONSE TO COMMENT
COMMENTOR NO. 667: REISER, JAMES H.

Response to Comment No. 667-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 668: BRITTON, LUTHER & BARBARA

June 23, 1995

Charles Head
Office of Spent Nuclear Fuel Management (EM-37)
U. S. Department of Energy
1000 Independence Avenue S.W.
Washington, D.C. 20585

Mr. Head:

Back when the Atomic Energy Commission was first established we were told there would be practically no waste to speak of. What little there was would be easily taken care of with no danger of accidental contamination.

Now we are told that it is perfectly safe to ship tons and tons of nuclear waste from all around the world for "safe storage" in our country, and there would be no hazards.

We are not that unintelligent. We simply have no faith in much of anything concerned with the "safety" of nuclear energy any longer. There have been too many accidents!

The other countries should take care of their own nuclear waste. We sure do not need any more here! 668-1

Sincerely,

Luther C. Britton, Barbara A. Britton

Mr. and Mrs. L. C. Britton
3547 South Alder Street
Tacoma, Washington 98409-5710

RESPONSE TO COMMENT
COMMENTOR NO. 668: BRITTON, LUTHER & BARBARA

Response to Comment No. 668-1

The commentor's preference for the option of each country managing its own spent nuclear fuel is noted. This could be either Management Alternative 2 or the No Action Alternative, which are described in Sections 2.3 and 2.5, respectively. The policy considerations and environmental impacts of these two alternatives are discussed in Sections 4.4 and 4.6 of the EIS.

COMMENTOR NO. 669: EFFINGER, G. & M.

Sir;
Consider this for our input in
Nuclear Waste than port of TACOMA 669-1

No!
G&M Effinger

RESPONSE TO COMMENT
COMMENTOR NO. 669: EFFINGER, G. & M.

Response to Comment No. 669-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 670: RAY, ALICE V.

6/22/95

Mr. Hood

Please do not send spent nuclear fuel through the Port of Tacoma, Wa. There must be better ways to deal with this. 670-1

Accidents do happen and this is a highly populated area. Our kids and grand children have a right to have a decent chance of life.

I'm getting pretty old, but I don't want to spend rest of life, in fear of nuclear energy happen to Tacoma.

Thank you for listening

Alice V Ray

RESPONSE TO COMMENT
COMMENTOR NO. 670: RAY, ALICE V.

Response to Comment No. 670-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 671: RICHARDS, MARY & WARREN

Mary E. Richards
Warren J. Richards
2623 Cherokee Blvd. SE
Puyallup, WA 98374-1636
Phone: (206) 770-1693
June 22, 1995

Charles Head
Office of Spent Nuclear Fuel Management (EM-37)
U. S. Department of Energy
1000 Independence Ave., S.W.
Washington, D.C. 20585

Dear Mr. Head:

The Port of Tacoma is surrounded by millions of people, from Everett to Olympia, from the Pacific Coast to the Cascade Mountains. We live ten miles from the Port, in Puyallup. I am a citizen, a voter, a wife, a mother, a grandmother, a daughter, a sister, and an aunt. My husband is a citizen, a voter, a father, a grandfather, a son, a brother, and an uncle. We do not want any of our family or friends put at risk over something that doesn't have to happen.

Our state has had to worry over Hanford for years. In spite of all precaution, accidents do happen. We don't want to have to worry about this too. It is time to listen to the people.

No to nuclear waste being shipped through the Port of Tacoma. 671-1

Sincerely,

Mary E. Richards

Mary E. Richards

Warren J. Richards

Warren J. Richards

RESPONSE TO COMMENT
COMMENTOR NO. 671: RICHARDS, MARY & WARREN

Response to Comment No. 671-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 672: OWENS, BARBARA

4803 224th St. East
98387
Spanaway, Washington
June 23, 1995

Dear Mr. Head,

Our family is adamantly opposed to shipping highly radioactive nuclear waste through the Port of Tacoma. This is due mainly to the fact of the population density of this area, and the potential for accidents, now and in the future. 672-1

Our lives and livelihood depend on the fact that we have relatively clean air to breathe, and the addition of the nuclear waste doesn't seem to be one that can be conducive to the health of anyone. Our families hope to remain in this area for years into the future, after our two U.S. Navy Sons return here to raise there families. Naturally, they will be expecting to return to a safe, clean, environment to raise families, work, play, and contribute to society.

Our four family members Larry, Barbara, Jeff, Matt Owens join in opposition to this proposal.

Thank you for your time and energies, both in trying to present the facts, as well as welcoming input from Americans as to their opinions.

Barbara Owens

Three of the above are registered Pierce County voters. The 4th is currently serving in the Persian Gulf aboard the U.S.S. Abraham Lincoln -CVN 72

RESPONSE TO COMMENT
COMMENTOR NO. 672: OWENS, BARBARA

Response to Comment No. 672-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 673: HRUZA, ANN

June 22, 1995

Charles Head
Office of Spent Nuclear Fuel Management (EM-37)
U.S. Department of Energy
1000 Independence Avenue S.W.
Washington, D.C. 20585

Re: Nuclear Waste through the Port of Tacoma

Dear Mr. Head:

I was recovering from the flu on Monday night and could not attend the meeting in Tacoma regarding the nuclear waste. I want to add my opinion.

NO!!! If the waste is too dangerous where it is, it is too dangerous to pass through our town of Tacoma or any other U.S. port. My husband and I have three grade-school age grandchildren and we want them to be able to live without that fear hanging over them. 673-1

An article in The News Tribune says that Great Britain and France operate plants capable of converting weapons-grade uranium into safe commercial-grade fuel. If they do not want it, the countries producing the waste could be encouraged to build a plant. We do not have to personally solve all the world's problems. 673-2

Sincerely,

Ann Hruza

Ann Hruza
3209 N. Bristol St.
Tacoma, WA 98407

RESPONSE TO COMMENT
COMMENTOR NO. 673: HRUZA, ANN

Response to Comment No. 673-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

Response to Comment No. 673-2

The option suggested by the commentor is equivalent to Management Alternative 2, subalternative 1b. This alternative is discussed in Sections 2.3 and 4.4.2 of the EIS.

COMMENTOR NO. 674: LUND, SHIRLEY

June 21, 1995

To Charles Head,
office of Spent Nuclear Fuel Management

We do not want any highly radio active nuclear waste to be shipped through our Port of Tacoma. 674-1

Sincerely,
Mrs. Shirley Gadd Lund
Robin Glen L
Sandra M Bell
Linda Jacobs
Fred Lund.

412 No. K St. apt 2
Tacoma, Wa. 98403

RESPONSE TO COMMENT
COMMENTOR NO. 674: LUND, SHIRLEY

Response to Comment No. 674-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 675: MCALLISTER, PHIL & COLLEEN

Dear Mr. Head,

We are writing, as a family of five, to register our objections to the passage of nuclear waste through the Port of Tacoma, Wash. 675-1

One of us has been a Longshoreman in Tacoma for 32 years, another for 11 years and would benifit from the extra work but we do not feel that it's worth the risk of accidents.

The government has a habit of shoving their garbage down the throats of communities facing economic problems but we won't accept it here.

Phil & Colleen McAllister
Mike McAllister
Mike & Linda Ryan

RESPONSE TO COMMENT
COMMENTOR NO. 675: MCALLISTER, PHIL & COLLEEN

Response to Comment No. 675-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 676: REIMER, NANCY

Written Comments on the Draft Environmental Impact Statement on a Proposed Nuclear Weapons Nonproliferation Policy Concerning Foreign Research Reactor Spent Nuclear Fuel

If you would like to give us written comments, please feel free to use this page and drop it off at the registration table when you leave. Alternatively, you may mail your comments to the Department of Energy at the address listed below. Also, please provide us with your name, address, and telephone number for any follow-up information or any questions concerning the intent of your comments. This will also allow us to properly indicate the source of the comments in the comment response document. Thank you.

Name: Nancy Reimer Phone:

Title and Organization: Member of Fellowship of Reconciliation, Nyack, N.

Address: Box 74

City: Canyon State Calif Zip 94516

*** COMMENTS ***

I am opposed to bringing nuclear wastes to and through the Bay Area, and also to providing nuclear materials to anyone, at home or abroad. The Clinton Administration claims to favor non-proliferation, but continues to send nuclear materials to other countries, where they could be used to make weapons. This is hypocritical, as is the assumption that only the U.S. and a few other countries can be trusted with nuclear weapons. Indeed, we have shown that we cannot be trusted with them, and that the nuclear industry is inherently unsafe. If we are serious about stopping the threat of nuclear war and other nuclear power, we must be consistent, and simply stop the production and use of nuclear materials. The countries we are bringing the nuclear wastes from are, for the most part, as well or better equipped to deal with it as the U.S. is. So why move it and expose many more to the dangers?

I am opposed to poisoning the Hanford Valley. Indian Reservations, peoples

To Mail in Comments, Address Correspondence to:

Mr. Charles R. Head
Office of Spent Fuel Management, EM-37
U.S. Department of Energy
1000 Independence Avenue, SW
Washington, DC 20585-0001

676-1

676-2

676-3

676-4

RESPONSE TO COMMENT
COMMENTOR NO. 676: REIMER, NANCY

Response to Comment No. 676-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Concord NWS is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Concord NWS, or to any of the ports analyzed in the EIS, is very low.

Response to Comment No. 676-2

The Energy Policy Act of 1992 prohibits the United States from selling HEU to foreign countries except under special conditions. Since enactment of this Act into law, no new export licenses for HEU have been issued by the United States. It is imperative for the United States to promote its nonproliferation policy by minimizing worldwide commerce in HEU, while concurrently continuing close cooperation with foreign research reactor operators. Failure to accept spent nuclear fuel from foreign research reactors would undermine confidence in the United States as a trustworthy partner in nuclear weapons nonproliferation efforts (Section 1 of the EIS).

Response to Comment No. 676-3

The commentor's preference for the option of each country managing its own spent nuclear fuel is noted. This could be either Management Alternative 2 or the No Action Alternative, which are described in Sections 2.3 and 2.5, respectively. The policy considerations and environmental impacts of these two alternatives are discussed in Sections 4.4 and 4.6 of the EIS.

Response to Comment No. 676-4

The commentor's opposition to the management of foreign research reactor spent nuclear fuel in the United States, is noted. As discussed in Sections 4.2 and 4.5 of the EIS, the risk of adverse impacts to the environment associated with the management of the foreign research reactor spent nuclear fuel, in all management sites considered in the EIS, would be low.

COMMENTOR NO. 676: REIMER, NANCY (CONT'D.)

of Idaho or any other site with nuclear waste. They exist, so must be dealt with – there, in the nearest, safest place to where they were used. And no more should be created, or this problem will continue to grow. The policy you propose perpetuates the problem and would make it worse by expanding the use of nuclear power while hiding the dangers of it. 676-4 (Cont'd.) 676-5 676-6

Furthermore, now that the US seems about to resume nuclear testing, the nonproliferation policy (so-called) seems even more hollow. How can we ask other countries not to create nuclear weapons if we are and not to test them if we do, and not to add to the problem if we continue to send them nuclear materials? 676-7

RESPONSE TO COMMENT
COMMENTOR NO. 676: REIMER, NANCY (CONT'D.)

Response to Comment No. 676-5

Spent nuclear fuel is created whenever research or other types of nuclear reactors are operated. The intent of the proposed action is to reduce, and eventually eliminate, the use of highly enriched (weapons-grade) uranium fuel in civil programs worldwide (Section 1.2 of the EIS). The proposed action supports continued operation of foreign research reactors, but with LEU fuel. Present and past nuclear weapons nonproliferation policies of the United States support nuclear technology for nations who agree not to construct nuclear weapons (Section 1.1 of the EIS). Because of the numerous applications of research reactors, nuclear research programs will continue with or without United States activities or completion of this program.

Response to Comment No. 676-6

The proposed action is to develop a policy to manage spent nuclear fuel from foreign research reactors (Section 2.1 of the EIS). The EIS evaluates environmental effects that would result from implementation of a variety of policy alternatives: management in the United States (Management Alternative 2; Section 2.2 of the EIS), overseas management (Management Alternative 2; Section 2.3), combined domestic and overseas management (Management Alternative 3; Section 2.4), and the No Action Alternative (Section 2.5). None of the alternatives address nuclear power reactors. As demonstrated by the analysis in Section 4 of the EIS, implementation of the proposed action poses no significant benefits or risks to human health or the environment.

Response to Comment No. 676-7

The topic of nuclear weapons testing is outside the scope of this EIS.

COMMENTOR NO. 677: BUTZ, ANDREW

Written Comments on the Draft Environmental Impact Statement on a Proposed Nuclear Weapons Nonproliferation Policy Concerning Foreign Research Reactor Spent Nuclear Fuel

If you would like to give us written comments, please feel free to use this page and drop it off at the registration table when you leave. Alternatively, you may mail your comments to the Department of Energy at the address listed below. Also, please provide us with your name, address, and telephone number for any follow-up information or any questions concerning the intent of your comments. This will also allow us to properly indicate the source of the comments in the comment response document. Thank you.

Name: Andrew Butz **Phone:** (503) 621-9869

Title and Organization:

Address: 18820 NW Vista Lane

City: Portland **State** OR **Zip** 97231

*** COMMENTS ***

As stated orally at the May 25 D.O.E. hearing in Portland, I am opposed to any process of shipping foreign spent nuclear fuel to the United States. First, such proposed shipments would not improve global security. Instead, they would send a strong message to those nations holding spent fuel, that we do not trust them or their intentions to comply with the provisions of the nuclear non-proliferation treaty. This undermining of international trust will have damaging effects even if the physical hazards of shipments are somehow av 677-1

Second, when the D.O.E. projects/estimates risk of human/environmental exposure to radiation, they use figures that are widely considered to be out-of-date by the medical community. In other words, the latest research indicates that smaller doses of radiation are more harmful than the D.O.E. officially acknowledges. 677-2

To Mail in Comments, Address Correspondence to:

Mr. Charles R. Head
Office of Spent Fuel Management, EM-37
U.S. Department of Energy
1000 Independence Avenue, SW
Washington, DC 20585-0001

P.S. I am appalled that the D.O.E. did not record (electronically) the proceedings of the May 25 Portland hearing. Is this the policy for all hearings? If so, it disp contempt for the process of substantive public participation. 677-3

RESPONSE TO COMMENT
COMMENTOR NO. 677: BUTZ, ANDREW

Response to Comment No. 677-1

The commentor's opposition to the management of foreign research reactor spent nuclear fuel in the United States, is noted. The suggestion that the nations considered under the policy may be offended by the proposed action is not realistic, as indicated in the discussion of Section 1.1 of the EIS.

Response to Comment No. 677-2

General radiological health effects are discussed in Section 4.1.3 and the specific impacts of each alternative are presented throughout Section 4 of the EIS. The radiation risk factors used in the analysis are endorsed and accepted by the NRC and the International Commission on Radiological Protection.

Response to Comment No. 677-3

DOE did request that comments be submitted in writing, however, all oral comments presented at each hearing were summarized and have been addressed along with the written comments in Volume 3 of the EIS. All comments, written and oral, are part of the public record. The format adopted by DOE for the public hearings held on the draft EIS is fully in compliance with the requirements of NEPA regulations and DOE's requirements for conducting such hearings.

COMMENTOR NO. 679: SKEA, JANE K.

Here's How I Feel About Shipping Nuclear Waste Through Tacoma.

Comments: [illegible] It's a crazy idea [illegible] other countries nuclear waste [illegible] The risk to people's health is [illegible] great a price. It could also be a fine [illegible] We do not want to be [illegible] Thank [illegible] comments at public [illegible] number [illegible]

679-1

679-2

Name: Jane [illegible] Telephone: [illegible] 9927

Address: 1110 [illegible] City/State: Tacoma, Wa. 98405

Send To: Charles Head, Office of Spent Fuel Management (EM-37), Office of Environmental Management, U.S. Department of Energy, 1000 Independence Ave. SW, Washington, DC 20585

DEADLINE: [illegible] 30, 1995

RESPONSE TO COMMENT
COMMENTOR NO. 679: SKEA, JANE K.

Response to Comment No. 679-1

The commentor's opposition to Management Alternative 1 to the proposed action is noted. If DOE decides to accept foreign research reactor spent nuclear fuel in the United States under the basic implementation of Management Alternative 1 (Section 2.2.1 of the EIS), DOE considers that the port selection criteria successfully identify those ports that possess the facilities for safe handling of foreign research reactor spent nuclear fuel (Appendix D, Section D.1.9 of the EIS). The analyses provided in the EIS indicate that the use of any of the facilities indicated by the port selection process, including Tacoma, would not pose any significant risk to either the port personnel or the population near the port (Section 4.2.2 of the EIS).

Response to Comment No. 679-2

DOE did request that comments be submitted in writing, however, all oral comments presented at each hearing were summarized and have been addressed along with the written comments in Volume 3 of the EIS. All comments, written and oral, are part of the public record.

COMMENTOR NO. 680: VAN BUSKIRK, JOHN

June 19, 1995

Charles Head
Office of Spent Nuclear Fuel Management
U.S. Department of Energy
1000 Independence Ave. SW
Washington DC, 20585

Dear Mr. Head

I am writing to express my concern that the Department of Energy is considering Tacoma as a possible port of entry for nuclear fuel shipments.

I am adamantly opposed to any nuclear fuel shipments coming through the Port of Tacoma. The beauty and the depth of Puget Sound is unique, and the potential for terrible destruction is great. *680-1*

Please reconsider the Department of Energy's proposal.

Sincerely,

John Van Buskirk
1528 N.Fife
Tacoma, WA 98406

RESPONSE TO COMMENT
COMMENTOR NO. 680: VAN BUSKIRK, JOHN

Response to Comment No. 680-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 681: SPRINKER, PATTY

AMAZINGLY, YOU CAN STOP NUCLEAR WASTE FROM COMING HERE WITH JUST ONE HAND.

Here's How I Feel About [illegible] Waste Through Tacoma.

Comments: As a [illegible] environmental[illegible] and mothe[illegible] of a[illegible] Dam definitely agai[illegible]ing Nuclear Waste thru Port[illegible]acoma and/or the Puge[illegible] Sound. We must got rid [illegible] ASAP [illegible] Super Fun[illegible] for TACO[illegible] NOT [illegible] ONLY!!!

Name: Patty [illegible] Telep[illegible] 5-6430

Address: 1004-32nd [illegible] #103 City/Stat[illegible] Tacoma WA 98466

Send To: Charles Head, Off[illegible] Spent Fuel Management (EM-37), Off[illegible] Environmental Management, U.S. Department of [illegible] 1000 Independence Ave. S[illegible] Washington, DC 20585

DEADLINE [illegible] 1995

(OVER)

The strongest weapon against nuclear waste is right at your fingertips.
Here's your chance to let the Department of Energy know how you feel about their possible plan to ship 19.2 tons of weapons-grade nuclear waste through the Port of Tacoma over the next 13 years. So, pick up a pen, fill out this form and send it to the address above by **June 30, 1995**. And let them know that Tacoma is not a place for nuclear waste.
For more information call the Port of Tacoma Hot Line at 597-7575.

Co-sponsored by Port of Tacoma; Port of Seattle; Longshore Local #23; Puyallup Tribe; Citizens for a Healthy Bay; Cities of Tacoma, Fife, Milton, Ruston, Federal Way; Tacoma–Pierce County Visitor & Convention Bureau, Tacoma–Pierce County Chamber of Commerce; Pierce County Central Labor Council and Pierce County.

681-1

RESPONSE TO COMMENT
COMMENTOR NO. 681: SPRINKER, PATTY

Response to Comment No. 681-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 681: SPRINKER, PATTY (CONT'D.)

P.S. If the Gov't insists on accepting waste NUKE fuels then bring it and store it on military sites. They have the equipment + manpower to deal with it.

The government + military has pushed Nuclear Energy so let them deal with it!!

Don't ruin our Puget Sound and our over-populated area.

Nukes are the gov't / military's baby. Let them babysit it! Don't push it on civilian long shoreman, fireman + rescue units to deal with it!!!

Why Wash. State??? Ship it to Wash. D.C.!!!

681-2

RESPONSE TO COMMENT
COMMENTOR NO. 681: SPRINKER, PATTY (CONT'D.)

Response to Comment No. 681-2

DOE considers that foreign research reactor spent nuclear fuel could safely be received at commercial ports, as it has in the past, without additional security that might be present at military bases. The security provided for the spent nuclear fuel shipments would be required to meet or exceed all the applicable security requirements in the Code of Federal Regulations (10 CFR Part 73). If any port did not already provide security sufficient to satisfy these requirements, it would be the responsibility of the shipper to provide the required additional security. Nevertheless, the commentor's preference for the use of military ports is noted. Sections 4.2.2.2 and 4.2.2.3 of the EIS provide the analysis on impacts of incident-free operation and consequences of port accidents, respectively.

If the foreign research reactor spent nuclear fuel is accepted into the United States (Management Alternative 1 or 3) there would be no storage of this material in the Port of Tacoma, any other port, or anyplace except for management sites. Under normal circumstances, it would remain at a port for only a few hours. In the event of a major disruption of ground transportation systems due to adverse weather, seismic activity, or other situation, DOE's goal is to minimize holding times at the ports and to provide safe transport of the spent nuclear fuel to its destination as quickly as possible.

COMMENTOR NO. 682: MATTLEY, JULIA

JULIA MATTLEY
6411 S. G Street
Tacoma, WA 98408

June 20, 1995

Charles Head, Program Manager
U.S. Department of Energy EM37
1000 Independence Avenue
Washington, DC 20585

Sir:

Last night I listened and viewed the TV recording of the public meeting you held here in Tacoma regarding the transport of spent nuclear fuel through the Port of Tacoma. I agree with the general feelings expressed by the public at that meeting. I say "NO" we don't want to be the dumping ground of the world. We don't buy your political scheme. 682-1

It is not logical. How can any reasonable, thinking person even suggest such a thoughtless and impractical plan. It isn't a plan. It is not properly researched. Why should we be taxed with this burden when you can't even clean up the mess at Hanford? You say you are going to "dig a big hole and put it in it!" What will that do to our future generations' chances of having pure, clean water to drink? And you have not faced the problems of safety and emergency planning, financing, training, and transporting this lethal product to its destination. The damage you will do to our commercial business at the Port, as well as to our tourist trade, is irreplaceable. 682-2

We are a "small" community. Perhaps you feel that makes us vulnerable, but we will fight this to the end. If we go down as the spent fuel dump of the world, the whole world is going to know about it. So, Big Boy, put your thinking cap on and get real. We are reasonable people and will be glad to listen to, and yes, to cooperate in the finding of a practical, economical, logical and acceptable solution to this overwhelming world problem. But you must do your homework--use current statistics, maps, analyses, and research before you spring your plan on us. The proposal you presented last night is so flawed it is unthinkable that our government would allow such an ill-thought-out, poorly prepared scheme to be flaunted in the faces of Tacoma citizens.

Sincerely,

Julia Mattley

Julia Mattley

P.S. A logical plan for this venture would be to use our military bases already trained in nuclear handling -- or my suggestion -- Use Plan #2! 682-3

RESPONSE TO COMMENT
COMMENTOR NO. 682: MATTLEY, JULIA

Response to Comment No. 682-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

Response to Comment No. 682-2

Foreign research reactor spent nuclear fuel shipments are subject to the same types of potential hazards as those of other ships carrying nonradiological hazardous materials.

DOE considers that there is adequate regulatory and emergency preparedness infrastructure to ensure the safe acceptance and transport to designated management sites if the foreign research reactor spent nuclear fuel is managed in the United States. Federal funding to State, Tribal, and local governments for maintaining emergency response programs is discussed in Section 2.7.1. There are three national emergency response plans under which DOE provides radiological monitoring and assessment assistance. Under these plans, DOE provides technical advise and assistance to the State, Tribal and local agencies involved with a radiological incident. Emergency preparedness, security, and coordination of DOE with local emergency response authorities, and security are discussed in general in Sections 2.7 and 2.8 of the EIS. Details would be contained in the Transportation Plan, that would be prepared prior to any individual spent nuclear fuel shipments and coordinated with State and local officials. The general provisions of the Transportation Plan are included in Appendix H, which was added to the final EIS in response to public comments.

For each port considered, the impacts from activities related to the shipments of foreign research reactor spent nuclear fuel are evaluated in Section 4.2.2 of the EIS. The evaluation includes impacts from credible accidents, including shipboard fires. The risk to the environment that would result from these potential accidents is low.

Response to Comment No. 682-3

DOE considers that foreign research reactor spent nuclear fuel could safely be received at commercial ports, as it has in the past, without additional security that might be present at military bases. The security provided for the spent nuclear fuel shipments would be required to meet or exceed all the applicable security requirements in the Code of Federal Regulations (10 CFR Part 73). If any port did not already provide security sufficient to satisfy these requirements, it would be the responsibility of the shipper to provide the required additional security. Nevertheless, the commentor's preference for the use of military ports is noted.

The commentor's preference for Management Alternative 2, overseas management, as discussed in Section 2.3 of the EIS is noted.

COMMENTOR NO. 685: ARTUSO, MARGARET & ANTHONY

June 19, 1995

Mr Charles R Head
Office of Spent Fuel Management
EM-37
US Dept of Energy
1000 Independence Ave SW
Washington, DC 20585-0001

Dear Mr Head,
As residents of Mt Pleasant, SC and living near the Wando Terminal we are very concerned about Wando Terminal being used as a port of entry for used nuclear fuel rods. We do not think that this kind of shipment should be coming through a predominantly residential neighborhood 685-1
We would like to be informed of any future meetings and any developments in the Dept of Energy's planning process in this matter.

Sincerely
Margaret J Artuso
Anthony Artuso

717 Wakendaw Blvd
Mt Pleasant, SC 29464

RESPONSE TO COMMENT
COMMENTOR NO. 685: ARTUSO, MARGARET & ANTHONY

Response to Comment No. 685-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Charleston Wando Terminal is noted. However, analysis in Sections 4.2.2 and 4.5 indicates that the risk associated with bringing spent nuclear fuel through the Wando Terminal, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 686: MAPASS, MR. & MRS. W., JR.

Written Comments on the Draft Environmental Impact Statement on a Proposed Nuclear Weapons Nonproliferation Policy Concerning Foreign Research Reactor Spent Nuclear Fuel

If you would like to give us written comments, please feel free to use this page and drop it off at the registration table when you leave. Alternatively, you may mail your comments to the Department of Energy at the address listed below. Also, please provide us with your name, address, and telephone number for any follow-up information or any questions concerning the intent of your comments. This will also allow us to properly indicate the source of the comments in the comment response document. Thank you.

Name: Mr. & Mrs. W.E. Maipass, Jr. **Phone:** 676-6388

Title and Organization: homeowner

Address: 123 Wellington Ave.

City: Clyde **State** CA **Zip** 94520

*** COMMENTS ***

We wish to record our opposition to the proposal to use Concord Naval Weapons Station as a transfer point for nuclear waste. First of all, the area is geologically and environmentally unsuitable. There are major fault lines close by, and the delicate balance of the marshlands is already pushed to its limit by local industry hazards. Secondly, why choose an area already so densely populated by both commerce and residences. It is highly visible and easily accessed, posing a security risk. Thirdly, and most personally, we chose to live in this area with a measured amount of risk; the Bay, refineries, fault lines, toxic waste. We accept all this in exchange for a wonderful home and neighbors. Adding the fear and hazard of nuclear waste destroys this balance and leaves absolutely no peace of mind. 686-1

To Mail in Comments, Address Correspondence to:

Mr. Charles R. Head
Office of Spent Fuel Management, EM-37
U.S. Department of Energy
1000 Independence Avenue, SW
Washington, DC 20585-0001

RESPONSE TO COMMENT
COMMENTOR NO. 686: MAPASS, MR. & MRS. W., JR.

Response to Comment No. 686-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Concord NWS is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel through the Concord NWS, or any of the ports analyzed in the EIS, is low.

The passage from San Francisco Bay to Concord meets the requirements of port selection Criterion 2 (Favorable Transit From Open Ocean) for port selection (Appendix D, Section D.1.9.2). Favorable transit from open ocean is only one of the considerations in selecting ports of entry for the foreign research reactor spent nuclear fuel. Other considerations such as port population, population along the route to the management site, port experience with handling containers, and port facilities would be considered in making the final selection of ports of entry. Appendix D, Section D.1.9 of the EIS provides details of the port selection process.

The port selection criteria do not consider the existence of land-based facilities such as refineries because they have no direct impact on the risk associated with the shipment of foreign research reactor spent nuclear fuel.

The risk of releasing radioactive material from a foreign research reactor spent nuclear fuel transportation cask as the result of a seismic event is low. Spent nuclear fuel transportation casks are designed and built to withstand significant punishment without releasing their contents (Section 2.6.2 of the EIS). Therefore, a seismic event, even if it caused structures at Concord NWS to fail, is not expected to compromise the transportation cask. Further, the analyses of impacts associated with accidents involving foreign research reactor spent nuclear fuel presented in Section 4.2.2.3 demonstrate that the use of any of the selected ports will not pose any significant risk to the port personnel or the population near the ports.

COMMENTOR NO. 692: REHN, EMILY A.

AMAZINGLY, YOU CAN STOP NUCLEAR WASTE FROM COMING HERE WITH JUST ONE HAND.

Here's How I Feel About Shipping Nuclear Waste Through Tacoma.

Comments: No way should we accept Europes refused [illegible] as this should be put to the vote of the people

692-1

Name: Emily A. Rehn Telephone: 206-536-3377

Address: 1611 S. [illegible] Ave. No City/State/Zip: Tacoma, WA 98444

Send To: Charles Head, Office of Spent Fuel Management (EM-37), Office of Environmental Management, U.S. Department of Energy, 1000 Independence Ave. S.W., Washington, DC 20585

DEADLINE: JUNE 30, 1995

The strongest weapon against nuclear waste is right at your fingertips.
Here's your chance to let the Department of Energy know how you feel about their possible plan to ship 19.2 tons of weapons-grade nuclear waste through the Port of Tacoma over the next 13 years. So, pick up a pen, fill out this form and send it to the address above by **June 30, 1995**. And let them know that Tacoma is not a place for nuclear waste.
For more information call the Port of Tacoma Hot Line at 597-7575.

Co-sponsored by Port of Tacoma; Port of Seattle; Longshore Local #23; Puyallup Tribe; Citizens for a Healthy Bay; Cities of Tacoma, Fife, Milton, Ruston, Federal Way; Tacoma–Pierce County Visitor & Convention Bureau, Tacoma–Pierce County Chamber of Commerce; Pierce County Central Labor Council and Pierce County.

RESPONSE TO COMMENT
COMMENTOR NO. 692: REHN, EMILY A.

Response to Comment No. 692-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma, is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

The intent of the proposed policy is to remove as much U.S.-origin HEU as possible from civil programs worldwide and give foreign research reactor operators time to convert their reactors to the use of LEU fuels and to make arrangements for disposition of their LEU spent nuclear fuel (Section 1.2 of the EIS). Under policies established by the Administration and within all applicable laws and regulations, DOE has the responsibility for managing foreign research reactor spent nuclear fuel addressed by this Environmental Impact Statement. Current laws, regulations, and policies do not provide for a vote prior to the implementation of any of the management alternatives provided for in this EIS.

COMMENTOR NO. 693: HALMISTION, JUNE

AMAZINGLY, YOU CAN STOP NUCLEAR WASTE FROM COMING HERE WITH JUST ONE HAND.

Here's How I Feel About Shipping Nuclear Waste Through Tacoma.

Comments: [illegible]

693-1

Name: [illegible] Telephone: [illegible]

Address: [illegible] City/State/Zip: [illegible]

Send To: Charles Head, Office of Spent Fuel Management (EM-37), Office of Environmental Management, U.S. Department of Energy, 1000 Independence Ave., S.W., Washington, DC 20585

DEADLINE: JUNE 30, 1995

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RESPONSE TO COMMENT
COMMENTOR NO. 693: HALMISTION, JUNE

Response to Comment No. 693-1

The commentor's opposition to acceptance of foreign research reactor spent nuclear fuel into the United States is noted. DOE considers that the port selection criteria successfully identify those ports that possess the facilities for safe handling of foreign research reactor spent nuclear fuel (Appendix D, Section D.1.9 of the EIS). The analyses provided in the EIS indicate that the use of any of the facilities indicated by the port selection process, including Tacoma, would not pose any significant risk to either the port personnel or the population near the port (Section 4.2.2 of the EIS).

COMMENTOR NO. 694: BEHERNDT, MATILDA

AMAZINGLY, YOU CAN STOP NUCLEAR WASTE FROM COMING HERE WITH JUST ONE HAND.

Here's How I Feel About Shipping Nuclear Waste Through Tacoma.

Comments: I am [illegible] old. And do not want to have [illegible] in the U.S. at all and cer[illegible] not in Tacoma. This wont harm [illegible] but lets think of the future of the young folks

694-1

Name: Matilda [illegible] Telephone: [illegible]

Address: 1611 Sa[illegible] City/State/Zip: [illegible], Wa. 98444

Send To: Charles Head, Office of Spent Fuel Management (EM-37), Office of Environmental Management, U.S. Department of Energy, 1000 Independence Ave. S.W., Washington, DC 20585

DEADLINE: JUNE 30, 1995

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Co-sponsored by Port of Tacoma; Port of Seattle; Longshore Local #23; Puyallup Tribe; Citizens for a Healthy Bay; Cities of Tacoma, Fife, Milton, Ruston, Federal Way; Tacoma–Pierce County Visitor & Convention Bureau, Tacoma–Pierce County Chamber of Commerce; Pierce County Central Labor Council and Pierce County.

RESPONSE TO COMMENT
COMMENTOR NO. 694: BEHERNDT, MATILDA

Response to Comment No. 694-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

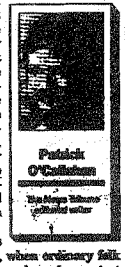
COMMENTOR NO. 695: ANONYMOUS

Energy officials should heed outrage

We don't need nuclear waste shipped in the U.S. 695-1

Tacomans, bless their hearts, tend to be on the sleepy side when it comes to the Great Issues of the Day.

That's one of their endearing qualities. Unlike their latte-sipping brethren to the north, they're largely indifferent to the political fads that emerge in endless succession from such cultural centers as Manhattan, Boston and the Bay Area. The Tacoma City Council never came out against the Pershing missile or signed a sister city agreement with Managua. The city has its share of people who think the nation is going to hell in a handbasket, but stridency isn't their style. They don't riot in the streets, throw rocks at police officers, bomb federal buildings or torch abortion clinics.



Patrick O'Callaghan

The Seattle Times editorial writer

So when the citizenry does get genuinely lathered up, when ordinary folk start shouting and cussing and waving protest signs the way they did at the Department of Energy's radioactive waste hearing on Tuesday, watch out. Energy officials in Washington, D.C., have no doubt encountered rowdy protesters in other cities as they've shopped around their proposal to import spent reactor fuel through U.S. ports. But they should understand that in Tacoma, a large, angry demonstration is roughly equivalent to the storming of the Bastille or the shelling of Fort Sumter.

Not since Earl Kenneth Skriner sexually mutilated a schoolboy in 1989 have I seen so many Tacomans vent so much raw anger in a public forum. Roughly 200 people had to be barred from the Tacoma Public Utilities building, where the hearing was held, because the big auditorium was packed with a standing-room-only crowd. Outside, they chanted, circulated petitions and waved signs that read, "Hell no, we won't glow."

One brave and very lonely dissenter had the temerity to suggest that the area could use the jobs that would come from unloading nuclear fuel at the Port of Tacoma. He was instantly embroiled in a shouting match that could be heard for blocks.

Inside, the hearing felt like a fevered revival meeting crossed with a '60s-style antiwar rally. The locals who took their turn at the microphone were unanimously opposed to the idea of bringing radioactive waste through the port; what chiefly distinguished them was the hysteria content of their remarks. Some seemed to think the Pacific Northwest was on the brink of unspeakable nuclear horrors. Others thought the proposal was just rotten policy and a raw deal for Tacoma. Any convincing outburst at the Energy Department was met with cries of "Amen!" from the audience.

The place swarmed with local politicians trying to get in front of the issue and the television cameras. There was Mike Kreidler, a Democratic congressman lately turned out of office, reminding everyone that he'd sponsored legislation that would have helped prevent this very thing. There was mayoral candidate Brian Ebersole – normally the soul of reason – addressing the room in a near shout, whipping up the crowd with a "Hell no, we don't want nuclear waste coming here."

There were city council members and port commissioners. There was a collection of state legislators who – apparently worried they wouldn't get to deliver their sound bites in prime time – foolishly asked if they could cut ahead of the ordinary citizens who were lined up to speak. The request was unceremoniously shouted down.

Sure, there was a measure of orchestration behind all the anger. In advance of the hearing, Port Commission President Pat O'Malley and other opponents of the shipments had run heavy-handed newspaper advertisements showing a baby with a forehead festooned with the radioactive danger symbol. Fliers urged Tacomans to attend.

But while the publicity may have alerted people to the issue, it couldn't have produced the heat and passion that were in the air Tuesday night. O'Malley and company may have tapped a nerve, but the nerve was there to be tapped.

> A good many seemed motivated by a heartfelt concern for a city that is finally emerging from the shadow of industrial blight and Superfund pollution – a city that doesn't need a new stigma to live down.

Some of those who showed up were no doubt driven by old-fashioned, ignoble nuclearphobia, the irrational fear of any enterprise that involves the atom. But a good many of them seemed motivated by a heartfelt concern for a city that is finally emerging from the shadow of industrial blight and Superfund pollution – a city that doesn't need a new stigma to live down.

The Department of Energy should be forewarned: These people aren't going to roll over. Splitting the atom could prove an easier feat than bringing the pieces through Tacoma's back yard.

RESPONSE TO COMMENT
COMMENTOR NO. 695: ANONYMOUS

Response to Comment No. 695-1

The commentor's opposition to management of spent nuclear fuel from foreign research reactors in the United States, is noted. Sections 2.3, 2.5, and 4.4 of the EIS describe other alternatives under consideration.

COMMENTOR NO. 696: SIRLES, ROBERT N.

Please --
Do not ship Radioactive Waste
thru the Port of Tacoma -

Robert N. Sirles
Marie Sirles
S.E. 181 Teagle Dr.
Shelton, Wa -
98584

2 VOTES NO

696-1

RESPONSE TO COMMENT
COMMENTOR NO. 696: SIRLES, ROBERT N.

Response to Comment No. 696-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 697: DURKIN, JUDY

June 17 1995

Dear Charles Head.

Please do not ship the spent nuclear fuel through Tacoma, Washington. I have a 4 year old daughter and I don't want any unnecessary danger anywhere near her. Sincerely, Judy

697-1

RESPONSE TO COMMENT
COMMENTOR NO. 697: DURKIN, JUDY

Response to Comment No. 697-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 698: HADDOCK-PERRYMAN, GISELA M.

Gisela M. Haddock Perryman
6319 S. Fawcett
Tacoma, WA. 98408
Registered voter since 1938 (never miss.)
Precinct # 29-741 Calvary Baptist Church

Charles Head, prog. mgr., O.S.N.F.M. (EM-37)
U.S. Dept of Energy, 1000 Independence ave SW
WA. D.C. 20585

Dear Sir –
Do you have an open mind? Will you consider my protest against shipping nuclear waste through to U.S. ports especially Tacoma? I care, as many citizens do, about our great USA, now (today) and all of our future inheritors of this great land. Thank you, for a open mind and realization of a strong protest from all Citizens
Sincerely yours, Gisela M. Haddock Perryman

698-1

RESPONSE TO COMMENT
COMMENTOR NO. 698: HADDOCK-PERRYMAN, GISELA M.

Response to Comment No. 698-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 699: FRANK, LOU

AMAZINGLY, YOU CAN STOP NUCLEAR WASTE FROM COMING HERE WITH JUST ONE HAND.

Here's How I Feel About Shipping Nuclear Waste Through Tacoma.

Comments: NOT [illegible] OUR Beautiful [illegible] STATE! 699-1

Name: Lou [illegible] Telep[illegible] 6-564-3577

Address: 6922 [illegible] 4th City/Stat[illegible] Tacoma, Wa 98466

Send To: Charles Head, Off[illegible] Spent Fuel Management (EM-37), Off[illegible] Environmental Management, U.S. Department of [illegible] 1000 Independence Ave. [illegible] Washington, DC 20585

DEAD[illegible] JUNE 30, 1995

The strongest weapon against nuclear waste is right at your fingertips.
Here's your chance to let the Department of Energy know how you feel about their possible plan to ship 19.2 tons of weapons-grade nuclear waste through the Port of Tacoma over the next 13 years. So, pick up a pen, fill out this form and send it to the address above by **June 30, 1995**. And let them know that Tacoma is not a place for nuclear waste.
For more information call the Port of Tacoma Hot Line at 597-7575.

Co-sponsored by Port of Tacoma; Port of Seattle; Longshore Local #23; Puyallup Tribe; Citizens for a Healthy Bay; Cities of Tacoma, Fife, Milton, Ruston, Federal Way; Tacoma–Pierce County Visitor & Convention Bureau, Tacoma–Pierce County Chamber of Commerce; Pierce County Central Labor Council and Pierce County.

RESPONSE TO COMMENT
COMMENTOR NO. 699: FRANK, LOU

Response to Comment No. 699-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 701: PECHA, A. & E.

We do not want radioactive Nuclear shipped through the Port of Tacoma 701-1

Andrew Pecha
Ellanne Pecha

RESPONSE TO COMMENT
COMMENTOR NO. 701: PECHA, A. & E.

Response to Comment No. 701-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 703: BECK, JOANNA

Written Comments on the Draft Environmental Impact Statement on a Proposed Nuclear Weapons Nonproliferation Policy Concerning Foreign Research Reactor Spent Nuclear Fuel

If you would like to give us written comments, please feel free to use this page and drop it off at the registration table when you leave. Alternatively, you may mail your comments to the Department of Energy at the address listed below. Also, please provide us with your name, address, and telephone number for any follow-up information or any questions concerning the intent of your comments. This will also allow us to properly indicate the source of the comments in the comment response document. Thank you.

Name: Joanna Beck **Phone:** 206 859 1656

Title and Organization:

Address: 12422 SE 201st PL

City: Kent **State:** WA **Zip** 98031

*** COMMENTS ***

I am very concerned about the possibility of nuclear waste being shipped to Washington state, and being transported through populated areas. I am surprised that the Department of Energy would encourage the public's agreement of this. From the information I have received it looks like an accident that is waiting to happen. I think that both the health of our environment and the health of the population should warrant further studies of any possible impact, no matter how slight. I am amazed that little or no information would be given to the towns and communities that would be affected. I don't think that it should be the responsibility of the state of Washington to become the nuclear waste garbage dump to the world! 703-1 703-2 703-3

To Mail in Comments, Address Correspondence to:

Mr. Charles R. Head
Office of Spent Fuel Management, EM-37
U.S. Department of Energy
1000 Independence Avenue, SW
Washington, DC 20585-0001

RESPONSE TO COMMENT
COMMENTOR NO. 703: BECK, JOANNA

Response to Comment No. 703-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low. All population within a 50-mile radius of Tacoma was considered when analyzing the impact of both incident-free transport and the range of hypothetical port accidents. The risks were found to be low. The analysis of impacts associated with an accident involving foreign research reactor spent nuclear fuel determined that no decontamination, interdiction, or condemnation of property would result from the worst plausible accident (Section 4.2.2.3 of the EIS).

Response to Comment No. 703-2

DOE's policy is to freely distribute information about the foreign research reactor spent nuclear fuel program to anyone who is interested. The distribution of this EIS is one example of this policy.

As discussed in Section 2.6.4.2 of the EIS, the NRC regulations concerning route notification are set forth in 10 CFR Part 73. This regulation requires shippers to submit proposed routes for spent nuclear fuel shipments to NRC for approval, and NRC publishes a public information circular that lists routes that have been evaluated and approved for specific spent nuclear fuel shipments.

The regulation also requires DOE to inform the Governor of each State and any Tribal chair, or their designee, along the route at least seven days prior to shipment of hazardous cargos, including radioactive materials. The towns and communities along the ground transport route could be notified individually in advance of each shipment by the Governor of each State.

Response to Comment No. 703-3

The commentor's opposition to the ports or facilities located in the State of Washington, is noted. As explained in Section 1.5 of the EIS, the selection of the site or sites at which the foreign research reactor spent nuclear fuel would be managed is based on the analysis in the Department of Energy Programmatic Spent Nuclear Fuel Management and Idaho National Engineering Laboratory Environmental Restoration and Waste Management Programs Environmental Impact Statement. The Record of Decision for this EIS was released on May 30, 1995. In accordance with this Record of Decision, all of the aluminum-based foreign research reactor spent nuclear fuel managed by DOE will be managed at the Savannah River Site in South Carolina. Any other foreign research reactor spent nuclear fuel to be managed by DOE will be managed at the Idaho National Engineering Laboratory. Accordingly, no foreign research reactor spent nuclear fuel would be shipped to the Hanford Site.

COMMENTOR NO. 704: SMYTH, ELIZABETH L.

Written Comments on the Draft Environmental Impact Statement on a Proposed Nuclear Weapons Nonproliferation Policy Concerning Foreign Research Reactor Spent Nuclear Fuel

If you would like to give us written comments, please feel free to use this page and drop it off at the registration table when you leave. Alternatively, you may mail your comments to the Department of Energy at the address listed below. Also, please provide us with your name, address, and telephone number for any follow-up information or any questions concerning the intent of your comments. This will also allow us to properly indicate the source of the comments in the comment response document. Thank you.

Name: ELIZABETH L. SMYTH **Phone:** 206 565-5238
Title and Organization: N/A
Address: 11608 S. WINNIFRED
City: TACOMA **State** WA **Zip** 98465

*** COMMENTS ***

I STRONGLY OPPOSE THE SHIPMENT OF HIGHLY ENRICHED URANIUM THROUGH ANY PART OF PUGET SOUND OR WASHINGTON STATE BECAUSE: 704-1
① THE DEPARTMENT OF ENERGY IS UNWILLING TO MEET THE MINIMAL SAFETY REQUESTS OF OUR PUBLIC OFFICIALS.
② THE D.O.E WILL ASSUME NO FINANCIAL RESPONSIBILITY IN THE EVENT OF A CATASTROPHIC SPILL OF NUCLEAR WASTE. 704-2
③ THE ALTERNATIVE NUMBER 2, WHICH ALLOWS COUNTRIES TO STORE AND DILUTE THEIR OWN SPENT NUCLEAR FUEL, IS A MUCH BETTER AND SAFER PLAN. IT IS EVEN LESS EXPENSIVE. 704-3
④ I DO NOT BELIEVE THAT THE U.S. SHOULD BECOME THE NUCLEAR GARBAGE DUMP TO THE WORLD. IT SENDS THE MESSAGE TO OTHER COUNTRIES THAT THEY DON'T NEED TO MANAGE THEIR OWN NUCLEAR WASTE. 704-4

To Mail in Comments, Address Correspondence to:

Mr. Charles R. Head
Office of Spent Fuel Management, EM-37
U.S. Department of Energy
1000 Independence Avenue, SW
Washington, DC 20585-0001

RESPONSE TO COMMENT
COMMENTOR NO. 704: SMYTH, ELIZABETH L.

Response to Comment No. 704-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma, is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

All shipments of radioactive material are tightly regulated. Internationally, the International Atomic Energy Agency (part of the United Nations) and the International Maritime Organization regulate such shipments. In the United States, the U.S. Department of Transportation, DOE, and the NRC all have regulations and rules that apply to these shipments. Section 5 of the EIS presents a detailed description of the applicable laws, regulations and other requirements.

Response to Comment No. 704-2

Foreign research reactor spent nuclear fuel shipments are subject to the same types of potential hazards as those of other ships carrying nonradiological hazardous materials.

The commentor wants assurance from DOE that DOE, and not local governments, would assume costs related to the transshipment of casks, including costs arising from accidents. Under the Price-Anderson Act, DOE would provide indemnification for public liability with respect to spent nuclear fuel if there is a "nuclear incident," as defined under law. In pertinent part, a "nuclear incident" is one that causes, for example, injury or sickness or property damage, resulting from radioactive, toxic, explosive, or other hazardous properties of the material. DOE does provide funding to States and Tribes, as described in Section 2.7.3.1 of the EIS, for transportation related issues. Such funding can enhance a jurisdiction's emergency management and planning capabilities.

Response to Comment No. 704-3

The commentor's preference for the alternative of overseas storage is noted. This is Management Alternative 2, Subalternative 1a, which is discussed in Sections 2.3 and 4.4.1 of the EIS.

Response to Comment No. 704-4

Prior to 1989, it was U.S. policy to accept foreign research reactor spent nuclear fuel for disposition in the United States (Section 1.1 of the EIS). Many foreign research reactor operators have no immediate means of disposing of their spent nuclear fuel (Section 1.2 of the EIS). Thus, the intent of the proposed policy is to remove as much U.S.-origin HEU as possible from civil programs worldwide and give foreign research reactor operators time to convert their reactors to the use of LEU fuels and to make arrangements for disposition of their LEU spent nuclear fuel (Section 1.2 of the EIS). Ultimate disposition is a high-priority consideration which is discussed qualitatively in Section 4.2.7 of the EIS.

COMMENTOR NO. 705: CITIZEN

Tacoma
22 June 1995

Att: Charles Head

I have a good suggestion. Why not take all radioactive waste back to Los Alamos? There's plenty of room there. 705-1

Sincerely,

a non-radioactive citizen

Tacoma, WA

RESPONSE TO COMMENT
COMMENTOR NO. 705: CITIZEN

Response to Comment No. 705-1

The commentor's recommendation that Los Alamos be used for storage of all nuclear waste is outside the scope of this EIS.

COMMENTOR NO. 706: COLEMAN, G.

Dear Sir,-
I say No to any
nuclear waste being
shipped through the port
of Tacoma -
I had a husband + 2 sons
who fought for our country
been a tax payer for 52 yrs.
we have had some say
what happens to our life.
This is important to the
people of Tacoma, + we
will all stand together
+ fight this -
See if Washington D.C.
has room for it
G. Coleman
Tacoma, Wash.

706-1

RESPONSE TO COMMENT
COMMENTOR NO. 706: COLEMAN, G.

Response to Comment No. 706-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing foreign research reactor spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 707: EBERT, L.C.

6-22-95

Sir:

Tacoma citizens vehemently denounce any plans to ship any nuclear fuel/waste through Tacoma or any city, town, burg in Washington State. 707-1

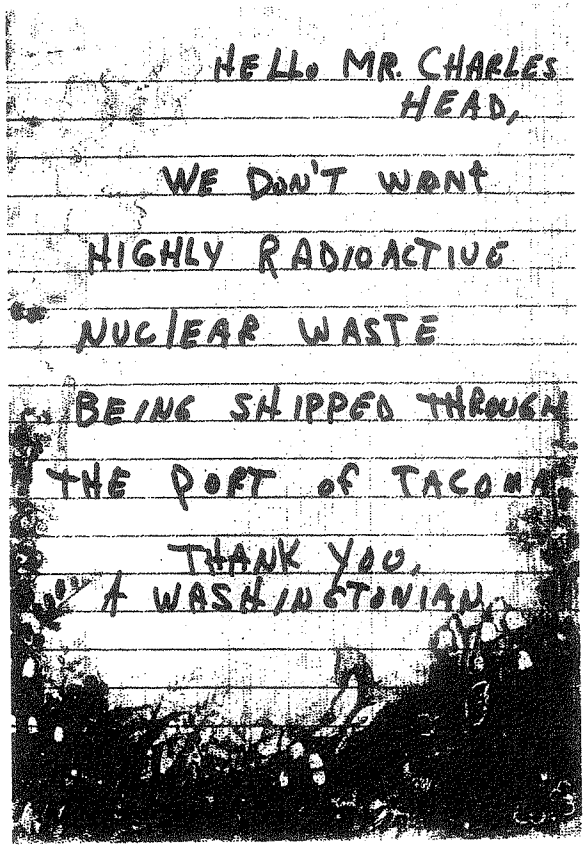
L. C. Ebert
1015 So. 64th
Tacoma, WA
98408

RESPONSE TO COMMENT
COMMENTOR NO. 707: EBERT, L.C.

Response to Comment No. 707-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing foreign research reactor spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 708: ANONYMOUS


HELLO MR. CHARLES
HEAD,
WE DON'T WANT
HIGHLY RADIOACTIVE
NUCLEAR WASTE
BEING SHIPPED THROUGH
THE PORT OF TACOMA
THANK YOU,
A WASHINGTONIAN

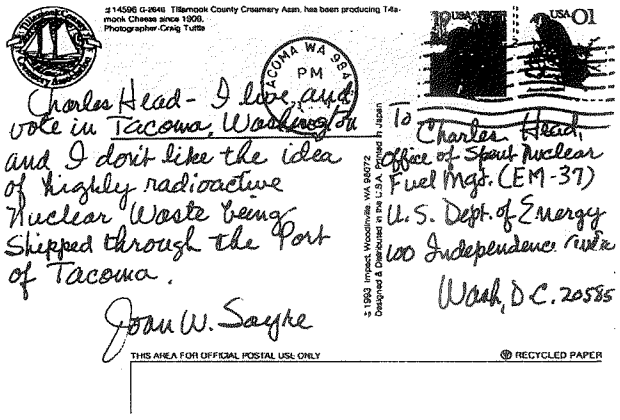
708-1

RESPONSE TO COMMENT
COMMENTOR NO. 708: ANONYMOUS

Response to Comment No. 708-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing foreign research reactor spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 709: SAYRE, JOAN W.



709-1

RESPONSE TO COMMENT
COMMENTOR NO. 709: SAYRE, JOAN W.

Response to Comment No. 709-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing foreign research reactor spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 710: HAMMER, BRUCE

Here's How I Feel About Shipping Nuclear Waste Through Tacoma.

Comments: I [illegible] this plan is unfair and the econ[illegible] has not been made why [illegible]rial cannot be shipped through [illegible] military ports. If this plan is vital to national security [illegible] using all [illegible] ports, New [illegible] Ohio) [illegible] abandon the plan.

Name: Bruce [illegible] Telephone: ([illegible]) [illegible]1-9153

Address: 5816 S[illegible] City/State/Zip: TACOMA, WA 98408

Send To: Charles Head, Office of Spent Fuel Management (EM-37), Office of Environmental Management, U.S. Department of Energy, 1000 Independence Ave. SW, Washington, DC 20585

DEADLINE: [illegible]0, 1995

710-1

RESPONSE TO COMMENT
COMMENTOR NO. 710: HAMMER, BRUCE

Response to Comment No. 710-1

As discussed in Appendix D, Section D.1 of the EIS, both commercial and military ports were evaluated. Environmental effects of Management Alternative 1 or 3 at candidate commercial and military ports were evaluated and found to be low (Sections 4.2.2 and 4.5 of the EIS). There is no reason to prefer commercial or military ports based on environmental consequences. As discussed in Appendix D of the EIS, there is no environmental basis for preferring military vessels to commercial vessels.

As a part of the overall evaluation of environmental impacts associated with the shipment of foreign research reactor spent nuclear fuel, the EIS identifies ports of entry in the U.S. that are acceptable for the receipt and handling of foreign research reactor spent nuclear fuel. In evaluating and selecting acceptable ports of entry, evaluation criteria were developed to use in determining the final selection of ports of entry (Appendix D, Section D.1.9 of the EIS). The criteria include such factors as transit from open ocean, port population, population along the route to the management site, port experience with handling containers, and port facilities.

COMMENTOR NO. 711: HINKSON, LEROY

6-23-95

I do not want Nuclear waste Shipped Through the Port of Tacoma, Washington 711-1

Le Roy Hinkson

RESPONSE TO COMMENT
COMMENTOR NO. 711: HINKSON, LEROY

Response to Comment No. 711-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 713: SALES, LILA

June 22, 1995

Mr. Charles Head:

What do you mean when you say your bosses don't have time to listen. I was under the impression the government is supposed to represent the people. 713-1

Surely you were able to see that the people of Tacoma, Wa. do not want nuclear waste shipped thru our Port of Tacoma. I around hope you are a good enough representative of your Dept. to seriously consider presenting our views fairly. 713-2

Thank you.

Mrs. Lila Sales
4411 S. 124th St
Tacoma, Wa 98444

RESPONSE TO COMMENT
COMMENTOR NO. 713: SALES, LILA

Response to Comment No. 713-1

While it would be impractical for the Secretary of Energy to personally review and respond to all of the written and oral comments concerning this EIS, this information was reviewed by the Program manager and his staff. The Program Manager is responsible for relaying public views and concerns to the Secretary of Energy and her staff. The final EIS, including comments and responses, and Record of Decision are subject to approval by the Secretary of Energy. All comments received during the ninety day comment period are noted and answered in this document. Under NEPA and the environmental regulations of DOE (Section 5 of the EIS), public participation and comments are an integral part of the environmental process.

Response to Comment No. 713-2

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 714: HINKSON, NANCY

6-23-95

I do not want Nuclear Waste Shipped Through the Port of tacoma, WAShington 714-1

Nancy Hinkson

RESPONSE TO COMMENT
COMMENTOR NO. 714: HINKSON, NANCY

Response to Comment No. 714-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 715: BENNETT, STEVE

Mr. Charles Head
Office of Spent Nuclear Fuel Management (EM-37)
U.S. Department of Energy
1000 Independence Ave. SW
Washington, D.C. 20585

June 20, 1995

Dear Mr. Head

I am writing with regard to the shipment of high level nuclear waste through the Port of Tacoma. As a professional engineer who has been involved in many environmental impact statements I fully understand the nature of EIS's and the often disregard for the public comments contained within. Since you stated that the director and his staff "do not have the time to listen to the statements made by those testifying in regard to this plan", it seems to me that the director and his staff will have no idea how vociferous is the opposition to this plan. This area, from its Congressmen to its Mayors to its average citizenry, will not allow these shipments to take place. The fight will be waged both politically and in the courts. I believe you are wasting your time and our money by trying to push this down our throats. If you want a battle, you have one. You are looking at a losing proposition. 715-1 715-2

Sincerely,

Steve Bennett

Steve Bennett, P.E.

RESPONSE TO COMMENT
COMMENTOR NO. 715: BENNETT, STEVE

Response to Comment No. 715-1

While it would be impractical for the Secretary of Energy to personally review and respond to all of the written and oral comments concerning this EIS, this information was reviewed by the Program manager and his staff. The Program Manager is responsible for relaying public views and concerns to the Secretary of Energy and her staff. The final EIS, including comments and responses, and Record of Decision are subject to approval by the Secretary of Energy. All comments received during the ninety day comment period are noted and answered in this document. Under NEPA and the environmental regulations of DOE (Section 5 of the EIS), public participation and comments are an integral part of the environmental process.

Response to Comment No. 715-2

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 716: PIPER, EDNA

Dear Sirs:
Please do not send
nuclear waste thru
Tacoma waters. I
have 8 grandkids &
13 greats who are growing
up here.
Thank you
Edna M Piper.
1201-Mariviste Dr #B
Fircrest, Wash. 98466

716-1

RESPONSE TO COMMENT
COMMENTOR NO. 716: PIPER, EDNA

Response to Comment No. 716-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 717: CANTOR, HARRIET

3807 N. Madison
Tacoma, Wa. 98407

Dear Sir,

We have just learned that our city is being considered as a port of entry for high level nuclear waste and this material will be trucked through the city toward a storage site.

We have grave concerns as to the safety of this process and the effects it will have on our city's development. We are joining with others in our community in objecting to this plan and requesting your agency to reconsider other more suitable sort. 717-1

Sincerely
Harriet Cantor
(Mrs Louis Cantor)

RESPONSE TO COMMENT
COMMENTOR NO. 717: CANTOR, HARRIET

Response to Comment No. 717-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 718: SABOL, NANCY J.

June 22, 1995

Mr. Charles Head
Office of Spent Nuclear Fuel Management (EM-31)
U.S. Dept of Energy
Washington, D.C. 20585

Mr. Head,

We are residents and registered voters in Tacoma, Washington. We are strongly opposed to the proposed shipments of radioactive nuclear waste through the Port of Tacoma 718-1

Sincerely,

Nancy J. Sabol
Nancy J. Sabol

Nancy J. Sabol
Nancy J. Sabol
7825 Pacific Av #14
Tacoma, WA 98408
(206) 472 0556

RESPONSE TO COMMENT
COMMENTOR NO. 718: SABOL, NANCY J.

Response to Comment No. 718-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 719: WRIGHT, ARLENE

AMAZINGLY, YOU CAN STOP NUCLEAR WASTE FROM COMING HERE WITH JUST ONE HAND.

*owns Commercial Property in Tacoma and I don't want the negative image to be used contrary [illegible]

Here's How I Feel About Shipping Nuclear Waste Through Tacoma.

Comments: The Port of Tacoma is a vital part of the economic [illegible] the City of Tacoma and should not [illegible] as a port of entry for worldwide nuclear waste. This would only jeopardize the City's potential for continued economic [illegible] cultural development and that the people of Tacoma have spent [illegible] time and money to [illegible] nuclear waste [illegible] dangerous and avoid [illegible] regarding the City of Tacoma

Name: Arlene [illegible] Telephone: [illegible] 2192 [illegible]

Address: 7817 [illegible] N.W. City/State: [illegible] Seattle, WA 98337

Send To: Charles Head, Office of Spent Fuel Management (EM-37), Office of Environmental Management, U.S. Department of Energy, 1000 Independence Ave. S.W., Washington, DC 20585

DEADLINE: JUNE 30, 1995

The strongest weapon against nuclear waste is right at your fingertips.
Here's your chance to let the Department of Energy know how you feel about their possible plan to ship 19.2 tons of weapons-grade nuclear waste through the Port of Tacoma over the next 13 years. So, pick up a pen, fill out this form and send it to the address above by **June 30, 1995**. And let them know that Tacoma is not a place for nuclear waste.
For more information call the Port of Tacoma Hot Line at 597-7575.

Co-sponsored by Port of Tacoma; Port of Seattle; Longshore Local #23; Puyallup Tribe; Citizens for a Healthy Bay; Cities of Tacoma, Fife, Milton, Ruston, Federal Way; Tacoma–Pierce County Visitor & Convention Bureau, Tacoma–Pierce County Chamber of Commerce; Pierce County Central Labor Council and Pierce County.

719-1

RESPONSE TO COMMENT
COMMENTOR NO. 719: WRIGHT, ARLENE

Response to Comment No. 719-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 720: WELLMAN, JEAN

Tell the Department of Energy what you think about nuclear waste coming through Tacoma.

"HELL NO, TACOMA DOES NOT WANT TO GLOW." NO RADIOACTIVE WASTE THROUGH OUR PORT. REVITALIZATION IS TAKING PLACE IN OUR TOWN. 1.) UW TACOMA - 2.) HISTORICAL MUSEUM - 3.) THE FOSS WATERWAY 4.) DOWNTOWN DEVELOPEMENT - DON'T DISTROY OUR DREAM CITY

Name and Address: Jean Wellman
919 S Fawcett #1415
Tacoma WA 98402

720-1

RESPONSE TO COMMENT
COMMENTOR NO. 720: WELLMAN, JEAN

Response to Comment No. 720-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 721: ENGEL, H.A.

DEAR SIR,
PLEASE "DO NOT" SEND
THE NUCLEAR WASTE THRU
OUR CITY -
YOURS
MR. + MRS. H.A. ENGEL
1444 E. FAIRBANKS
TACOMA, WA 98404

721-1

RESPONSE TO COMMENT
COMMENTOR NO. 721: ENGEL, H.A.

Response to Comment No. 721-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing foreign research reactor spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 722: STEIN, BEVERLY

Charles Head
Office of Spent Nuclear Fuel Management (EM-37)
U. S. Department of Energy
1000 Independent Avenue S.W.
Washington, D. C. 20585

June 23, 1995

Dear Mr. Head:

It has come to my attention that the Department of Energy wants to transport radioactive waste through the Port of Tacoma. As a citizen of Tacoma, I am very opposed to this idea. This city is a large population center; if an accident were to occur, the health of thousands of people would be at risk. Remember Three Mile Island - accidents do happen! 722-1

Please do not ship spent nuclear fuel through Tacoma!

Thank you,

Beverly Stein

Beverly Stein

RESPONSE TO COMMENT
COMMENTOR NO. 722: STEIN, BEVERLY

Response to Comment No. 722-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 723: SCHALL, E.

Office of Spent Nuclear Fuel Management
Attention: Charles Head (EM-37)
U.S. Department of Energy
1000 Independence Ave. SW
Washington DC 20585

Dear Sirs,
No, I do not want any nuclear waste shipped through the Port of Tacoma or the Port of Seattle or anywhere. 723-1
Let those countries take care of it themselves. 723-2
Really think greed is at the bottom of this stupid idea. 723-3
Our politicians are doing a poor job of protecting our health. God knows Sue President tries to do what is right.

Yours truly,
E. Schall
Tacoma, WA

RESPONSE TO COMMENT
COMMENTOR NO. 723: SCHALL, E.

Response to Comment No. 723-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

Response to Comment No. 723-2

The commentor's preference for the option of each country managing its own spent nuclear fuel is noted. This could be either Management Alternative 2 or the No Action Alternative, which are described in Sections 2.3 and 2.5, respectively. The policy considerations and environmental impacts of these two alternatives are discussed in Sections 4.4 and 4.6 of the EIS.

Response to Comment No. 723-3

The intent of the proposed action is to support U.S. nuclear weapons nonproliferation policy seeking to reduce, and eventually eliminate, the use of highly enriched (weapons-grade) uranium in civil programs worldwide (Section 1.2 of the EIS). As demonstrated by the analyses in Section 4 of the EIS, the risks associated with implementation of the proposed action to human health or the environment, including economic benefits, would be low.

COMMENTOR NO. 725: SWEANEY, C.P.

6-22-95

Charles Head,
office of spent nuclear
fuel management (EM-37)
U.S. Dept. of Energy 1000 Inde-
pendence ave. S.W. Wash. DC
20585

I do not want this
highly radioactive nuclear
waste shipped through
Port of Tacoma Wash. I am
76 years old and don't like
this happening. I've lived
here (forever).

Sincerely
C.P. Sweaney

725-1

RESPONSE TO COMMENT
COMMENTOR NO. 725: SWEANEY, C.P.

Response to Comment No. 725-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 727: THOMPSON, LORI

2608 S 379 Pl
Federal Way, WA 98003

6/22/95

Dear Mr. Head,

I'm writing to you concerning the shipment of nuclear waste through the Port of Tacoma. I believe nuclear waste should not be shipped through the Port of Tacoma. I think the risk of an accident is too great and that this spent nuclear waste should be dealt with in some other way. I grew up in the fear of nuclear war. I don't want my children to grow up in fear of a nuclear waste shipment leaking or spilling in their community. Thank you for your consideration. 727-1

Sincerely,
Lori Thompson

Matthew and Andrea Thompson

RESPONSE TO COMMENT
COMMENTOR NO. 727: THOMPSON, LORI

Response to Comment No. 727-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 728: SUTHERLIN, CALVIN J. & JEAN

Copy to:

Charles Head, EM37
US Dept. of Energy
1000 Independence Ave.
Washington, D.C. 20585

Bishop Calvin D. McConnell
2112 Third Ave., Suite 301
Seattle, WA 98121-2333
Phone: 206-728-7674

Dear Sir:

I write you as a citizen of the United States and a property owner (near Port of Tacoma owned land). I also am an honorably discharged veteran (254 Engr. Combat Battalion) with support troop service in 4 European Campaigns, Normandy through Central Europe, supplying the entire First Army with Heavy Equipment. (I was in administration and personnel, with a "spec" number of Chaplain's assistant. We had no chaplain assigned.)

My wife and I were at the Tacoma meeting on nuclear waste through the Port of Tacoma. We listened to TV tapes also for a total of 6 hrs. of the meeting in Tacoma, June 19th. You must be quite a hardy soul to have endured the release of pent-up feelings of frustration of many! Thank you for your patience!

For many years I have studied the subject of war, including military law itself. I have studied the published reports of the Technological Steering Panel of Hanford and the reports of the current cancer studies of which the Hutchinson Cancer Center is a partner; the Thyroid Studies.

My understanding is that your Dept. of Energy report or the EIS report presented alternative courses of action. I appreciate the complicated world picture leading to the Dept.s choosing Alternative #1, rather than Alternative #2 which the overwhelming majority of the audience favors. I have studied the Nth power problem, or the dangers of nuclear proliferation, and this, indeed is a problem. (Beyond Hanford releases or leakage in the soil, the air and river.) 728-1

On the choice we have, I like the idea of making the 6 or 7 nations friendly to U.S., take their responsibility for the spent rods (70% of the high grade uranium in the world). These rods are in their hands. They would, under that plan, arrange for the reprocessing of that 70% of the world's supply. These nations are our friends. 728-2

Forty other nations in the world control the 30% of the spent rods of high grade uranium. These nations have been considered somewhat less stable in this context of nuclear possession, or might become so.

All this I gather from inferences deduced from attendance. I would benefit from an actual copy of the Environmental Impact Study. Could you send one to me? Or tell me where to get one? I am relying now on newspaper coverage.

RESPONSE TO COMMENT COMMENTOR NO. 728: SUTHERLIN, CALVIN J. & JEAN

Response to Comment No. 728-1

Draft and final versions of this EIS describe four alternatives for implementation of the proposed action: management in the United States (Management Alternative 1; Section 2.2 of the EIS), overseas management (Management Alternative 2; Section 2.3 of the EIS), combined management in the United States and overseas (Management Alternative 3; Section 2.4 of the EIS), and No Action (Section 2.5 of the EIS). The draft EIS did not identify a preferred alternative for management of spent nuclear fuel from foreign research reactors; however, this final EIS does contain a preferred alternative in Sections 2.9 and 4.7.

Response to Comment No. 728-2

The commentor's suggestion to have nations friendly to the United States arrange for overseas management of spent nuclear fuel from their foreign research reactors, while the United States continues to develop an appropriate policy to manage spent nuclear fuel from research reactors in the remaining nations, is noted. Section 2.4 of the EIS describes combined domestic and overseas management (Management Alternative 3) of spent nuclear fuel from foreign research reactors. Advantages and disadvantages of overseas management are discussed in Section 2.3 of the EIS.

COMMENTOR NO. 728:
SUTHERLIN, CALVIN J. & JEAN (CONT'D)

Then, the 40 nations with the 30% of spent rods would be studied and an appropriate policy be made to ship such spent rods to the Swedish or Idaho Engineering agencies, as the case might be, or even Savannah, Georgia. The D.O.E. would supervise. 728-2

This alternative would be more flexible than Proposal #1 which would be dangerously using Puget Sound-Tacoma, taking the chances of unrecoverable casks or canisters going down to more than 500 ft. of depth. (We can only be sure of recovery down to 200 ft., we are reliably told). Also, land masses in Puget Sound are too close to be safe from horizontal dangerous radiation on both sides of the channels. (Leakage or accident) Perhaps, as Rep. Campbell suggested, that there are alternative delivery systems for the spent rods than dangerous shipping by vessel and surface systems, rail or truck transportation in an already congested and dangerously laden Pacific N.W. inland and earthquake threatened transportation corridor. 728-3

Thank you, and be certain of my wife's and my prayers for your importance and your function in our democratic government.

cc: Tacoma News Tribune

Calvin J. and Jean E. Sutherlin
19907 68th Ave. E.
Spanaway, WA 98387
Calvin J. Sutherlin
Jean E. Sutherlin

RESPONSE TO COMMENT
COMMENTOR NO. 728:
SUTHERLIN, CALVIN J. & JEAN (CONT'D.)

Response to Comment No. 728-3

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing foreign research reactor spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low. Also, the environmental effects evaluated in the EIS determined that there would be no adverse ecological impacts to any of the ports that might be used to receive the material (Section 4.2.2). Spent nuclear fuel transportation casks are designed and built to preclude release of radioactive material. To date, after more than 40 years of spent nuclear fuel shipments, no radioactive materials have ever been released from a spent nuclear fuel transportation cask even as a result of an accident (Section 2.6.2 of the EIS).

In the unlikely event that a transportation cask loaded with foreign research reactor spent nuclear fuel were to sink in any U.S. coastal waters, it would be recovered, even from the deepest portions of Puget Sound, which reaches depths of 305 meters (1,000 feet). Section 4.2.1.3 of the EIS has been modified to include this assurance of recovery in coastal waters. Appendix C, Section C.5.5 of the EIS presents information on the probability of a cask sinking in coastal and deep ocean waters. The impacts of a foreign research reactor spent nuclear fuel transportation cask sinking in coastal and deep waters are estimated in the EIS (Appendix C, Section C.5). The results of this analysis show that both the consequences and the risk of these accidents are low (Appendix C, Sections C.5.4 and C.5.5).

The risk of releasing radioactive material from a foreign research reactor spent nuclear fuel transportation cask as the result of a seismic event is low. Transportation casks are designed and built to withstand significant punishment without releasing their contents (Section 2.6.2). Therefore, a seismic event, even if it caused structures at the Port of Tacoma to fail, is not expected to compromise the transportation cask. Further, the analyses of impacts associated with accidents involving foreign research reactor spent nuclear fuel presented in Section 4.2.2.3 demonstrates that the use of any of the selected ports will not pose any significant risk to the port personnel or the population near the ports.

COMMENTOR NO. 729: QUAINTANCE, JOE M.

JOE M. QUAINTANCE
ATTORNEY AT LAW
First Interstate Plaza
1201 Pacific Avenue, Suite 1502
Tacoma, Washington 98402

Admitted to practice
Washington
California
U.S. Supreme Court

Telephone
Seattle (206) 633-4541
Tacoma (206) 627-5056
Facsimile (206) 272-5515

June 20, 1995

Hazel O'Leary
SECRETARY OF ENERGY
1000 Independence Avenue
Washington, D.C. 20585

RE: Tacoma, Washington
Shipping of DOE nuclear waste

Dear Secretary O'Leary:

It is a serious mistake to ship nuclear waste through the Puget Sound area. Mr. Charles Head conducted a public hearing in Tacoma, Washington on June 19, 1995. The meeting was poorly publicized. Still, a notice of only hours resulted in an overflow crowd of 500 persons. Public officials from the Port of Tacoma, City of Tacoma, City of Seattle, City of Puyallup, City of Renton, and others recited unanimous opposition to this plan. The President of the Longshore Union warned that his workers would not offload this cargo. 729-1

Mr. Head should explain to you the political danger demonstrated by the public outrage accompanying the presence of nuclear waste in Puget Sound. This area is well known for its liberal, environmental bias. You will be surprised by the organization of opposition to Tacoma harbor handling and trucking of nuclear waste over Seattle freeways.

Please do not damage President Clinton or the Democratic Party. 70% of the 20 metric tons of enriched nuclear fuel waste is generated each year by France, Britain, Germany, Japan, Sweden and Switzerland. A processing facility in Scotland has expressed a desire to upgrade its ability to handle all three types of nuclear waste. Please more carefully explore Alternative 2 in your Environmental Impact Statement, which provides for the safe processing of nuclear waste closer to where it is created. 729-2

Sincerely,

JOE M. QUAINTANCE

cc: Bill Clinton

RESPONSE TO COMMENT
COMMENTOR NO. 729: QUAINTANCE, JOE M.

Response to Comment No. 729-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

Response to Comment No. 729-2

The commentor's preference for overseas reprocessing is noted. This is Management Alternative 2, Subalternative 1b, which is discussed in Section 2.3 and 4.4.2 of the EIS.

COMMENTOR NO. 732: WADE, MARIANNE

Honorable Hazel O'Leary
Department of Energy
1000 Independence Ave SE
Washington D.C. 20583

Hello H. Hazel O'Leary:

I have spent most of the last thirteen years in Washington state. Raised in California through the sixties and seventies I witnessed unbearable insults to the environment. I spent most of my childhood rationing water that was already so treated there could very well have been more fluoride than hydrogen. I thought everybody flushed their toilets only twice a day. And despite the beauty of San Francisco and the love I have for it, let's face it the city has only two seasons.

Needless to say, I have marveled at the Northwest. It has a wonderful ecosystem. Diversity of nature ranging from rainforest to desert, ocean to mountain. Even though much of the land has been decimated by logging, challenged by Mt. St. Helens, and abused by the ignorant, nature prevails here. Despite a busy port, here in Tacoma I have witnessed days of such clarity I could see the rooftops of houses miles away across the sound. Most of the residents here focus on the beauty and try to support the environment. Perhaps you are familiar with the recycling statistics from the Puget Sound, specifically the efforts of Tacomans?

I don't mean to drip with civic pride because frankly most of the local policies and politicians make me cringe. But the Department of Energy's proposal to utilize Tacoma as a point of entry for spent nuclear waste sickens me more. Even though I drive by the Port of Tacoma with a slight shrug and a grimace, I understand it brings in much needed revenue. The billows above the port are a constant visual reminder of how greatly humans threaten the environment. Ship traffic is heavy enough here. I don't want to see any enter loaded down with spent fuel rods.

Please reconsider the proposal. I understand Mick Shultz of the Port of Tacoma has been organizing a fact-finding action the results of which should have been held at the last DEIS meeting. I also understand the Port of Tacoma Commission officially registered its opposition to this proposal May 12. Have they received a response? I have to agree with Port Commission president Patrick O'Malley, this state has had its share of waste issues. Perhaps you followed the closure and current destruction of the Asarco smelter in the tiny arsenic-laden town of Ruston, nestled in the north-end of Tacoma. I witnessed the explosion of the stack myself from a distance reported as "safe from the arsenic cloud". Tacoma has enough to deal with.

I respect your position as Secretary, but I don't envy it. I realize the disposal of nuclear waste is a real issue that needs to be addressed. I know there are no easy answers. I just don't believe there are "acceptable levels" of nuclear waste. I believe the Earth to be one entity and in that sense it doesn't matter where nuclear waste is stored, we all share it and we'll all be affected by it. True, Tacoma is a smaller urban district than Seattle but it is still heavily populated with residents very near the port. Please reconsider this proposal. Have Tacoma removed as a possible point of entry. I wish you much luck in this endeavor and hope a creative alternative can be found. 732-1

Thank you for your time and consideration.

Sincerely,
Marianne Wade
302 N. Yakima #B3
Tacoma, WA 98403

RESPONSE TO COMMENT
COMMENTOR NO. 732: WADE, MARIANNE

Response to Comment No. 732-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 733: DEVIK, RUDOLF

RUDOLF DEVIK
2402 North Washington Street
Tacoma, WA 98406

(206) 752 6964

June 20, 1995

U.S. Department of Energy
1000 Independence Ave. SW
Washington DC 20585

Dear Mr. Secretary,

RE: TACOMA Nuclear Waste Port Facility

Please enter our objections to the Nuclear Waste project which would involve Tacoma as a port of entry. We ask that the following points be considered:

The geographic location of Tacoma means that the greater Seattle Tacoma population is included in this zone.

The economic impact of such a facility would preclude industrial development in this same area.

The environmental concerns of the greater Tacoma area would be violated and much good that has been done in "cleaning up" the Sound and the wetlands of the Tacoma tide flats and the Nisqually delta would be jeopardized. 733-1

The Department of Energy and its predecessors do not have track records in this State which offer much reassurance.

Please enter our disapproval of the plan.

Sincerely yours,

Barbara and Rudolf Devik

Copies: Mr. Charles Head, USDOE
The Hon. Bob Evans, Deputy Mayor, City of Tacoma, WA

RESPONSE TO COMMENT
COMMENTOR NO. 733: DEVIK, RUDOLF

Response to Comment No. 733-1

The commentor's opposition to the use of the Port of Tacoma for receipt of foreign research reactor spent nuclear fuel is noted. Based on the port selection process described in Appendix D of the EIS, the Port of Tacoma is among the ten candidate ports listed in Section 2.2.1.6 of the EIS which could receive foreign research reactor spent nuclear fuel under Management Alternative 1 or 3. The analyses provided in the EIS indicate that the use of any of the ports indicated by the port selection process, including Tacoma, would not pose any significant risk to either the port personnel, local environment, or the population near the port. The analysis in the EIS indicates that the risks associated with an accident are low (Section 4.2.2.3 of the EIS) and that the risks associated with incident-free handling of the foreign research reactor spent nuclear fuel casks are also low (Section 4.2.2.2 of the EIS).

DOE considers that the use of any of the ports indicated by the port selection process, including Tacoma, would not impact normal commercial operations, and therefore not endanger the ports' economic development. Nor should it contribute to any stigma based on the analysis in the EIS which demonstrates that there would be no significant adverse impacts to any of the ports or bays, or the quality of water or air (Section 4.2.1.1 and 4.8.4 and Appendix C, Section C.2 of the EIS). This is based on the fact that the foreign research reactor spent nuclear fuel would be accepted into the United States in standard shipping containers that would require no special handling or precautions. As such, there should be no adverse cultural or economic reaction to the use of the port. Historically, there were no adverse economic or cultural impacts to the ports that received foreign research reactor spent nuclear fuel for the 30 plus years it was received.

Shipment of foreign research reactor spent nuclear fuel would not jeopardize the significant cleanup effort undertaken in the area of Commencement Bay and the Port of Tacoma as noted by the commentor. The analysis in the EIS indicates that there would be no significant adverse impacts to any of the ports or bays, or the quality of water or air (Section 4.2.1.1 and Appendix C, Section C.2). Spent nuclear fuel transportation casks are designed and built to preclude release of radioactive material. Based on over 30 years of spent nuclear fuel shipping, DOE considers that transportation casks passing through the Port of Tacoma, Commencement Bay, or any other port or waterway would not affect air or water quality. A paragraph has been added to Section 4.2.2.2 of the EIS to make this point and to emphasize the no-impact nature of these shipments on air and water quality.

COMMENTOR NO. 734: MIZNER, CHARLENE

5603 Cedarcrest St. N.E.
Tacoma, WA 98422

26 June 1995

Charles Head
Office of Spent Nuclear Fuel Management (EM-37)
U.S. Department of Energy
1000 Independence Ave. S.W.
Washington, D.C. 20585

Dear Mr. Head:

NO ON THE SHIPMENT OF NUCLEAR WASTE THROUGH PORT OF TACOMA!!!!!! 734-1

Sincerely,

Richard Mizner

RESPONSE TO COMMENT
COMMENTOR NO. 734: MIZNER, CHARLENE

Response to Comment No. 734-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 735: MIZNER, RICHARD

5603 Cedarcrest St. N.E.
Tacoma, WA 98422

26 June 1995

Charles Head
Office of Spent Nuclear Fuel Management (EM-37)
U.S. Department of Energy
1000 Independance Ave. S.W.
Washington, D.C. 20585

Dear Mr. Head:

NO ON THE SHIPMENT OF NUCLEAR WASTE THROUGH PORT OF TACOMA!!!!!! 735-1

Sincerely,

Richard Mizner

RESPONSE TO COMMENT
COMMENTOR NO. 735: MIZNER, RICHARD

Response to Comment No. 735-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 736: CARLSON, CHARLES

Here's How I Feel About Shipping Nuclear Waste Through Tacoma.

Comments: I AM ABSOLUTELY OPPOSED TO SHIPPING ANY NUCLEAR WASTE THROUGH THE PORT OF TACOMA REGARDLESS OF SAFETY PRECAUTIONS. WHAT IS ALWAYS THE POSSIBILITY OF A SPILL OR ACCIDENT. THE POPULATION IS VERY DENSE, HIGHWAY CONGESTION IS [illegible] TO THE COUNTY [illegible] TOO HIGH.

Name: CHARLES CARLSON Telephone: 206 851 9651

Address: 2601 JAHN AVE City/State/Zip: GIG HARBOR, WA 98335

Send To: Charles Head, Office of Spent Fuel Management (EM-37), Office of Environmental Management, U.S. Department of Energy, 1000 Independence Ave., S.W., Washington, DC 20585

FAX 202 586-5256 DEADLINE: JUNE 30, 1995 Phone 202 586-9441

736-1

RESPONSE TO COMMENT
COMMENTOR NO. 736: CARLSON, CHARLES

Response to Comment No. 736-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 737: ANDREASEN, FLORENCE

June. 21st. 1995

Dear Mr. Nerd.

Please do not consider the Port of Tacoma for the shipments of Nuclear Waste. 737-1
It seems to me a mishap Could affect the Major Population of Washington State.

Sincerely

Florence Andreasen

FLORENCE ANDREASEN
13303 30TH AVE E
TACOMA, WA 98446-1803

RESPONSE TO COMMENT
COMMENTOR NO. 737: ANDREASEN, FLORENCE

Response to Comment No. 737-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 738: RAUDEBAUGH, ROSE MARIE

No nuclear waste through Tacoma!

530 Alameda
Tacoma, WA 98466
June 27, 1995

Please do not ship radioactive nuclear waste through our inland port. We have almost cleaned up our Superfund problems

Rose Marie Raudebaugh

738-1

RESPONSE TO COMMENT
COMMENTOR NO. 738: RAUDEBAUGH, ROSE MARIE

Response to Comment No. 738-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 739: LIVE, JULIE

6/22/95

Dear Charles Head,
I am sorry to have missed the meeting you were at in Tacoma ok.
I am very sick and not ~~able~~ able to get out at nite.
739-1 We do not want the the highly radioactive nuclear waste being shipped through the Tacoma port.
I believe we have enough nuclear waste deposits already in our
con state at Hanford. I have just lost 2 friends in Walla Walla
Washington in the last year due to non treatable cancer. also both
My folks have cancer and I believe we have enough of our own
pollution that we produced our selves. Please keep out other
Countries waste. We are not a dump for nuclear waste.
739-2 There must be $ involved that would be a great profit for
some one, but I believe what ever the cost/profit is, it
is not good enough to risk our lives and all the others
in the process of shipping this nuclear waste

Thank you

Julie Live
6814 S. Yakima ave
Tacoma Wa. 98408

RESPONSE TO COMMENT
COMMENTOR NO. 739: LIVE, JULIE

Response to Comment No. 739-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

Response to Comment No. 739-2

An objective of the proposed action is to reduce the risk of weapons-grade uranium falling into the hands of a nation attempting to develop a nuclear weapons capability (Section 1.2 of the EIS). As demonstrated by the analysis in Section 4 of the EIS, the risks associated with implementation of the proposed action to human health or the environment would be low. Costs and financing of the alternatives are described in Section 4.9 of the EIS.

COMMENTOR NO. 740: RAPPE, EVELYN P.

Here's How I Feel About [illegible] Nuclear Waste Through Tacoma.

Comments: I atte[illegible] 6/19/95 as a very concerned citizen [illegible] hearing both sides. I most emphatically [illegible]NST importing nuclear spent fuel rods into [illegible]SA and certainly NOT through the Port of Tacoma or any port in Puget Sound. [illegible] accident would [illegible] and all communities [illegible] reasons attached. use Tacoma as a port of entry!!

Name: Evelyn [illegible] Telep[illegible] 759-2174

Address: 3719-[illegible] City/Stat[illegible] Tacoma, WA 98407

Send To: Charles Head, Office of Spent Fuel Management (EM-37), Office of Environmental Management, U.S. Department of [illegible] 1000 Independence Ave., S.W., Washington, DC 20585

DEADLINE: [illegible] 30, 1995

740-1

RESPONSE TO COMMENT
COMMENTOR NO. 740: RAPPE, EVELYN P.

Response to Comment No. 740-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 741: HAUSAUER, NANCY

June 22, 1995

Mr. Charles Head
Office of Spent Fuel Management (EM-37)
Office of Environmental Management
U.S. Department of Energy
100 Independence Avenue S.W.
Washington, D.C. 20585

Dear Mr. Head:

I am writing to express my strong resistance to the DOE sending nuclear waste through the Port of Tacoma. I live in Tacoma, near the port, and I have some strong concerns, both about the DOE's environmental impact statement regarding the proposed shipments, as well as the concept in general.

First, the general concept. Why ship this dangerous stuff all around? It seems more vulnerable to accident or terrorist attack in transit than if it is kept where it is. Or, if it must be processed, why not process it in England or Europe, where I understand there are perfectly fine processing plants already in place. I do not understand the reasoning. I do not understand why we must accept the rest of the world's nuclear waste. Don't we have enough of our own? 741-1

Second, the EIS. I understand that it is full of misinformation and inadequate assessments. It seems that the following things were not adequately addressed: adverse economic impact on Tacoma; water depth in Puget Sound making recovery of lost waste difficult/impossible; security risks; fire and explosion risks; and the effects and costs on Tacoma if an accident did occur. I also understand that the DOE used outdated, incorrect information about the Port of Tacoma—which to my mind invalidates the entire EIS, not to mention the fact that such a grievous error hardly inspires confidence in the DOE overall, not to mention that to make such a mistake is a terrible insult to the citizens of Tacoma. IN SHORT, THE EIS SOUNDS LIKE A FARCE! 741-2 741-3

Finally, the reasoning for selecting Tacoma as a port of entry for the nuclear waste is not clear to me. I believe it is unclear because it is not reasoning, but a political decision. I suspect that you believe that we are too small a city to mount a major protest, such as Seattle, San Francisco and Los Angeles have proven themselves capable of doing. (But you are wrong.) An editorial in the Tacoma News Tribune stated that you cited Seattle as a non-viable candidate because its population is too large. TOO LARGE FOR WHAT? Too large to be an acceptable risk in case of an accident? But you steadfastly tell us an accident will not happen. Guess what—we notice that these two statements do not add up. 741-4

Are you aware that out here in the rest of the country, among ordinary Americans, the DOE has a reputation for gross dishonesty? And well-deserved it is, to my mind. I will resist shipments of nuclear waste through my city by all legal means available to me. And I will organize others to join with me. Do not try to ram this down our throats.

Sincerely,

Nancy Hausauer

Nancy Hausauer
704 Sixth Avenue
Tacoma, WA 98405

RESPONSE TO COMMENT
COMMENTOR NO. 741: HAUSAUER, NANCY

Response to Comment No. 741-1

Spent nuclear fuel from foreign research reactors is not an attractive target for terrorists because it is not flammable or explosive (Section 1.1 of the EIS). As shown in Section 4 of the EIS, radiological health and other environmental risks resulting from the transportation of foreign research reactor spent nuclear fuel are low. Consequences of sabotage and terrorist activities are discussed in Appendix D, Section D.5.9 of the EIS.

Reprocessing in overseas facilities is one of the alternatives evaluated in the EIS (Management Alternative 2, Section 2.3, Subalternative 1b of the EIS).

Prior to 1989, it was United States policy to accept foreign research reactor spent nuclear fuel for disposition in the United States (Section 1.1 of the EIS). Many foreign research reactor operators have no immediate means of disposing of their spent nuclear fuel (Section 1.2 of the EIS). Thus, the intent of the proposed policy is to remove as much U.S.-origin HEU as possible from civil programs worldwide and give foreign research reactor operators time to convert their reactors to the use of LEU fuels and to make arrangements for disposition of their LEU spent nuclear fuel (Section 1.2 of the EIS). Ultimate disposition is a high-priority consideration which is discussed qualitatively in Section 4.2.7 of the EIS.

Response to Comment No. 741-2

DOE considers that the use of any of the ports indicated by the port selection process, including Tacoma, would not impact normal commercial operations, and therefore not endanger the ports' economic development. Nor should it contribute to any stigma based on the EIS analysis that indicates that there would be no significant adverse impacts to any of the ports or bays, or the quality of water or air (Section 4.2.1.1 and Appendix C, Section C.2 of the EIS). This belief is based on the fact that the foreign research reactor spent nuclear fuel would be accepted into the United States in standard shipping containers that would require no special handling or precautions. As such, there should be no adverse cultural or economic reaction to the use of the port. Historically, there were no adverse economic or cultural impacts to the ports that received foreign research reactor spent nuclear fuel for the 30 plus years it was received.

In the unlikely event that a transportation cask loaded with foreign research reactor spent nuclear fuel were to sink in any U.S. coastal waters, it would be recovered, even from the deepest portions of Puget Sound, which reaches depths of 305 meters (1,000 feet). Section 4.2.1.3 of the EIS has been modified to include this assurance of recovery in coastal waters. Appendix C, Section C.5.5 of the EIS presents information on the probability of a cask sinking in coastal and deep ocean waters.

The security provided for the foreign research reactor spent nuclear fuel shipments would meet or exceed all the applicable security requirements in the Code of Federal Regulations (10 CFR Part 73). If any port did not already provide security sufficient to satisfy these requirements, it would be the responsibility of the shipper to provide the required additional security. Appendix H has been added to the final EIS in response to public comments, to better describe the security and emergency preparedness associated with transportation of the foreign research reactor spent nuclear fuel. This appendix presents the general provisions of the Transportation Plan, which is a document that provides all of the details associated with the transportation of the foreign research reactor spent nuclear fuel, including the security arrangements in port and in transit to the management site(s).

A paragraph has been added to Section 2.6.3.1 of the EIS to discuss why security beyond that required by 10 CFR Part 73 is not needed for the receipt of foreign research reactor spent nuclear fuel at commercial ports.

Appendix D, Section D.5.3.1 of the EIS describes several accident scenarios that involve fire. The results of the analysis of these accidents can be found in Appendix D, Section D.5.4. The analysis shows that even in the event of a severe ship fire, neither the consequences nor risks are great (Appendix D, Section D.5.5). The analysis of impacts associated with an accident involving foreign research reactor spent nuclear fuel also determined that no decontamination, interdiction, or condemnation of property would result from the worst plausible accident (Section 4.2.2.3 of the EIS).

Response to Comment No. 741-3

Updated information on the terminals at the Port of Tacoma has been incorporated into Appendix D, Section D.2.1.9 of the EIS. The evaluated data on populations is from the 1990 census. Although corrected information has been included in the port information for the Port of Tacoma, the analyses provided in Sections 4.2.2 and 4.5 of the EIS indicate that the use of any of the ports indicated by the port selection process, including Tacoma, would not pose any significant risk to either the port personnel, local environment, or the population near the port.

Response to Comment No. 741-4

The process used to identify potential ports of entry for the foreign research reactor spent nuclear fuel is discussed in Appendix D, Section D.1.9 of the EIS. Please see the response to comment 439-5 for an explanation of the role played by population of prospective ports of entry in the port selection process.

COMMENTOR NO. 742: PRICCO, ARTHUR V.

50% unbleached pulp and 50% post-consumer fibre paper

June 17, 1995

Public Comments-Draft FRR SNF EIS
Charles Head, Program Manager
Office of Spent Nuclear Fuel Management
Department of Energy
1000 Independence Avenue, SW
Washington, DC 20585-0001

Dear Mr. Head,

I am opposed to the shipment of spent nuclear fuel rods through the San Francisco Bay area into Concord Naval Weapons Station for the following reasons.

-There is no data to show that a fuel cask can survive a prolonged fire such as in an oil fire.

-Nuclear laden vessels must pass under six bridges, past six refineries and several chemical plants to reach CNWS. 742-1

-There are numerous earthquake faults in and near Concord.

-Adjacent to CNWS is a school. In addition to these endangered students are approximately one million people who live along the Bay Area transport route.

-There is no permanent storage site in the US. The temporarily stored material will have to be moved again. 742-2

Require the countries that are producing this material to store it on-site under international safeguard. Most of the countries are Western Allies such as Sweden, Germany and Japan, and are fully capable of doing this. Take special measures with those countries with which there is concern of theft or diversion. 742-3

Sincerely,

Arthur V Pricco

Arthur V Pricco
24 St. Claire Ln.
Pleasant Hill, CA 94523

RESPONSE TO COMMENT
COMMENTOR NO. 742: PRICCO, ARTHUR V.

Response to Comment No. 742-1

The passage from San Francisco Bay to Concord NWS meets the requirements of Criterion 2 (Favorable Transit From Open Ocean) for port selection (Appendix D, Section D.1.9.2 of the EIS). Favorable transit from open ocean is only one of the considerations in selecting ports of entry for the foreign research reactor spent nuclear fuel. Other considerations such as port population, population along the route to the management site, port experience with handling containers, and port facilities would be considered in making the final selection of ports of entry.

Regarding the commentor's concern about a prolonged fire, the duration of a ship fire is directly related to the amount of combustibles carried on board. In spite of this potential, the number of severe fires on ships is relatively small. Data available on the last 15 years from Lloyd's of London indicate that of 1,073 ship collisions in port worldwide, only eleven led to fires, and of those, only five caused extensive damage, with only one actually causing buckling of structures.

With respect to the impact a ship fire might have on a spent nuclear fuel transportation cask, there are three facts that would mitigate the potential damage. First, ship fires tend to move to different areas of the ship as the combustible material is consumed, so the transportation cask would not be exposed for the entire duration of the fire. Second, a ship fire's intensity is normally limited by the amount of oxygen that can reach the interior of a hold. Third, all ships that would be used to transport foreign research reactor spent nuclear fuel have built-in fire suppression equipment, which at a minimum would keep fires well below the extreme temperatures needed to damage the transportation cask. For these reasons, it would be almost impossible for spent nuclear fuel inside the transportation cask to reach 900 Kelvin (1,160 degrees Fahrenheit), the melting point of research reactor spent nuclear fuel. The probability of reaching such a temperature was calculated to be less than one in a billion (see Attachment D5 to Appendix D of the EIS). To put this temperature into perspective, steel used in a ships's structure buckles at around 700 Kelvin (800 degrees Fahrenheit).

The EIS contains the results of an analysis of the effects of an accident that involves a severe fire (severity category 6), which does not reach the temperature to melt foreign research reactor spent nuclear fuel. Appendix D, Section D.5.3 presents detailed discussion of accident probabilities and radioactive material source terms and Section D.5.4 presents the results of the analyses.

The port selection criteria do not consider the existence of land-based facilities such as

refineries because they have no direct impact on the risk associated with the shipment of foreign research reactor spent nuclear fuel. Section 4.2.2.3 of the EIS discusses the assumptions that went into the port accident analysis and the results of those analyses.

Regarding earthquake faults, the risk of releasing radioactive material from a foreign research reactor spent nuclear fuel transportation cask as the result of a seismic event is low. Transportation casks are designed and built to withstand significant punishment without releasing their contents (Section 2.6.2 of the EIS). Therefore, a seismic event, even if it caused structures at Concord NWS to fail, is not expected to compromise the transportation cask.

Response to Comment No. 742-2

The impacts of ultimate disposition of the foreign research reactor spent nuclear fuel are discussed qualitatively in Section 4.2.7 of the EIS. A detailed, quantitative discussion of these impacts would have to be the subject of future NEPA documentation.

Appendix E and Section 4.2.3 of the EIS demonstrate that the risks associated with ground transport of the foreign research reactor spent nuclear fuel would be very low.

Response to Comment No. 742-3

The commentor's preference for the option of each country managing its own spent nuclear fuel is noted. This could be either Management Alternative 2 or the No Action Alternative, which are described in Sections 2.3 and 2.5, respectively. The policy considerations and environmental impacts of these two alternatives are discussed in Sections 4.4 and 4.6 of the EIS.

COMMENTOR NO. 743: MATHEES, PAT

6-22-95

Tacoma does not need nuclear waste ship waste to come through our port.

After spending millions of dollars on nuclear projects here they never completed Satsop & closed down Rainier & Hanford: they were deemed unsafe. Now they are trying to bury their own waste.

I have lived here all my life & want to keep it safe.

Asarco was also closed & torn down. They are proposing their neighbors for harmful effects to their property.

Let those who want to ship their nuclear waste elsewhere, take care of it themselves. You say they may use it for destructive projects. We don't want it here to destroy our posterity & people. Put this is illegal. Listen to the voice of the people here!

I wonder if someone here isn't making money off this project. Look under green over blue line.

Pat Mathees
35-34 So. K
Tacoma, Wa. 98418

743-1

743-2

RESPONSE TO COMMENT
COMMENTOR NO. 743: MATHEES, PAT

Response to Comment No. 743-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

Response to Comment No. 743-2

The commentor's preference for Management Alternative 2 (overseas management, Section 2.3 of the EIS) or the No Action Alternative (Section 2.5 of the EIS) is noted.

The intent of the proposed action is to support U.S. nuclear weapons nonproliferation policy seeking to reduce, and eventually eliminate, the use of highly enriched (weapons-grade) uranium in civil programs worldwide (Section 1.2 of the EIS). As discussed in Section 4 of the EIS, the risks associated with implementation of the proposed action to health or the environment would be low.

6-22-95

Dear Charles Head:

We are property owners in nearby Tacoma and strongly, fiercely opposed to the shipment of spent nuclear fuel through the Port of Tacoma! Please don't do it!

744-1

Respectfully,

Rod & Margaret Cardwell
1319 - 11th Ave.
Fox Island, WA 98333

Response to Comment No. 744-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 745: SCALPH, ZONA

1903 E. 68th St.
Tacoma, WA 98404
June 21, 1995

Dear Mr. Head,

I am opposed to shipments of nuclear waste being sent not just through the Port of Tacoma from other countries, but being sent anywhere in the U.S. from abroad. 745-1

We as a country need to take care of our country. Other countries need to take care of their own problems. 745-2

It's time we put America 1st. Isn't it correct that other countries can still build bombs even if the U.S. allows the nuclear waste storage? 745-3

I worked with a girl for several weeks last fall who was sent here to try to clear her system from the effects of Chernobyl. Then she was

RESPONSE TO COMMENT
COMMENTOR NO. 745: SCALPH, ZONA

Response to Comment No. 745-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

Response to Comment No. 745-2

The commentor's opposition to management of spent nuclear fuel from foreign research reactors in the United States is noted (Management Alternative 1, Section 2.2 of the EIS). Section 2.3 of the EIS describes other alternatives under consideration.

Response to Comment No. 745-3

The intent of the proposed action is to support U.S. nuclear weapons nonproliferation policy seeking to reduce, and eventually eliminate, the use of highly enriched (weapons-grade) uranium in civil programs worldwide (Section 1.2 of the EIS). The proposed action will not eliminate all weapons-grade material from possible diversion to a nuclear weapons program. However, implementation of the proposed action would reduce this material by an amount sufficient to manufacture several hundred nuclear weapons.

COMMENTOR NO. 745: SCALPH, ZONA (CONT'D.)

sent back to Russia. People there have died because of the accident. If accidents happen, & they will sometime, where would Tacoma children be sent?

I feel the "common" American citizen may not understand the entire picture, but does know it's not an ideal world & trying to take care of everything will leave us with nothing. Americans have always been willing to give but fear & distrust of the government that doesn't listen seems to be growing.

Sincerely,

Zona Scalph

206-473-0422

XII 03

745

RESPONSE TO COMMENT
COMMENTOR NO. 745: SCALPH, ZONA (CONT'D.)

COMMENTOR NO. 746: FAIRBANKS, JOYCE

JOYCE FAIRBANKS
1035 Regents Blvd, Ste 289
Tacoma, WA 98466-6030

June 23, 1995

Charles Head, Program Manager
Office of Spent Nuclear Fuel Management (EM-37)
U. S. Department of Energy
1000 Independence Avenue SW
Washington, DC 10585

Don't do it! You saw how angry the crowd in Tacoma was. You haven't seen Fallanger yet. We won't give up. No nuclear waste for Tacoma's port. Joyce Fairbanks

Your proposal is insane & ill prepared & based on 1980 population figures.

I was one of numerous protestors at the June 19, 1995 public hearing on the U. S. Dept. of Energy's proposal to import high-level nuclear waste from other countries and ship it through the Port of Tacoma. I am strongly opposed to this proposal as well as importing nuclear waste for storage at Hanford, Washington. 746-1

There are many Port of Tacoma and City of Tacoma Risk Issues. The D.O.E. used outdated information. The state of Tacoma container terminals as well as the number is shown in a state of existence from the year 1980 or before. Given these errors in analyzing facilities for handling shipments it is very likely the population of Tacoma was shown as less than it is now. Tacoma is a major population center that merges with Seattle. Tacoma is the Number 2 size town in Washington.

Mt. St. Helens is about 100 miles from Tacoma. An active volcann, it erupted in 1980 and the tremors and ash spread throughout the state. Mt. Rainier and Mt. Baker are also active volcanoes that could erupt at any time.

This is earthquake country. Major fault lines run through the whole state. Scientists have been predicting some really big quakes. 746-2

Many anti-government neo-nazi para military groups call the Pacific Northwest home. Some of these groups are extremely volatile and could very easily sabotage nuclear waste shipments. Need I remind you of Oklahoma city?

Briefly, there are many issues not adequately considered in the draft environmental statement. The water depth in Puget Sound is over 200 meters deep in major shipping lanes to and from the Port of Tacoma. The D.O.E. did not recognize that Tacoma, specifically Commencement Bay and the Port of Tacoma are located in a federally designated Superfund site. This site is on the National Priority list for cleanup. D.O.E. did not recognize that the shipment of nuclear materials would contribute to the "dirty port" stigma. 746-3 746-4

The D.O.E. did not adequately consider severe fires/explosions. The D.O.E. did not adequately consider security issues. No provisions were made for upgrading and training local defense teams.

RESPONSE TO COMMENT
COMMENTOR NO. 746: FAIRBANKS, JOYCE

Response to Comment No. 746-1

Updated information on the terminals at the Port of Tacoma has been incorporated into Appendix D, Section D.2.1.9 of the EIS. The evaluated data on populations is from the 1990 census. Although corrected information has been included in the port information for the Port of Tacoma, the analyses provided in Sections 4.2.2 and 4.5 of the EIS indicate that the use of any of the ports indicated by the port selection process, including Tacoma, would not pose any significant risk to either the port personnel, local environment, or the population near the port.

Earthquakes were not analyzed separately in the EIS because seismic activity would not result in greater damage to a transportation cask than that caused by a ship collision and subsequent fire. Rather, the consequences from the worst plausible accidents involving foreign research reactor spent nuclear fuel transportation casks were evaluated, regardless of what initiated them. An earthquake could be the initiator of either a ship or road accident, and thus affect the probability of such accidents; however, the number of earthquake-induced ship and road accidents is small compared to other causes.

Response to Comment No. 746-2

DOE considers that foreign research reactor spent nuclear fuel could safely be received at commercial ports, as it has in the past, without additional security such as might be present at military bases. The security provided for the spent nuclear fuel shipments would be required to meet or exceed all the applicable security requirements in the Code of Federal Regulations (10 CFR Part 73). If any port did not already provide security sufficient to satisfy these requirements, it would be the responsibility of the shipper to provide the required additional security. Security measures for the transportation of foreign research reactor spent nuclear fuel are discussed in Section 2.8 of the EIS.

Neither acts of terrorism nor theft of materials by a determined group or individual can be completely precluded. However, proper security measures greatly reduce the risk of such actions. Security would be provided for all shipments of foreign research reactor spent nuclear fuel, as required by the Code of Federal Regulations (10 CFR Part 73). The general security provisions are provided in the new Appendix H that has been added to the final EIS in response to public comments. This appendix presents the general provisions of the Transportation Plan, which is a document that would be prepared for each foreign research reactor spent nuclear fuel shipment to specify details of the transportation process, including security provisions in port and during transit. The provisions include an interface between DOE and State, Tribal, and local authorities, prior to the implementation of the policy, for the identification and resolution of emergency management and security issues specific to the communities that would be affected. These issues include capabilities and training of first emergency responders.

COMMENTOR NO. 746: FAIRBANKS, JOYCE (CONT'D.)

Bringing nuclear waste through Tacoma poses an incalculable risk to the whole Pacific Northwest. We have the right to request our area be kept free from hazards of nuclear accidents, that our children and future generations remain healthy and free from fear. Keep nuclear waste out of the Puget Sound area. Our families and communities are too precious to be tampered with. NO NUCLEAR WASTE FOR THE PORT OF TACOMA! 746-5

Joyce Fairbanks
Joyce Fairbanks

RESPONSE TO COMMENT
COMMENTOR NO. 746: FAIRBANKS, JOYCE (CONT'D.)

Response to Comment No. 746-3

In the unlikely event that a transportation cask loaded with foreign research reactor spent nuclear fuel were to sink in any U.S. coastal waters, it would be recovered, even from the deepest portions of Puget Sound, which reaches depths of 305 meters (1,000 feet). Section 4.2.1.3 of the EIS has been modified to include this assurance of recovery in coastal waters. Appendix C, Section C.5.5 of the EIS presents information on the probability of a cask sinking in coastal and deep ocean waters.

A sentence has been added to Appendix D, Section D.2.1.9 of the EIS regarding Commencement Bay being a Superfund Site. The analysis of impacts associated with acceptance of the foreign research reactor spent nuclear fuel into the U.S. demonstrates that there would be no significant adverse impacts on the ports, people, or natural environment and the overall impacts to Commencement Bay would be unchanged by the various management alternatives.

Shipment of foreign research reactor spent nuclear fuel would not jeopardize the significant cleanup effort undertaken in the area of Commencement Bay and the Port of Tacoma. Nor should it contribute to any "dirty port" stigma based on the EIS analysis that indicates that there would be no significant adverse impacts to any of the ports or bays, or the quality of water or air (Section 4.2.1.1 and Appendix C, Section C.2). Spent nuclear fuel transportation casks are designed and built to preclude release of radioactive material. To date, after more than 30 years of spent nuclear fuel shipments, no radioactive contents have ever been released from a transportation cask, nor has a cask ever been punctured, even as a result of an accident. Based on this experience, DOE does not expect the casks to leak or affect air or water quality. A paragraph has been added to Section 4.2.2.2 of the EIS to make this point and to emphasize the no-impact nature of these shipments on air and water quality.

Response to Comment No. 746-4

The transportation casks that would be used for the foreign research reactor spent nuclear fuel are certified if their design meets certain tests, including a fire test, and if the individual casks pass periodic inspections (Section 2.6.2 of the EIS). These certification standards were developed for use of the casks on land, hence the 30 minute fire test, which is considered to be the extent of a high intensity fire resulting from a collision with a tanker truck. The duration of a ship fire is directly related to the amount of combustibles carried on board. In spite of this potential, the number of severe fires on ships is relatively small. Data available on the last 15 years from Lloyd's of London indicates that of 1,073 ship collisions in port worldwide, only eleven led to fires, and of those, only five caused extensive damage, with only one actually causing buckling of structures.

COMMENTOR NO. 746: FAIRBANKS, JOYCE (CONT'D.)

RESPONSE TO COMMENT
COMMENTOR NO. 746: FAIRBANKS, JOYCE (CONT'D.)

In respect to the impact a ship fire might have on a spent nuclear fuel transportation cask, there are three facts that would mitigate the potential damage. First, ship fires tend to move to different areas of the ship as the combustible material is consumed, so the cask would not be exposed for the entire duration of the fire. Second, a ship fire's intensity is normally limited by the amount of oxygen that can reach the interior of a hold. Third, all ships that would be used to transport foreign research reactor spent nuclear fuel have built-in fire suppression equipment, which at a minimum would keep fires well below the extreme temperatures needed to damage the transportation cask. For these reasons, it would be almost impossible for nuclear fuel inside the transportation cask to reach 900 degrees Kelvin (1,160 degrees F), the melting point of foreign research reactor spent nuclear fuel. The probability of reaching such a temperature was calculated to be less than one in a billion (Attachment D5 to Appendix D of the EIS). To put this temperature into perspective, steel used in a ship's structure buckles at around 700 degrees Kelvin (800 degrees F).

The EIS contains the results of an analysis of the effects of an accident that involves a severe fire (severity category 6), which does not reach the temperature to melt research reactor nuclear fuel. Appendix D, Sections D.5.3 and D.5.4 present a detailed discussion of accident probabilities and radioactive material source terms and the results of the analyses, respectively. In conclusion, although long duration ship fires are possible, and have occurred, they are uncommon events. Analyses in the EIS indicate that even in the event of a severe ship fire involving a transportation cask, neither the consequences nor risks are great (Appendix D, Section D.5.5 of the EIS)

Response to Comment No. 746-5

Section 4.2.3 of the EIS presents a discussion of the risks and impacts on the Tacoma port area from receipt of the foreign research reactor spent nuclear fuel. The analyses demonstrate that such risks and impacts would be very low, both for the Tacoma area, as well as for other ports of entry and management sites.

COMMENTOR NO. 747: BEELER, JOHN J.

27048 8th Ave S.
Kent, Wa. 98032
June 22, 1995

Charles Head
Office of Spent Nuclear Fuel Management (EM-37)
U.S. Department of Energy
1000 Independence Ave. S.W.
Washington, D.C. 20585

Dear Mr. Head:

I just wanted to voice my opinion and let you know that I do not like the idea of highly radioactive nuclear waste, being shipped through the Port of Tacoma. If you happen to remember the city you were in last week, it was TACOMA, WASHINGTON--as in Washington State. 747-1

Your comment that, your bosses in the --other Washington--do not have time to listen to the public was not taken very well in this part of the United States. 747-2

I suggest you listen to all the letters and faxes you will receive on this subject. Please mark me down, as being opposed to these shipments. I hope you "listen."

Thank you very much,

John J. Beeler

John J. Beeler
27048 8th Ave. S.
Kent, Washington 98032
jbeeler@compumedia.com

RESPONSE TO COMMENT
COMMENTOR NO. 747: BEELER, JOHN J.

Response to Comment No. 747-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

Response to Comment No. 747-2

While it would be impractical for the Secretary of Energy to personally review and respond to all of the written and oral comments concerning this EIS, this information was reviewed by the Program manager and his staff. The Program Manager is responsible for relaying public views and concerns to the Secretary of Energy and her staff. The final EIS, including comments and responses, and Record of Decision are subject to approval by the Secretary of Energy. All comments received during the ninety day comment period are noted and answered in this document. Under NEPA and DOE's environmental regulations (Section 5 of the EIS), public participation and comments are an integral part of the environmental process.

Overall, DOE's public interaction related to this draft EIS has been well in excess of the requirements set forth in NEPA and the environmental regulations of DOE. Seventeen public hearings were held in the locations determined to be most likely to be directly affected by the EIS alternatives. In addition to accepting public comments during the hearings, written comments were also encouraged. All oral and written comments are addressed in Volume 3 of the EIS.

COMMENTOR NO. 747: BEELER, JOHN J. (CONT'D.)

Date: Thu, 22 Jun 95 22:44:56 -0700
From: Earthquake Information <quake@geophys.washington.edu>
To: jbeeler@compumedia.com
Subject: Automatic mail response from quake account

The 'quake' account at geophys.washington.edu has been set up to provide a network (or dial-in) information service about earthquakes occurring in the Pacific Northwest. There are no other e-mail services other than the one page summary which is available on the InterNet with:
'finger quake@geophys.washington.edu'
or by dialing at 1200 baud to (206)685-0889, logging in as 'quake' same password
or by sending mail with any subject and or text to quake@geophys.washington.edu
On the Internet there is now also a WWW server with lots of information, maps, and earthquake details at URL: http://www.geophys.washington.edu

CURRENT INFORMATION:
The following catalog is is for earthquakes (M>2) in Washington and Oregon produced by the Pacific Northwest Seismograph Network, a member of the Council of the National Seismic System. Catalogs for various regions of the country can be obtained by using the UNIX program 'finger quake@machine' where the following are machines for different regions.

gldfs.cr.usgs.gov (USGS NEIC/NEIS world-wide), andreas.wr.usgs.gov (Northern Cal.), scec.gps.caltech.edu (Southern Cal.), fm.gi.alaska.edu (Alaska), seismo.unr.edu (Nevada), mbmgsun.mtech.edu (Montana), eqinfo.seis.utah.edu (Utah), sisyphus.idbsu.edu (Idaho) slueas.slu.edu (Central US), tako.wr.usgs.gov (Hawaii),

Additional catalogs and information for the PNSN (as well as other networks) are available using the World-Wide-Web (mosaic) system at URL:
'http://www.geophys.washington.edu/'
DATE-TIME is in Universal Time (UTC) which is PST + 8 hours. Magnitudes are reported as local magnitude (Ml). QUAL is location quality A-good, D-poor, Z-from automatic system and may be in error.

DATE-(UTC)-TIME yy/mm/dd hh:mm:ss	LAT(N) deg.	LON(W) deg.	DEP km	MAG Ml	QUAL	COMMENTS
95/05/26 19:35:39	46.16N	123.03W	14.3	2.0	C	8.7 km NW of Longview
95/05/30 19:05:01	46.95N	120.36W	2.3	2.6	C	12.9 km ESE of Ellensburg
95/06/08 16:32:21	48.46N	121.81W	5.4	2.6	B	FELT 10.0 km SW of Concrete
95/06/12 01:48:24	46.40N	119.25W	0.9	3.3	B	FELT 13.7 km W of Richland
95/06/13 03:09:11	45.91N	122.96W	24.7	3.0	B	FELT 24.4 km S of Longview
95/06/17 11:47:38	46.83N	120.71W	0.7	2.4	B	22.2 km SW of Ellensburg
95/06/17 13:04:54	46.83N	120.71W	2.4	2.7	B	22.7 km SW of Ellensburg
95/06/17 13:38:48	46.83N	120.71W	0.8	2.3	B	22.2 km SW of Ellensburg
95/06/18 10:15:51	47.66N	117.46W	0.4	2.2	C	FELT 5.6 km W of Spokane

6-22-95

MR. HEAD—
PLEASE NOTE THIS EARTHQUAKE INFORMATION FOR THE PACIFIC NORTHWEST. IF YOU HAVE AN E-MAIL ACCOUNT, I SUGGEST YOU SUBSCRIBE TO THE ABOVE ADDRESS. YOU CAN KEEP UP ON THE CONSTANT EARTHQUAKES IN THE PACIFIC NORTHWEST. — CHECK OUT THE ONES FOR RICHLAND + ELLENSBURG!! JOHN BEELER

747-3

RESPONSE TO COMMENT
COMMENTOR NO. 747: BEELER, JOHN J. (CONT'D.)

Response to Comment No. 747-3

The EIS evaluates the risk associated with marine port activities in Section 4.2.2. The port impacts are evaluated for both incident-free and accident conditions. Earthquakes were not analyzed separately in the EIS because seismic activity would not result in greater damage to a transportation cask than that caused by a ship collision and subsequent fire. Rather, the consequences from the worst plausible accidents involving foreign research reactor spent nuclear fuel transportation casks were evaluated, regardless of what initiated them. An earthquake could be the initiator of either a ship or road accident, and thus affect the probability of such accidents; however, the number of earthquake-induced ship and road accidents is small compared to other causes.

COMMENTOR NO. 748: CITIZENS (TACOMA AREA)

June 23,1995

Sir: Charles Head,

We, the undersigned greatly oppose the highly radioactive nuclear waste material from other countries being shipped through the Port of Tacoma, or any other Port of our Country. 748-1

We have the right to be free from fear. Our childern have the right to have a decent chance in life.

What ever happened to the goverment of " We the people for the People "

Sincerely,

Beverly K. Stone
Myette Kucera
Gail Mondoux
Deanna L. Blumb
Debbie Cunningham
Sally B. Stone

RESPONSE TO COMMENT
COMMENTOR NO. 748: CITIZENS (TACOMA AREA)

Response to Comment No. 748-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 749: YOUNG, HOWARD & BERNADENE

Here's How I Feel About Sh[illegible] Waste Through Tacoma.

Comments: We are [illegible] nuclear waste from any [illegible] problem with disposing [illegible] Port of Tacoma [illegible] for shipping this nuclear [illegible] material.

Bernadene Young
Vet WW2

Howard [illegible] Young

Name: Howard [illegible] Young Telephone: 206-845-0205

Address: 9818-3[illegible] E. City/State: Puyallup, Wa. 98371

Send To: Charles Head, Office of Spent Fuel Management (EM-37), Office of Environmental Management, U.S. Department of Energy, 1000 Independence Ave. SW, Washington, DC 20585

DEADLINE: [illegible] 30, 1995

749-1

749-2

RESPONSE TO COMMENT
COMMENTOR NO. 749: YOUNG, HOWARD & BERNADENE

Response to Comment No. 749-1

The commentor's opposition to management of spent nuclear fuel from foreign research reactors in the United States is noted (Management Alternative 1, Section 2.2 of the EIS). Section 2.3 of the EIS describes other alternatives under consideration.

Response to Comment No. 749-2

The commentor's further opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 750: FUDELL, IRIS

June 23, 1995

Charles Head
Office of Spent Nuclear Fuel Management
U. S. Department of Energy

Dear Mr. Head,

I am a resident of Tacoma, Washington. Recently you visited our city and held a forum. I was unable to attend and want to relaly my very strong objection to nuclear waste being transported through our port. I wholeheartedly agree with opponents of this plan and feel it would greatly endanger the health and well-being of residents in the Puget Sound area. 750-1

Thank you,

Iris Fudell

Iris Fudell
5226 N. Dahl Dr.
Tacoma, Wa. 98406

RESPONSE TO COMMENT
COMMENTOR NO. 750: FUDELL, IRIS

Response to Comment No. 750-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 751: HINKSON, MOLLY

6-23-95

I do not want nuclear waste shipped through the Port of Tacoma, Washington. 751-1

Molly Hinkson

RESPONSE TO COMMENT
COMMENTOR NO. 751: HINKSON, MOLLY

Response to Comment No. 751-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 752: BRINKMAN , MRS. W.M.

1773 So 44th St.,
Tacoma Wa 98408
6-23-95.

My family and I strong object to shipping nuclear wastes thru' the Port of Tacoma. My husband is a maintenance mechanic for the Port of Tacoma. We don't want him exposed to anything like that Accidents will, and do happen. And quite often. We, on the west coast have enough environmental problems already without shipping nuclear wastes thru' here. 752-1

Mrs W.M. Brinkman
and family

RESPONSE TO COMMENT
COMMENTOR NO. 752: BRINKMAN, MRS. W.M.

Response to Comment No. 752-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 753: GUINN, H.J.

AMAZINGLY, YOU CAN STOP NUCLEAR WASTE FROM COMING HERE WITH JUST ONE HAND.

Here's How I Feel About [illegible] Waste Through Tacoma.

Comments: Even [illegible] in the millions [illegible] the Dept of Energy says, [illegible] one [illegible] happ[illegible]. along the Puget Sound a[illegible] people which will be put in danger. If there are [illegible] deeper than [illegible] dangerous [illegible] happend to sink

Name: Ma[illegible] Telep[illegible]-2506

Address: 3503 [illegible] E. City/Stat[illegible], Wa. 98443-1720

Send To: Charles Head, Off[illegible] Spent Fuel Management (EM-37), Off[illegible] Environmental Management, U.S. Department of [illegible] 1000 Independence Ave. S[illegible] Washington, DC 20585

DEA[illegible], 1995

753-1

753-2

The strongest weapon against nuclear waste is right at your fingertips.
Here's your chance to let the Department of Energy know how you feel about their possible plan to ship 19.2 tons of weapons-grade nuclear waste through the Port of Tacoma over the next 13 years. So, pick up a pen, fill out this form and send it to the address above by **July 20, 1995.** And let them know that Tacoma is not a place for nuclear waste.
For more information call the Port of Tacoma Hot Line at 597-7575.

Co-sponsored by Port of Tacoma; Port of Seattle; Longshore Local #23; Puyallup Tribe; Citizens for a Healthy Bay; Cities of Tacoma, Fife, Milton, Ruston, Federal Way; Tacoma–Pierce County Visitor & Convention Bureau, Tacoma–Pierce County Chamber of Commerce; Pierce County Central Labor Council and Pierce County.

RESPONSE TO COMMENT
COMMENTOR NO. 753: GUINN, H.J.

Response to Comment No. 753-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. xHowever, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low

Response to Comment No. 753-2

In the unlikely event that a transportation cask loaded with foreign research reactor spent nuclear fuel were to sink in any U.S. coastal waters, it would be recovered, even from the deepest portions of Puget Sound, which reaches depths of 305 meters (1,000 feet). Section 4.2.1.3 of the EIS has been modified to include this assurance of recovery in coastal waters. Appendix C, Section C.5.5 of the EIS presents information on the probability of a cask sinking in coastal and deep ocean waters.

COMMENTOR NO. 754: ROMO, LEO

22 June '95
Tacoma, WA.

Dear Sir:

In writing this letter, it is hoped that it may, in a small way, help you make a decision about the shipment of Spent Fuel Rods through the Port of Tacoma, and for that matter, any port in the United States for overseas users of Radioactive material.

My way of thinking is that if they (the countries) that use the "material" then they should have an appropriate method of disposal in their own countries, and not ship it the thing to the United States.

754-1

They should have the same security measures that we

RESPONSE TO COMMENT
COMMENTOR NO. 754: ROMO, LEO

Response to Comment No. 754-1

The commentor's preference for the option of each country managing its own spent nuclear fuel is noted. This could be either Management Alternative 2 or the No Action Alternative, which are described in Sections 2.3 and 2.5, respectively. The policy considerations and environmental impacts of these two alternatives are discussed in Sections 4.4 and 4.6 of the EIS.

COMMENTOR NO. 754: ROMO, LEO (CONT'D.)

-2-

employ to safeguard the material 754-1 (Cont'd.)

Thank You Sir for your time and taxes hoping that the right decision is reached.

Respectfully

Leo Romo

P.S. I know it is a big job, but I know you can do it or you wouldn't be in the position that you are in now!

LR —

RESPONSE TO COMMENT
COMMENTOR NO. 754: ROMO, LEO (CONT'D.)

COMMENTOR NO. 755: MCCONAGHY, HELEN

June 22 1995

Charles Head
office spent nuclear
Fuel Mgt.

Dear Sir:
I am highly upset over your
Office of Spent Nuclear Fuel
Management's plan to slip
through Tacoma's Port. 755-1
This must not happen
to our city & Puget Sound.
My grandparents come to
Tacoma in the 1880's so
many generations have
cared about this area &
we do not wish to have
radioactive nuclear waste

RESPONSE TO COMMENT
COMMENTOR NO. 755: MCCONAGHY, HELEN

Response to Comment No. 755-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 755: MCCONAGHY, HELEN (CONT'D.)

desecrating our beautiful area + ruining it for future generations.

Sincerely
Helen McConaghy
3674 Takoma Pw.
Tacoma Wa 98466

RESPONSE TO COMMENT
COMMENTOR NO. 755: MCCONAGHY, HELEN (CONT'D.)

COMMENTOR NO. 756: RINKER, SHEILA

June 22, 1995

Charles Head
Office of Spent Nuclear Fuel
Management (EM-37)
U. S. Dept. of Energy
1000 Independence Ave. S.W.
Washington, D.C. 20585

Dear Mr. Head:

For the future of our area and for children born or yet to be born, please reconsider the plan to transport nuclear waste through the Port of Tacoma and the surrounding area.

Regardless of the claims of safety, many instances of disaster have already occurred and will occur in the future. The decision to litter our state with nuclear waste from foreign countries is definitely not a healthy decision for current and future generations. 756-1

Please reconsider your plan to use (abuse) the Port of Tacoma. As your statement in

RESPONSE TO COMMENT
COMMENTOR NO. 756: RINKER, SHEILA

Response to Comment No. 756-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 756: RINKER, SHEILA (CONT'D.)

the Tacoma News Tribune appeared, "There's certainly a strong undercurrent of public opinion that is negative to this." - believe it, and do not use our beautiful state as a dumping ground for dangerous materials - our country's as well as foreign countries'.

Respectfully,

Sheila A. Rinker
11712 112th Ave. Ct. E
Puyallup, WA 98374

RESPONSE TO COMMENT
COMMENTOR NO. 756: RINKER, SHEILA (CONT'D.)

COMMENTOR NO. 757: COLLINS, MARSHALL

AMAZINGLY, YOU CAN STOP NUCLEAR WASTE FROM COMING HERE WITH JUST ONE HAND.

Here's How I Feel About [illegible] Waste Through Tacoma.

Comments: Where [illegible] is used it should be stored [illegible] not moved through urban areas like [illegible] or even through environmentally sen[illegible] areas w. [illegible] much smaller populations. Medical waste [illegible] I understand [illegible] Move it thro[illegible] need to bri[illegible]

757-1

757-2

Name: Marshall Co[illegible] Telep[illegible] 025

Address: 6713 [illegible] St. City/Sta[illegible] Tacoma, WA 98408

Send To: Charles Head, Office of Spent Fuel Management (EM-37), Office of Environmental Management, U.S. Department of [illegible] 1000 Independence Ave. [illegible] Washington, DC 20585

DEA[illegible] 30, 1995

The strongest weapon against nuclear waste is right at your fingertips.
Here's your chance to let the Department of Energy know how you feel about their possible plan to ship 19.2 tons of weapons-grade nuclear waste through the Port of Tacoma over the next 13 years. So, pick up a pen, fill out this form and send it to the address above by June 30, 1995. And let them know that Tacoma is not a place for nuclear waste.
For more information call the Port of Tacoma Hot Line at 597-7575.

Co-sponsored by Port of Tacoma; Port of Seattle; Longshore Local #23; Puyallup Tribe; Citizens for a Healthy Bay; Cities of Tacoma, Fife, Milton, Ruston, Federal Way; Tacoma–Pierce County Visitor & Convention Bureau, Tacoma–Pierce County Chamber of Commerce; Pierce County Central Labor Council and Pierce County.

RESPONSE TO COMMENT
COMMENTOR NO. 757: COLLINS, MARSHALL

Response to Comment No. 757-1

The commentor's preference for the option of each country managing its own spent nuclear fuel is noted. This could be either Management Alternative 2 or the No Action Alternative, which are described in Sections 2.3 and 2.5, respectively. The policy considerations and environmental impacts of these two alternatives are discussed in Sections 4.4 and 4.6 of the EIS.

Response to Comment No. 757-2

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 758: CLEMENTS, FLORENCE

925 Ea. 63rd ST.
Tacoma, Wash - 98404
June 21, 1995

Mr. Charles Head:-

We, in Tacoma do not want your spent Nuclear Fuel coming thru our ports -, and as Idaho is my birth state, I can't see putting it there to store. Look at the Hanford leaks, I felt terrible at the time Hanford was being built, and mentioned to my family of the underground streams that would be contaminated due to our government not caring, 758-1 758-2 758-3

Take the stuff to some desert country where no one lives and no under ground streams - what going to happen to our future generations here in our United States of America - 758-4

Please do not bring it into the Port of Tacoma.

Sincerely
Florence M Clements

RESPONSE TO COMMENT
COMMENTOR NO. 758: CLEMENTS, FLORENCE

Response to Comment No. 758-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

Response to Comment No. 758-2

The commentor's opposition to the use of Idaho National Engineering Laboratory as a management site for foreign research reactor spent nuclear fuel is noted.

Response to Comment No. 758-3

As explained in Section 1.5 of the EIS, the selection of the site or sites at which the foreign research reactor spent nuclear fuel would be managed is based on the analysis in the Department of Energy Programmatic Spent Nuclear Fuel Management and Idaho National Engineering Laboratory Environmental Restoration and Waste Management Programs Environmental Impact Statement. The Record of Decision for this EIS was released on May 30, 1995. In accordance with this Record of Decision, all of the aluminum-based foreign research reactor spent nuclear fuel managed by DOE will be managed at the Savannah River Site in South Carolina. Any other foreign research reactor spent nuclear fuel to be managed by DOE will be managed at the Idaho National Engineering Laboratory. Accordingly, no foreign research reactor spent nuclear fuel would be shipped to the Hanford Site.

Response to Comment No. 758-4

The commentor's preference for management of spent nuclear fuel from foreign research reactors in overseas, desert countries devoid of underground water is noted. Overseas management of foreign research reactor spent nuclear fuel is discussed in Sections 2.3 and 2.4 of the EIS.

As demonstrated by the analysis in Section 4 of the EIS, the risks associated with implementation of the proposed action to human health or the environment would be low.

COMMENTOR NO. 759: TATE, H.T.

DEAR MR. HEAD, June 21, 95

I'm not a citizen of TACOMA, I live in Puyallup, WA. but it has still come to my attention that somebody is pushing for Olympia's approval on shipping nucleor waste through the Port of Tacoma.

This must not happen.

It is an unsafe cargo and would devistate large surrounding areas if there were an accident.

Don't you people in our Government think things out before you begin bargaining? 759-1

Sincerly,

H. T. TATE
806 15th Ave S.E.
Puyallup, WA.
98372

No Nucleor WASTE !!

RESPONSE TO COMMENT
COMMENTOR NO. 759: TATE, H.T.

Response to Comment No. 759-1

The commentor's opposition to bringing spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risks associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 760: HELMER, MARIE A.

Marie A. Helmer
909 North I, #104
Tacoma, WA 98403

6/23/95

Dear Mr. Head,

I was a part of that large, animated gathering Mon. night (5/19/95) in Tacoma. However, I did not speak but was truly interested. Want to commend you for your presentation and Rubenzahn's courtesy and attention.

It does not speak well for some of people at the DOE that I, your guide — "They don't have time to listen". I hope you can carry the load!

A concerned Tacoman,
Marie A. Helmer

760-1

RESPONSE TO COMMENT
COMMENTOR NO. 760: HELMER, MARIE A.

Response to Comment No. 760-1

While it would be impractical for the Secretary of Energy to personally review and respond to all of the written and oral comments concerning this EIS, this information was reviewed by the Program Manager and his staff. The Program Manager is responsible for relaying public views and concerns to the Secretary of Energy and her staff. The final EIS, including comments and responses, and Record of Decision are subject to approval by the Secretary of Energy. All comments received during the ninety day comment period are noted and answered in this document. Under NEPA and the environmental regulations of DOE (Section 5 of the EIS), public participation and comments are an integral part.

AMAZINGLY, YOU CAN STOP NUCLEAR WASTE FROM COMING HERE WITH JUST ONE HAND.

Here's How I Feel About Shipping Nuclear Waste Through Tacoma.

Comments: NO! The port [illegible] the area is too populated [illegible] not in our city - we're still [illegible] up person left by the smelter [illegible]

Name: Susan Asbell Telephone: (206) 752-8887

Address: 3418 N. 19 City/State/Zip: Tacoma WA 98406

Send To: Charles Head, Office of Spent Fuel Management (EM-37), Office of Environmental Management, U.S. Department of Energy, 1000 Independence Ave. S.W., Washington, DC 20585

FAX 202 586-5256 DEADLINE: JUNE 30, 1995 Phone 202 586-9441

The strongest weapon against nuclear waste is right at your fingertips.
Here's your chance to let the Department of Energy know how you feel about their possible plan to ship 19.2 tons of weapons-grade nuclear waste through the Port of Tacoma over the next 13 years. So, pick up a pen, fill out this form and send it to the address above by June 30, 1995. And let them know that Tacoma is not a place for nuclear waste.
For more information call the Port of Tacoma Hot Line at 597-7575.

Co-sponsored by Port of Tacoma; Port of Seattle; Longshore Local #23; Puyallup Tribe; Citizens for a Healthy Bay; Cities of Tacoma, Fife, Milton, Ruston, Federal Way; Tacoma–Pierce County Visitor & Convention Bureau, Tacoma–Pierce County Chamber of Commerce; Pierce County Central Labor Council and Pierce County.

761-1

Response to Comment No. 761-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 762: JENSEN, LAURA

Friday, June 23, 1995
Tacoma, Washington

Charles Head
Office of Spent Nuclear Fuel Management
(EM-37)
US Department of Energy
1000 Independence Avenue, S.W.
Washington, D.C. 20585

To Charles Head:

As a person who has always been a citizen of Tacoma but could only feel dumbfounded by the sound of the extraordinary plan to ship highly radioactive uranium through the Port of Tacoma, I could only feel so very sympathetic with the many comments I heard at the meeting Monday at the Utilities Building in Tacoma. I felt convinced by the speaker who opposed the use of Tacoma because of the danger of shipboard fires and accidents in transport. I felt convinced by the speaker's questions about where information should be for all the citizens involved, their gratitude that at least a small flier had been issued from the NorthEnd Neighborhood Council, I felt sympathy. I felt more sympathy for the citizens from Federal Way who brought the resolution of their council that the environmental impact statement was not adequate in emergency planning and in consideration of the socio-economic base of the area.

The many speakers emphasized many more important reasons why this startling shipment of radioactive uranium should not go through the Port of Tacoma. I felt shocked by such news - and felt much sympathy with their intelligent comments. 762-1

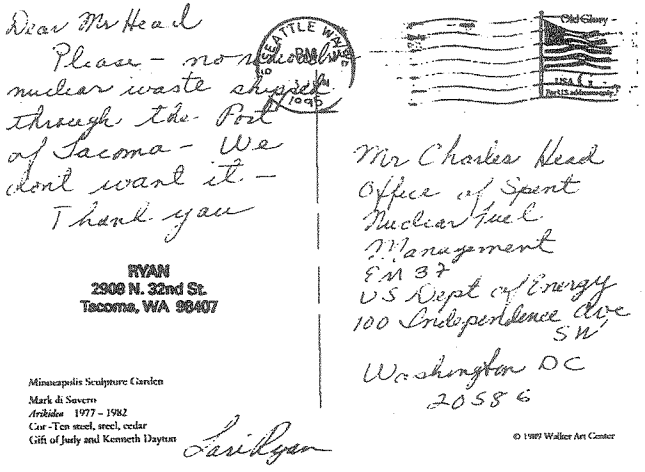
Truly, Laura Jensen
302 North Yakima C3
Tacoma, WA 98403-2213

RESPONSE TO COMMENT
COMMENTOR NO. 762: JENSEN, LAURA

Response to Comment No. 762-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 763: RYAN, LORI


Dear Mr Head
Please - no nuclear waste shipped through the Port of Tacoma - We don't want it. -
Thank you

RYAN
2908 N. 32nd St.
Tacoma, WA 98407

Minneapolis Sculpture Garden
Mark di Suvero
Arikidea 1977 - 1982
Cor-Ten steel, steel, cedar
Gift of Judy and Kenneth Dayton

Lori Ryan

SEATTLE WA
1995

Mr Charles Head
Office of Spent Nuclear Fuel Management
EN 37
US Dept of Energy
100 Independence Ave SW
Washington DC
20586

© 1989 Walker Art Center

763-1

RESPONSE TO COMMENT
COMMENTOR NO. 763: RYAN, LORI

Response to Comment No. 763-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 764: SCHUBLOM, CARL

Tacoma, Wash.
June 23, 1995

Dear Mr. Head,
I am writing to let you know that as a citizen of Tacoma, Washington, I am totally against shipping of Nuclear Waste through our Port.
No matter how securely encased those spent Nuclear Rods are, accidents are bound to happen in the planed 13 years of shipments.
Also, why should we in the United States be the dumping grounds for European Countries Nuclear waste? We have trouble disposing of our own. No State wants it, period. Sincerely,
Mr. Carl E. Schublom

764-1

764-2

RESPONSE TO COMMENT
COMMENTOR NO. 764: SCHUBLOM, CARL

Response to Comment No. 764-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low. Also, the environmental effects evaluated in the EIS determined that there would be no adverse ecological impacts to any of the ports that might be used to receive the material (Section 4.2.2). Spent nuclear fuel transportation casks are designed and built to preclude release of radioactive material. To date, after more than 30 years of spent nuclear fuel shipments, no radioactive materials have ever been released from a spent nuclear fuel transportation cask as a result of an accident (Section 2.6.2 of the EIS).

Response to Comment No. 764-2

Prior to 1989, it was United States policy to accept foreign research reactor spent nuclear fuel for disposition in the United States (Section 1.1 of the EIS). Many foreign research reactor operators have no immediate means of disposing of their spent nuclear fuel (Section 1.2 of the EIS). Thus, the intent of the proposed policy is to remove as much U.S.-origin HEU as possible from civil programs worldwide and give foreign research reactor operators time to convert their reactors to the use of LEU fuels and to make arrangements for disposition of their LEU spent nuclear fuel (Section 1.2 of the EIS). Ultimate disposition is discussed qualitatively in Section 4.2.7 of the EIS.

COMMENTOR NO. 765: ZARELLI, CARMEN

Carmen M. Zarelli
8620 Meadow Rd., S.W.
Tacoma, Wa. 98499
206-984-7985

Mr. Head,

I am writing to you to tell you how appauled I am at the idea of transpating High Level Nuclear Waste through Tacoma, Wash.. 765-1

I have been a resident of Tacoma for 22 years, I was born and raised here and for some one like you who can try to take advantage of the people of Tacoma by putting our health and lives in danger by transpating such Volitile chemicals makes my sick. I am here to tell you that I will fight you to the bone to keep it out of our town. What make Tacoma better than any other city? Nothing! There is no need to transport or even have such nuclear waste! Dispose of it on the site!

Carmen Zarelli

RESPONSE TO COMMENT
COMMENTOR NO. 765: ZARELLI, CARMEN

Response to Comment No. 765-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 766: BURWELL, ANN & ROBERT

Here's How I Feel About Shipping [illegible] Waste Through Tacoma.

Comments: Don't [illegible] through Tacoma's port!!! [illegible] about the consequences of [illegible] on land or sea and their disastrous [illegible] would be far our proper and land. We are not equipped to handle such a [illegible] the well countries take care of their [illegible] to -- we do not want to be the dump[illegible]

Name: ANN BURWELL ROBERT BUR[illegible] Telep[illegible] 872-9500

Address: 4224 Harborhead Bay DR. NW City/State [illegible] HARBOR, WA 98335

Send To: Charles Head, Office of Spent Fuel Management (EM-37), Off[illegible] Environmental Management, U.S. Department of Energy, 1000 Independence Ave. S[illegible] Washington, DC 20585

DEADLINE [illegible] 1995

766-1

766-2

RESPONSE TO COMMENT
COMMENTOR NO. 766: BURWELL, ANN & ROBERT

Response to Comment No. 766-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

Response to Comment No. 766-2

The commentor's preference for the option of each country managing its own spent nuclear fuel is noted. This could be either Management Alternative 2 or the No Action Alternative, which are described in Sections 2.3 and 2.5, respectively. The policy considerations and environmental impacts of these two alternatives are discussed in Sections 4.4 and 4.6 of the EIS.

COMMENTOR NO. 767: WARDLOW, DON & LEITHA

June 22, 1995

Don & Leitha Wardlow
3904 South Monroe Street
Tacoma, Washington 98409

Charles Head
Office Nuclear Fuel Management (EM37)
U. S. Department of Energy
1000 Independence Ave. S. W.
Washington, D. C. 20585

Sir:

Please do not recommend bringing nuclear waste material through the Tacoma, Washington Port. 767-1

You heard more than enough reasons at the public meeting held in Tacoma on Monday evening June 19, 1995.

Don Wardlow Sr.
Don Wardlow Sr.

Leitha Wardlow
Leitha Wardlow.

RESPONSE TO COMMENT
COMMENTOR NO. 767: WARDLOW, DON & LEITHA

Response to Comment No. 767-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 768: LINDBERG, DON & JEAN

AMAZINGLY, YOU CAN STOP NUCLEAR WASTE FROM COMING HERE WITH JUST ONE HAND.

Here's How I Feel About Shipping Nuclear Waste Through Tacoma.

Comments: NUCLEAR [illegible] HAS NO BUSINESS GOING THREW [illegible] AREAS SUCH AS TACOMA. [illegible] U.S.A.) HAVE NO BUSINESS TAKING CARE OF THE WORLD NUCLEAR WASTE IN THE FIRST PLACE. IF WE ARE GOING [illegible] OF IT DO IT IN THEIR [illegible] THEY ALL HAVE DESIGNATED [illegible] THAT CAN BE DEVELOPED TO DISPOSE [illegible] WASTE

768-1

768-2

768-3

Name: DON & JEAN LINDBERG Telephone: [illegible] 564 2604

Address: 8301 [illegible] PL W. City/State: TACOMA WA 98466

Send To: Charles Head, Office of Spent Fuel Management (EM-37), Office of Environmental Management, U.S. Department of Energy, 1000 Independence Ave. S.W., Washington, DC 20585

DEADLINE: JUNE 30, 1995 — VOTE NO —

The strongest weapon against nuclear waste is right at your fingertips.
Here's your chance to let the Department of Energy know how you feel about their possible plan to ship 19.2 tons of weapons-grade nuclear waste through the Port of Tacoma over the next 13 years. So, pick up a pen, fill out this form and send it to the address above by **June 30, 1995**. And let them know that Tacoma is not a place for nuclear waste.
For more information call the Port of Tacoma Hot Line at 597-7575.

Co-sponsored by Port of Tacoma; Port of Seattle; Longshore Local #23; Puyallup Tribe; Citizens for a Healthy Bay; Cities of Tacoma, Fife, Milton, Ruston, Federal Way; Tacoma–Pierce County Visitor & Convention Bureau, Tacoma–Pierce County Chamber of Commerce; Pierce County Central Labor Council and Pierce County.

RESPONSE TO COMMENT
COMMENTOR NO. 768: LINDBERG, DON & JEAN

Response to Comment No. 768-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

Response to Comment No. 768-2

Nuclear weapons nonproliferation is an important concern of the United States (Section 1.1 of the EIS). The proposed action is intended to reduce the risk of nuclear weapons-grade materials falling into the hands of nations who are seeking to develop a nuclear weapons capability (Section 1.2 of the EIS). Thus, the intent of the proposed policy is to remove as much U.S.-origin HEU as possible from civil programs worldwide and give foreign research reactor operators time to convert their reactors to the use of LEU fuels and to make arrangements for disposition of their LEU spent nuclear fuel (Section 1.2 of the EIS).

Response to Comment No. 768-3

The commentor's preference for the option of each country managing its own spent nuclear fuel is noted. This could be either Management Alternative 2 or the No Action Alternative, which are described in Sections 2.3 and 2.5, respectively. The policy considerations and environmental impacts of these two alternatives are discussed in Sections 4.4 and 4.6 of the EIS.

LOCHBURN JUNIOR HIGH SCHOOL
5431 Steilacoom Boulevard SW • Tacoma WA 98499
"Together We Make A Difference"

Georgia Dewhurst, *Principal*
Bradley R. Purvis, *Vice Principal*

Nanette Ewing
Lochburn Jr. High
5413 Steilacoom Blvd. S.W.
Tacoma, WA 98499

Charles Head
Office of Spent Fuel Management (EM-37)
Office of Environmental Management
U.S. Department of Energy
1000 Independence Ave. S.W.
Washington, DC 20585

Dear Mr. Head:

My name is Nanette Ewing and I'm an 8th grade teacher at Lochburn Jr. High in Lakewood Washington. Lakewood is a suburb of Tacoma. Recently, Tacoma held a public hearing regarding the use of the port of Tacoma as a port of entry for the nuclear waste that is to possibly be shipped here. My 8th grade science classes became quite interested in the issue and some of them have written down their comments on how they feel about this happening in their area. I thought you might be interested in reading them.

Sincerely,

Nanette Ewing

Nanette Ewing

COMMENTOR NO. 769: LOCHBURN JUNIOR HIGH SCHOOL (CONT'D.)

NO HAZARDOUS WASTE IN THE PORT of TACOMA

769-1

Name	age
Seab Karng	14
Miliama Aiolupotea	? why
Will Schultz	14
[illegible] Williams	page of your [illegible] business
Jason Scott	14
Amanda Proell	15
Richard Torres	14
Jamar Correll	15
[illegible] Amy	15
[illegible]	[illegible]
LaNetra Hamilton	16
[illegible]	[illegible]
Roger Heslop	15
Tessa Duncan	15
Tyler Martin	15
JBrian Baker	15
Mike Higgins	16
[illegible] Fiess	16
[illegible]	15 & but why [illegible]
Catrina Turner	15. Our environment in case of accident
Norvel Patterson	14
Dayna Johnston	15
Jim King	15
Don Cotton	15
Jauna Bowlds	15
Nick Hagginger	14
Sarah Hockett	14
[illegible]	15
Malinda Hayes	
Georgia Deutsmed	
Betty Forsythe	
Julie Raichart	
Hyun Hee Park →	15 (I'll be 16 on Feb. 9 next year.)
[illegible] Shin →	15 (I'll be 16 on Oct. 9 next year)

RESPONSE TO COMMENT COMMENTOR NO. 769: LOCHBURN JUNIOR HIGH SCHOOL (CONT'D.)

Response to Comment No. 769-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 770: SHAUGHNESSY, ROBIN

AMAZINGLY, YOU CAN STOP NUCLEAR WASTE FROM COMING HERE WITH JUST ONE HAND.

Here's How I Feel About Shipping Nuclear Waste Through Tacoma.

Comments: I DON'T [illegible] THE [illegible] COMING INTO Tacoma. I [illegible] PEOPLE WILL GET KILLED [illegible] ANIMALS WILL [illegible] THE ENDANGERED/EXTINCT ANIMALS LIVE. THOSE AREN'T [illegible] REASONS. WE HAVE ENOUGH POLLUTION. WE DON'T NEED MORE. AFTER 13 YEARS YOU MAY GET SLOPPY. WHE[illegible] WASTE [illegible] OPEN TO LIVE [illegible] WASTE. FOR FARING [illegible] YOU [illegible] TO READ THIS LETTER.

Name: Robin [illegible] Telephone: [illegible] (206)

Address: 6917 88[illegible] City/State/Zip: [illegible]wood, WA 98499

Send To: Charles Head, Office of Spent Fuel Management (EM-37), Office of Environmental Management, U.S. Department of Energy, 1000 Independence Ave. SW, Washington, DC 20585

DEADLINE: JUNE 30, 1995

The strongest weapon against nuclear waste is right at your fingertips.
Here's your chance to let the Department of Energy know how you feel about their possible plan to ship 19.2 tons of weapons-grade nuclear waste through the Port of Tacoma over the next 13 years. So, pick up a pen, fill out this form and send it to the address above by **June 30, 1995**. And let them know that Tacoma is not a place for nuclear waste.
For more information call the Port of Tacoma Hot Line at 597-7575.

Co-sponsored by Port of Tacoma; Port of Seattle; Longshore Local #23; Puyallup Tribe; Citizens for a Healthy Bay; Cities of Tacoma, Fife, Milton, Ruston, Federal Way; Tacoma–Pierce County Visitor & Convention Bureau, Tacoma–Pierce County Chamber of Commerce; Pierce County Central Labor Council and Pierce County.

770-1

RESPONSE TO COMMENT
COMMENTOR NO. 770: SHAUGHNESSY, ROBIN

Response to Comment No. 770-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 771: ARMSTRONG, KRISTA

AMAZINGLY, YOU CAN STOP NUCLEAR WASTE FROM COMING HERE WITH JUST ONE HAND.

Here's How I Feel About Shipping Nuclear Waste Through Tacoma.

Comments: [illegible]

Name: [illegible] Telephone: [illegible]

Address: [illegible] City/State/Zip: [illegible]

Send To: Charles Head, Office of Spent Fuel Management (EM-37), Office of Environmental Management, U.S. Department of Energy, 1000 Independence Ave. S.W., Washington, DC 20585

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771-1

RESPONSE TO COMMENT
COMMENTOR NO. 771: ARMSTRONG, KRISTA

Response to Comment No. 771-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 772: MARY, MELINDA

AMAZINGLY, YOU CAN STOP NUCLEAR WASTE FROM COMING HERE WITH JUST ONE HAND.

Here's How I Feel About Shipping Nuclear Waste Through Tacoma.

Comments: It's [illegible] to bring such [illegible] city. It's [illegible] it. [illegible] Somewhere [illegible] I don't think it's a good idea [illegible] they are just going to take [illegible] it [illegible] problems for [illegible] WE AK

Name: Melinda [illegible] Telephone: [illegible]

Address: [illegible] City/State/Zip: [illegible] WA 98499

Send To: Charles Head, Office of Spent Fuel Management (EM-37), Office of Environmental Management, U.S. Department of Energy, 1000 Independence Ave. SW, Washington, DC 20585

DEADLINE: JUNE 30, 1995

772-1

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RESPONSE TO COMMENT
COMMENTOR NO. 772: MARY, MELINDA

Response to Comment No. 772-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 773: HILTON, JENNIFER

AMAZINGLY, YOU CAN STOP NUCLEAR WASTE FROM COMING HERE WITH JUST ONE HAND.

Here's How I Feel About Shipping Nuclear Waste Through Tacoma.

Comments: What if [illegible] there's a lot of "what ifs" and [illegible] prevent them by not letting you ship [illegible] waste in our ports! So many live [illegible] at risk so why take the risk. No waste should be brought through [illegible] one wants it in our city. What if [illegible] what would you do [illegible] kill a [illegible]

773-1

Name: Jennifer Hilton Telephone: 206-581-3303

Address: 7110 Sacramento St SW City/State/Zip: Tacoma WA, 98409

Send To: Charles Head, Office of Spent Fuel Management (EM-37), Office of Environmental Management, U.S. Department of Energy, 1000 Independence Ave. SW, Washington, DC 20585

DEADLINE: JUNE 30, 1995

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Co-sponsored by Port of Tacoma; Port of Seattle; Longshore Local #23; Puyallup Tribe; Citizens for a Healthy Bay; Cities of Tacoma, Fife, Milton, Ruston, Federal Way; Tacoma–Pierce County Visitor & Convention Bureau, Tacoma–Pierce County Chamber of Commerce; Pierce County Central Labor Council and Pierce County.

RESPONSE TO COMMENT
COMMENTOR NO. 773: HILTON, JENNIFER

Response to Comment No. 773-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing foreign research reactor spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

The EIS did not address marine spills in Puget Sound or elsewhere because the spent nuclear fuel is solid metal that is shipped dry inside a transportation cask, thus there is nothing to spill. In the unlikely event that a transportation cask loaded with foreign research reactor spent nuclear fuel were to sink in any U.S. coastal waters, it would be recovered, even from the deepest portions of Puget Sound, which reaches depths of 305 meters (1,000 feet). Section 4.2.1.3 of the EIS has been modified to include this assurance of recovery in coastal waters. Appendix C, Section C.5.5 of the EIS presents information on the probability of a cask sinking in coastal and deep ocean waters. The impacts of a foreign research reactor spent nuclear fuel transportation cask sinking in coastal and deep waters are estimated in the EIS (Appendix C, Section C.5). The results of this analysis show that both the consequences and the risk of these accidents are low (Appendix C, Sections C.5.4 and C.5.5).

Spent nuclear fuel transportation casks are designed and built to preclude release of radioactive material. To date, after more than 30 years of spent nuclear fuel shipments, no radioactive contents have ever been released from a spent nuclear fuel transportation cask as a result of an accident.

COMMENTOR NO. 774: STEWART, TRACEY

AMAZINGLY, YOU CAN STOP NUCLEAR WASTE FROM COMING HERE WITH JUST ONE HAND.

Here's How I Feel About Shipping Nuclear Waste Through Tacoma.

Comments: We the people do not want the nuclear waste. Don't life in the wild might be [illegible] Nuclear so we do not want the waste in our port. We do not want our wild life but oc[illegible] Tacoma [illegible] human not [illegible] waste

774-1

Name: Tracey Stewart Telephone: [illegible]

Address: 1913 109th St. City/State/Zip: Tacoma WA 98499

Send To: Charles Head, Office of Spent Fuel Management (EM-37), Office of Environmental Management, U.S. Department of Energy, 1000 Independence Ave. S.W., Washington, DC 20585

DEADLINE: JUNE 30, 1995

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RESPONSE TO COMMENT
COMMENTOR NO. 774: STEWART, TRACEY

Response to Comment No. 774-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 775: OGAWA, EMILY

AMAZINGLY, YOU CAN STOP NUCLEAR WASTE FROM COMING HERE WITH JUST ONE HAND.

Here's How I Feel About Shipping Nuclear Waste Through Tacoma.

Comments: I FEEL VERY [illegible] THE [illegible] WANTING TO SHIP NUCLEAR [illegible] TACOMA'S PORTS. IF JUST ONE CONTAINER [illegible] SPILLED, WE COULD BE IN DANGER OF RADIATION, CANCER, OR OTHER TOXIC WASTE PROBLEMS. I AM JUST A THIRTEEN [illegible] BACK A DIFFERENT [illegible] THOMAS HARBORS [illegible] NUCLEAR WASTE [illegible] THANKS!

Name: EMILY OGAWA Telephone: 206 572-7189

Address: 6409 [illegible] ST DRSW City/State/Zip: TACOMA, WA 98499

Send To: Charles Head, Office of Spent Fuel Management (EM-37), Office of Environmental Management, U.S. Department of Energy, 1000 Independence Ave., SW, Washington, DC 20585

DEADLINE: JUNE 30, 1995

775-1

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RESPONSE TO COMMENT
COMMENTOR NO. 775: OGAWA, EMILY

Response to Comment No. 775-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 776: AGL, M.

Here's How I Feel About Shipping Nuclear Waste Through Tacoma.

Comments: I feel that [illegible] waste should be brought some[illegible] because it's bad enough that we h[illegible] r all [illegible]ay. And we should ta[illegible] somewhere else because the city is just bad as it is. And just [illegible] not [illegible] is [illegible] about

Name: [illegible] Telephone: [illegible] 8747.

Address: 8912 S. [illegible] City/State/Zip: [illegible] WA, 98409

Send To: Charles Head, Office of Spent Fuel Management (EM-37), Office of Environmental Management, U.S. Department of Energy, 1000 Independence Ave., S.W., Washington, DC 20585

DEADLINE: JUNE 30, 1995

776-1

RESPONSE TO COMMENT
COMMENTOR NO. 776: AGL, M.

Response to Comment No. 776-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 777: JASMIN, SANDY

AMAZINGLY, YOU CAN STOP NUCLEAR WASTE FROM COMING HERE WITH JUST ONE HAND.

Here's How I Feel About Shipping Nuclear Waste Through Tacoma.

Comments: I think that [illegible] would [illegible] be able to ship those [illegible] through the port of Tacoma because [illegible] would go [illegible]oma & it would harm the people of [illegible] & you would have to clean up all the mess. Besides that even though you've done this for [illegible] waste.) Doesn't mean [illegible] go wrong & spill all over [illegible] feels about it. & do the right thing. And not be murderers. 777-1

Name: Sandy [illegible] Telephone: [illegible]

Address: 8211 [illegible] City/State/Zip: Tacoma, WA 98409

Send To: Charles Head, Office of Spent Fuel Management (EM-37), Office of Environmental Management, U.S. Department of Energy, 1000 Independence Ave. SW, Washington, DC 20585

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RESPONSE TO COMMENT
COMMENTOR NO. 777: JASMIN, SANDY

Response to Comment No. 777-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 779: ANONYMOUS

The News Tribune Thurs 22 June 1995

Enough voices may awaken those who 'don't have time to listen'

"They don't have time to listen."

Charles Head, federal project manager for the environmental impact statement concerning shipments of high-level nuclear waste through the Port of Tacoma, sat patiently through the meeting Monday night.

Head sat, his face parked in objectivity. People spoke – more than 50 people – all against the proposed shipments.

A tape recorder heard it all. A facilitator made notes with multi-colored pens upon sheets of paper large enough for everyone to see. Hundreds in the audience watched politely. Speakers spoke their hearts.

Head sat, and when the meeting was over he talked about what happens next. He will offer a report to the director of the Office of Spent Nuclear Fuel Management. But the director will not see the colorful notes, nor will he hear the five hours of tape.

"They don't have time to listen," Head said.

In Washington, D.C., at the Department of Energy, the people who will decide whether Tacoma becomes the port of entry for one of this planet's most dangerous substances will hear only from Head. He said he already has a fairly good idea what he'll say, but he's not yet ready to announce his decision.

He said of what he heard in Tacoma, "There's certainly a strong undercurrent of public opinion that is negative to this."

And it's too bad the public servants back at headquarters don't have time to hear how strong that undercurrent really is.

Too bad they won't hear from the speaker who said, "We have the right to be free from fear."

Too bad they won't hear what Alice Ornhall, a Tacoma great-grandmother, had to say: "I want to leave a decent legacy for my kids. They have the right to have a decent chance in life."

That chance would be less decent by far should some of the spent nuclear fuel somehow leak, or spill, or otherwise contaminate Commencement Bay, Tacoma, Pierce County and much of Western Washington.

People spoke of Three Mile Island, the Exxon Valdez, Chernobyl, the leaks at Hanford, the O-rings on the Space Shuttle Challenger – of many accidents that could never happen, but did.

"They think we're not smart enough. They think they can put this over on us," said the gray-haired woman the neighborhood kids call "Miss Alice." She's talking about Charles Head. "We've given him pretty much to chew on. I hope he gets indigestion."

Legislators, port commissioners and members of the City Council spoke. Mothers and fathers – some angry enough to swear – spoke.

And it's too bad the bureaucrats have better ways to spend their time, rather than listening to what those people had to say. How easy it will be for them to ignore the comments – the anger, the fear and the anguish – of the people who were there on Monday night.

"When I was a kid, everybody told me Russia was going to drop the bomb. Now, it's the U.S. that's threatening me," said Melody Wilhite, who drove down from Everett.

"I see this as a major threat," Tacoma Mayor Harold Moss said.

A citizen asked, "Do we really trust the federal government to do the right thing? We'll fight you. We the people say no. We will not stop."

"I take with a grain of salt the statistics and information you gave us," Lenreen Roth said.

"We will fight you. It won't happen," state Sen. Marilyn Rasmussen (D-Eatonville) said. "I think you have heard from the people."

Which is nice, but they don't have time to listen in Washington, D.C.

Hundreds of people came. People spoke. Charles Head sat through it all, and when it was over, when asked what he thought of what the people said, he replied with a weary air, "I was more impressed by the number of public officials."

But perhaps Head and his bosses would take time to listen if the rest of us spoke a bit louder.

If you don't like the idea of highly radioactive nuclear waste being shipped through the Port of Tacoma, write, before June 30, to Charles Head, Office of Spent Nuclear Fuel Management (EM-37), U.S. Department of Energy, 1000 Independence Ave. S.W., Washington, D.C. 20585. Or fax to (202) 586-5256.

If you don't care one way or the other, do nothing. If you haven't got the time to write a letter, then sit back and wait. Just you wait and see what happens next.

Your silence will be of great benefit to those who would rather not be bothered by whatever it is you have to say.

C.R. Roberts' column appears Sundays, Tuesdays and Thursdays. He can be reached at 597-8535, or by fax at 597-8274. Address TRIBnet e-mail to CR Roberts and Internet e-mail to cr@p.tribnet.com

C.R. Roberts
The News Tribune columnist

This includes all my arguments against shipping of any level of nuclear waste through our area—land or water. Please listen to us.

779-1

RESPONSE TO COMMENT
COMMENTOR NO. 779: ANONYMOUS

Response to Comment No. 779-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 780: TAYLOR, KATHLEEN M.

June 22, 1995

Dear Mr. Charles Head,

Please count my voice among those who were not able to attend the meeting on June 19, 1995. I understand from the attached article that you were impressed by the elected & appointed officials who made it to this meeting. I am glad they were there and that it was made plain that citizens of Tacoma and surrounding areas DO NOT DESIRE to have used foreign country nuclear waste shipped through our town. I also am of that same opinion. Count this as a No thank-you! 780-1

Sincerely,
Kathleen M. Taylor
2914 1/2 (upper) South 11th
Tacoma, Wa. 98405
(206) 272-4471

RESPONSE TO COMMENT
COMMENTOR NO. 780: TAYLOR, KATHLEEN M.

Response to Comment No. 780-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 781: YALE, LISA LANDKAMER

25 June 1995

Charles Head
Office of Spent Nuclear Fuel Management (EM-37)
U.S. Department of Energy
1000 Independence Ave S.W.
Washington, D.C. 20585

Dear Mr. Head,

I am strongly opposed to the proposal that high-level nuclear waste be shipped through the Port of Tacoma. 781-1

Nuclear waste is an extremely hazardous substance; even after taking safety precautions, accidents can and do occur. Leaks or spillage could contaminate Puget Sound and adversely affect a very scenic, and very populated, area for generations to come. Transporting nuclear waste through this region is not worth the risk.

As a Pacific Northwest native and local resident, I am extremely concerned that our voices be heard as you make this critical decision. According to Tacoma News Tribune columnist C.R. Roberts, hundreds attended the public meeting in Tacoma last month; all fifty speakers were opposed to the plan. Please heed our words and disapprove the proposed program to ship nuclear waste through Tacoma.

Thank you for your work in protecting our environment.

Sincerely,

Lisa Landkamer Yale

Lisa Landkamer Yale
Concerned citizen of King County, Washington State

Cc: Director, Office of Spent Nuclear Fuel Management
Director, U.S. Department of Energy

RESPONSE TO COMMENT
COMMENTOR NO. 781: YALE, LISA LANDKAMER

Response to Comment No. 781-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 782: TRISKA, DEBBIE

Charles Head
Office of Spent Nuclear Fuel Management (EM-37)
U.S. Department of Energy
1000 Independent Avenue S.W.
Washington, D.C. 20585

Dear Mr. Head:

As a citizen of Tacoma, I am opposed to the idea of transporting nuclear waste through the Port of Tacoma. I have lived here all of my life and now work in the port area. I am very concerned about the safety of my family and the future of Tacoma. Don't we who live here have enough to worry about? Don't allow Tacoma to become a dumping ground through which deadly trash will be shipped. If you will refer to your geography, you will notice that Washington D.C. and Washington State are on opposite coastlines. No surprise that you would choose a location as far from yourselves as possible. Perhaps we should look at who we have working in this department, and get someone in there who care about all of us. Or maybe we could store some of it in your backyard so your children and grandchildren can enjoy it. Don't like that idea? Niether do we. *782-1*

Have a nice day.

Debbie Triska

RESPONSE TO COMMENT
COMMENTOR NO. 782: TRISKA, DEBBIE

Response to Comment No. 782-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low. Spent nuclear fuel is a solid metallic fuel that is shipped dry, thus, it can not spill or leak.

COMMENTOR NO. 783: KOEHNKE, NAN

483 Foxfire Rd.
Fox Island, WA 98333
June 24, 1995

Charles Head
Office of Spent Nuclear Fuel Mgmt.
(EM-37)
U.S. Dept. of Energy
1000 Independence Ave. S.W.
Washington D.C. 20585

Dear Mr. Head:

It is my wish to be emphatically included in the majority group from Tacoma, WA., that is vocal in its opposition to transporting nuclear waste products through, over, under, the Port of Tacoma or hiways surrounding Tacoma. 783-1

In fact, those responsible for the waste need to come up with a creative solution to this unbelieveable problem so that no community in America is asked to receive this deadly material. 783-2

It is inconceivable to me that this problem of waste disposal was not dealt with long before waste was a fact. Be that as it may, do not believe the people in Pierce County will stand by and allow this contamination to threaten our population.

Sincerely,

Nan Koehnke

Nan Koehnke

RESPONSE TO COMMENT
COMMENTOR NO. 783: KOEHNKE, NAN

Response to Comment No. 783-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

Response to Comment No. 783-2

Environmental management, including safe waste disposal, is one of DOE's primary missions. The impacts of ultimate disposition of the foreign research reactor spent nuclear fuel are discussed qualitatively in Section 4.2.7 of the EIS. DOE is currently evaluating the feasibility of construction of a disposal site at Yucca Mountain, NV. In the meantime, support for U.S. nuclear weapons nonproliferation policy requires DOE and the Department of State to consider other means of dealing with the foreign research reactor spent nuclear fuel (Section 1.1. of the EIS).

COMMENTOR NO. 785: PERRYMAN, EDWARD

Mr. Charles Head:

I do not like the idea of highly radioactive nuclear waste being shipped through the Port of Tacoma. I could go on and on, but my feelings are just the same — I do not like the idea of highly radioactive nuclear waste being shipped through the Port of Tacoma. 785-1

thank you
Edward V. Perryman
Have lived here all my life 78 yrs in Tacoma

RESPONSE TO COMMENT
COMMENTOR NO. 785: PERRYMAN, EDWARD

Response to Comment No. 785-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 786: RUSSELL, ERIC

Frank Russell Company
P.O. Box 1616
Tacoma Washington 98401
Telex 327431
Fax 206-591-3495
206-572-9500

June 22, 1995

Charles Head, Federal Project Manager
Office of Spent Nuclear Fuel Management (EM-37)
U.S. Department of Energy
1000 Independence Avenue Southwest
Washington, D.C. 20585
fax 202 586 5256

Re: Nuclear Waste being shipped through the port of Tacoma, WA.

Dear Mr. Head:

I would like to express my concern on this issue and say NO. Please do not ship "spent" nuclear fuel through Tacoma, WA. I am a registered voter and a copy of this letter is being sent to my member of Congress and my Senators. If you need any further clarification on my opinion on this issue, please contact me at the address below. 786-1

Thank you for your attention to this matter.

Sincerely,

Eric A. Russell
Director
Frank Russell Company

Russell

Tacoma New York Toronto London Zurich Paris Sydney Tokyo

RESPONSE TO COMMENT
COMMENTOR NO. 786: RUSSELL, ERIC

Response to Comment No. 786-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 787: POPPE, MARY ELLEN

June 26, 1995

Dear Mr. Head,

I could hardly believe what I was hearing on T.V. the night of June 19 about nuclear waste being shipped to Washington State. But I should know better by now what our Federal Gov't. will do to people if they are not paying attention. It should be no surprise to the people inside Washington D.C. why people throughout the rest of the U.S. are cynical.

As you no doubt have surmised, I am against nuclear waste being shipped to Washington State or to any part of the U.S., especially from other countries! 787-1

I am a teacher, I've never been in jail, I don't belong to a militia group, I pay taxes and I am a responsible citizen that makes my voice heard at the voting booth. No wonder politicians are a bit perplexed and nervous (hopefully unelected bureaucrats, too), about the feeling in this country to make changes. It's coming from many people that have been quiet for too long.

Sincerely,

Mary Ellen Poppe

Mary Ellen Poppe
15726 118th Ave. Ct. E.
Puyallup, WA. 98374

RESPONSE TO COMMENT
COMMENTOR NO. 787: POPPE, MARY ELLEN

Response to Comment No. 787-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel to Washington State or any part of the United States, is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, would be low. Likewise, Sections 4.2.3 and 4.2.4 of the EIS demonstrate that the impacts of land transportation and storage at DOE management sites would be low.

COMMENTOR NO. 788: EDMUNDS, MRS. A.L.

525 BROADWAY # 102
TACOMA, WA. 98402
JUNE 26, 1995

MR. CHARLES HEAD
OFFICE OF SPENT NUCLEAR FUEL MANAGEMENT (EM 37)
U.X. DEPT. OF ENERGY
1000 INDEPENDENCE AVE. S.W.
WASHINGTON, D.C. 20585

DEAR SIR:

WE CERTAINLY DO NOT LIKE THE IDEA OF
YOUR SHIPPING HIGHLY RADIOACTIVE
NUCLEAR WASTE THROUGH OUR PORT OF
TACOMA! 788-1

WE STRONGLY OBJECT AND WILL
WATCH THE SITUATION CLOSELY!

Mrs. A.L. Edmunds

RESPONSE TO COMMENT
COMMENTOR NO. 788: EDMUNDS, MRS. A.L.

Response to Comment No. 788-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 789: CLEMENS, DON

JUNE 25 1985

AS I HAVE SEEN
WHAT CAN HAPPEN
WHEN BIG GOVERNMENT
DOES THINGS, PLEASE

DROP TACOMA

FROM THE LIST OF
PORTS THAT WOULD
RECEIVE ATOMIC SPENT
FUEL. 789-1

DON CLEMENS

RESPONSE TO COMMENT
COMMENTOR NO. 789: CLEMENS, DON

Response to Comment No. 789-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 790: MAXWELL, BARBARA

4-26-95

To whom it may concern,

I wish to make it known that I do not want nuclear waist brought threw our ports in Washington. 790-1

Sincerely
Barbara Maxwell
4316 McKinley Ave.
Tacoma, Wa. 98404

RESPONSE TO COMMENT
COMMENTOR NO. 790: MAXWELL, BARBARA

Response to Comment No. 790-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 791: HOMAN, ERMOND

1224 No. G St.
Tacoma, Wash.
98403
June 25, 1995

To Whom it may Concern.

I was born at Tenino Wash on Sept 25, 1916. My mother was born at Naparine Wash. Oct. 14, 1888 before it was a state. Therefore I consider myself a native of the state and entitled to speak out against shipping spent Nuclear fuel through Tacoma Wash or any U.S. Port. 791-1

The alternatives are clear of keeping it overseas and processing it there for potential markets. 791-2

Thank you for not only your consideration but for a decision NOT to ship through any U.S. Ports.

Sincerely,

Ermond W. Homan

RESPONSE TO COMMENT
COMMENTOR NO. 791: HOMAN, ERMOND

Response to Comment No. 791-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma or any U.S. port is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

Response to Comment No. 791-2

The commentor's preference for overseas reprocessing is noted. This is Management Alternative 2, Subalternative 1b, which is discussed in Section 2.3 and 4.4.2 of the EIS.

COMMENTOR NO. 794: CRANE, MARGIE

June 27. 1995

Sir; I am against this stupid idea of Bringing spent Nuclear fuel through 10 U.S. Ports - Mainly the one in Tacoma Washington

Margie Crane

794-1

RESPONSE TO COMMENT
COMMENTOR NO. 794: CRANE, MARGIE

Response to Comment No. 794-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 795: MULLINS, JULIE & STEVE

June 24, 1994

Dear Mr. Head,

I and my family are definitely against the new proposal of nuclear waste to be transported through our local ports and being stored here in any fashion. 795-1

Why should we as local citizens risk our health and lives for the nuclear waste of other countries. I was truly disgusted by all the information she barred about the exposure my beautiful daughter and myself could have just sitting in traffic next to this poison. 795-2 There's nothing we can do 10 years down the road when there's a high level of cancer through the community. Apologies don't save lives or change things: 795-3

It is our right as Tacoma residents to make this decision — I'm sure it's very easy for the politicians in Washington D.C to decide. We then this stuff should go — it won't kill them or their families, or children or grandchildren, they wouldn't be driving next to it, sleeping next to it, living with it.

Sincerely,

Julie A. Mullins
Steve L. Mullins

RESPONSE TO COMMENT
COMMENTOR NO. 795: MULLINS, JULIE & STEVE

Response to Comment No. 795-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

Response to Comment No. 795-2

An objective of the proposed action is to reduce the risk of nuclear weapons-grade material falling into the hands of a nation with the technology and intent to develop a nuclear weapons capability (Section 1.2 of the EIS). As discussed in Section 4 of the EIS, risks associated with implementation of the proposed action to health and the environment would be low.

Response to Comment No. 795-3

DOE shares the commentor's concern about limiting radioactive exposures to the lowest levels achievable. Section 4.2.3 of the EIS discusses potential impacts to the general population from foreign research reactor spent nuclear fuel transport and demonstrates that the human health effects would be low. Please note that the analyses in the EIS used very conservative assumptions about radiation exposures and that the likely effects would be much lower.

COMMENTOR NO. 795: MULLINS, JULIE & STEVE (CONT'D.)

Other suggestions

1) Storing in remote areas that are densly populated. 795-4

2) People handling or transporting the material are highly qualified in nuclear waste management and know the dangers. 795-5

3) When a place is found and decided upon, it is brought in by airplane so as not to accidently pollute the waterways and create a catastrophe. That would also prevent unnecessary exposure to hundred of thousands of people in the process. From what I understand that's been an option, its just more expensive — I don't think nuclear waste is the area to cut corners! 795-6

Julie & Steve L. Mullins
101 EAST 64th St
TACOMA WA 98404

(206) 475-4144

RESPONSE TO COMMENT
COMMENTOR NO. 795: MULLINS, JULIE & STEVE (CONT'D.)

Response to Comment No. 795-4

The commentor's suggestion that foreign research reactor spent nuclear fuel should be stored in remote areas is noted. Spent nuclear fuel from foreign research reactors would not be stored at any of the candidate ports (Section 2.6.3.2 of the EIS). Candidate management sites are described in Section 3.3 of the EIS.

Response to Comment No. 795-5

Although the foreign research reactor spent nuclear fuel is radioactive material, the dose rates from the transportation casks would be low. Appendix D, Section D.4 of the EIS demonstrates that the radiation dose that anyone would receive while handling or being near a cask is less than the limit that is allowed to the public in an unrestricted area by NRC regulations (10 CFR Part 20). As discussed in Section 4.2.2.5 of the EIS, to avoid radiation doses which may exceed public dose limits, DOE would establish administrative procedures and maintain records to track individual exposures. Otherwise, no special handling or loading/unloading procedures would be required for the foreign research reactor spent nuclear fuel when it is contained in standard shipping containers.

Response to Comment No. 795-6

The commentor's preference for use of airplanes to transport the foreign research reactor spent nuclear fuel to DOE management sites is noted. The option of air transport was considered, but dismissed for the reasons given in Section 2.10 of the EIS.

COMMENTOR NO. 796: WEATHERFORD, JAMES A.

NUCLEAR WASTE SHIPMENT
PORTEST

Charles Head
Office of Spent Nuclear Fuel Management (EM-37)
U.S. Department of Energy
1000 Independence Ave. S.W.
Washington, D.C. 20585

Sir,

I have been following the on-going controversy of the shipment of waste nuclear fuel through my home town, TACOMA WA, and I can say without hesitation I do not want it shipped through here. It has even been mentioned that Scotland wants the stuff to use in their power production system. If no american wants this waste in his/her backyard and you have a useful place for it to go that wants it, why is there any discussion? 796-1 796-2

DO NOT SHIP THIS WASTE THROUGH ANY U.S. PORT!!! LET SCOTLAND HAVE IT!!!

WE DON'T WANT IT IN TACOMA WASHINGTON!!!

James A. Weatherford 6/26/95

JAMES A. WEATHERFORD
Tacoma resident and VOTER

RESPONSE TO COMMENT
COMMENTOR NO. 796: WEATHERFORD, JAMES A.

Response to Comment No. 796-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

Response to Comment No. 796-2

The commentor's preference for overseas reprocessing is noted. This is Management Alternative 2, Subalternative 1b, which is discussed in Section 2.3 and 4.4.2 of the EIS.

COMMENTOR NO. 797: BRYSON, ROBERT

Dear Mr. Head;

I am writing to you as a concerned and frightened citizen of the Tacoma area. I am sure that you are well aware that there are many people who live in this highly populated area of Washington state. Most of the people in this area are very much opposed to shipping nuclear waste through our city and our already ecologically strained Puget Sound waterways. I have heard about the fine job that the people in the Spent Nuclear Fuel Management Department do in making sure that this waste does not leak or contaminate during shipment. There hasn't been an incident in forty years of transporting this highly toxic and hazardous material. Quite frankly, it isn't the shipment of this material that concerns me as much as what we are doing to this our environment and ultimately to our future generations by accepting this material into our state. As you are well aware, there are two things of which we can be certain. One is that nothing manmade lasts forever except the radio active contaminates contained in the shipments of this material. The containers will deteriorate before the contained material loses the ability to contaminate the area in which it is stored. Two, accidents are human nature. There is no way that you or any other person or department can positively guarantee that an accident or act of terrorism will not happen in a populated area during the shipment of this material. People blow up Federal buildings,airplanes, and ships to make statements for their beliefs. What if some mentally unstable person wanted to make a statement of his own with a handy little nuclear device supplied by your department? It could happen!!! I don't know where you live sir, but I live here in the Tacoma area. It is my back yard that will be contaminated should any of this material leak into the air that I am breathing. It is my body and my friends and my family that is at risk. It is the water that we drink and the air that we breathe and the food that we eat that is at risk. It is our world that is at risk. This is the only world we have sir. If we keep filling it full of this kind of garbage we will leave a legacy to our future generations like no other plague or war or natural catastrophe has ever wrought upon this planet. If you just could take a quiet hour to contemplate and visualize even fifty years into the future, what this area would be like with the tremendous volume of radioactive waste that is being stockpiled,not only from our own reactors,but those of other countries as well. What kind of hell on Earth are you and your department creating for our children? There is absolutely no positive vision that can be derived other than the fact that it is out of sight out of mind "for now". Where is the vision of our leaders? Where is the concern for America? This is the most beautiful country in the world and Washington is the most beautiful state in this country. It is full of natural wonders and wildlife and wonderful people who appreciate this beauty for what it is. No one wants it to become a garbage dump for the worlds "spent nuclear fuel" except those who don't live here and don't want it in their back yard. It is time for you pro nuclear power people to wake up and smell the roses while there are still roses to smell. Sometimes we run into situations where the solutions (ie:nuclear power) are just too costly(ie:the environment) to pursue.

797-1

797-2

797-3

797-4

RESPONSE TO COMMENT
COMMENTOR NO. 797: BRYSON, ROBERT

Response to Comment No. 797-1

It is true that some of the nuclide in the spent nuclear fuel remains radioactive and toxic for a long time, but it is also true that this material can be stored safely. There is no intention to store the spent nuclear fuel in the transportation cask forever. The EIS proposes that the intact spent nuclear fuel be stored for a maximum of 40 years at a DOE management site. Experience at the Savannah River Site has shown an excellent storage capability concerning foreign research reactor spent nuclear fuel for lengths of more than 20 years. The research reactors, with the lifetime cores, keep the same fuel in the reactor pool for approximately 40 years. Others as indicated in Appendix F, Section F.2.9 of the EIS, have experience in safe storage of spent nuclear fuel in dry storage for more than 30 years. DOE proposes to store the foreign reactor spent nuclear fuel in dry storage after the receipt and characterization of the spent nuclear fuel. The EIS concluded that the risks of storing the foreign research reactor spent nuclear fuel in dry storage at any of the five potential management sites are low (Section 4.2.4, and Appendix F, Section F.4).

Response to Comment No. 797-2

Section D.5.9 has been added to Appendix D of the EIS to address the issue of attack by disgruntled persons or terrorists.

Response to Comment No. 797-3

Section 4.2.3 of the EIS presents a discussion of the human health risks and impacts on port areas, including Tacoma, from receipt of the foreign research reactor spent nuclear fuel. The analyses demonstrate that such risks and impacts would be low, both for ports of entry, as well as for the proposed management sites.

Response to Comment No. 797-4

As discussed in Sections 2.2 through 2.5 of the EIS, none of the policy alternatives would compel the United States to act as a permanent repository for spent nuclear fuel from foreign research reactors. If foreign research reactor spent nuclear fuel were accepted into the United States, it would be for a limited period of time. The intent of the proposed policy is to remove as much U.S.-origin HEU as possible from civil programs worldwide and give foreign research reactor operators time to convert their reactors to the use of LEU fuels and to make arrangements for disposition of their LEU spent nuclear fuel (Section 1.2 of the EIS). Under Management Alternative 2 (Section 2.3 of the EIS), the United States would assist foreign research reactor operators in overseas management of their spent nuclear fuel. Management Alternative 3 (Section 2.4 of the EIS) would provide a combination of domestic and overseas management.

COMMENTOR NO. 797: BRYSON, ROBERT (CONT'D.)

I realize that this is a plea for curtailed nuclear power as well as a plea and a demand that you do not use Tacoma or the Puget Sound area for shipment of nuclear waste. It does not matter what you do or where you plan to put the waste. It will still contaminate the earth and the logical alternative is to curtail the production of this waste by curtailing the production of nuclear power. It is the only answer. I would rather live in darkness twelve hours a day and be secure that the earth was safe, than to live in the light of nuclear power and find that the future generations will be trying to live on a planet ravaged by radioactivity. Please think about cause and effect. We don't want it, we don't need it, and we won't accept it!!! 797-5 797-6

Sincerely;

Robert Bryson

RESPONSE TO COMMENT
COMMENTOR NO. 797: BRYSON, ROBERT (CONT'D.)

Response to Comment No. 797-5

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

Response to Comment No. 797-6

As discussed in Sections 2 and 4 of the EIS, spent nuclear fuel from foreign research reactors can be safely stored with little risk of contamination at one or more of the five candidate management sites pending final disposition. Foreign research reactors are not used for production of commercial power. They do have applications in medicine, materials research, and agriculture which are described in Section 1.1 of the EIS.

COMMENTOR NO. 798: CATTON, WILLIAM R., JR.

22 June 1995

Charles Head
Office of Spent Nuclear Fuel Management (EM-37)
U.S. Department of Energy
1000 Independence Avenue S.W.
Washington, DC 20585

Dear Sir:

This letter is meant to convey my very strong objection to using the port of Tacoma for shipping spent nuclear fuel.

I live near the city of Tacoma, and do not welcome the possibility of nuclear materials passing through this area. *798-1*

Although I recognize that extreme measures would be taken to prevent accidents, no safeguard can be absolutely perfect. There will be some risk inherent in the very process of transferring shipments from ocean-going vessels to trains or trucks, and there is no way to reduce to zero the risk of railroad or highway accidents as the material moves on from the port.

Officials and the public in this area have expressed themselves as strongly opposed to incurring these risks. They should be listened to.

This country (and others) did an extremely unwise thing in plunging into an era of atomic power generation without having worked out in advance the requirements for safe disposition (I will not say disposal) of ensuing radioactive hazardous waste. I say this with benefit of hindsight, of course; as a young sailor aboard an aircraft carrier in the waters near Japan at the end of World War II, I was as cheered as were my shipmates by the imminence of the end of hostilities when we learned of the atomic bomb. But that was then, this is now. *798-2*

I remember a time when the plumbing system on our ship was shut down for a prolonged time. We were, accordingly, not supposed to use the "heads." The physiology of sailors, like that of other organisms, goes on generating waste even when there is no means for disposing of it..... Imagine the situation and you have a small analogy for the predicament of a world that began half a century ago to accumulate radioactive materials for which it still lacks the equivalent of an effective "head."

A naval architect who consistently omitted that facility in every ship he designed would not be allowed to continue designing ships. But we entered the age of atomic power generation in a way as reckless as a navy committed to using designs with that glaring defect!

Please spare the port of Tacoma, and this still livable corner of the country.

Sincerely,

William R. Catton, Jr.

William R. Catton, Jr.
25307 103rd Ave. E.
Graham, WA 98338

RESPONSE TO COMMENT
COMMENTOR NO. 798: CATTON, WILLIAM R., JR.

Response to Comment No. 798-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.3, and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

Response to Comment No. 798-2

Environmental management, including safe waste disposal, is one of DOE's primary missions. The impacts of ultimate disposition of the foreign research reactor spent nuclear fuel are discussed qualitatively in Section 4.2.7 of the EIS. DOE is currently evaluating the feasibility of construction of a disposal site at Yucca Mountain, NV. In the meantime, support for U.S. nuclear weapons nonproliferation policy requires DOE and the Department of State to consider other means of dealing with the foreign research reactor spent nuclear fuel (Section 1.1. of the EIS).

COMMENTOR NO. 799: LICKTEIG, L. JEFFREY

June 26, 1995

Charles Head, Program Manager
Off of Spent Nuclear Fuel Mgt (EM-37)
US Department of Energy
1000 Independence Avenue SW
Washington DC 20585

In re: Port of Tacoma, Washington

Hello Mr. Head:

I recently learned of the aforesaid port being considered as a possible port of entry for shipment of spent nuclear fuel.

As a citizen in good standing and property owner/tax payer in the county of said city, I direct you to cease considering the Port of Tacoma, Washington as a port of entry for the shipment of spent nuclear fuel as I fear for my family's safety and health. 799-1

In the alternative, I appeal to you to cease plans involving the aforesaid port for the shipment of spent nuclear fuel at least until the considerations in the enclosure attached are met with.

Good day.

L. Jeffrey Lickteig
12908 - 97th Avenue NW
Gig Harbor WA 98329
(360) 753-7372

ljl
Encls.

RESPONSE TO COMMENT
COMMENTOR NO. 799: LICKTEIG, L. JEFFREY

Response to Comment No. 799-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 800: PITTS, JULIE ANN

6-25-95

Dear Charles Head, Program Manager,
I would like to see Tacomas
Port dropped from the list of
Port's to receive up to 42,000 pounds
of Spent Fuel
I oppose this plan. 800-1

Thank you,
Sincerely
Julie Ann Pitts

RESPONSE TO COMMENT
COMMENTOR NO. 800: PITTS, JULIE ANN

Response to Comment No. 800-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 801: KELLER, BARBARA J.

Charles Head
Office of Spent Fuel Management(EM-37)
US Department of Energy
1000 Independence Ave., SW.
Washington, DC. 90585

6/23/95

Dear Mr. Head,

I didn't go to your meeting on Monday, June 19th. I baby-sat so my son and his wife could go. But I did read a piece in the Tacoma newspaper and I got the very definite impression that it doesn't really matter what we think about this 'spent fuel' issue. You're going to do it anyhow. 801-1

I realize the need for policing the nuclear 'spent fuel', but please police it where it originates! I understand the arguement, 'if we store it here, the crazies won't blow us up with it'. This is wrong! Where there's a way, there is a way...Oklahoma City! 801-2

We cannot deal properly with our own nuclear mess, (ie; Hanford) and we should import someone else's?

Please!!!!! Keep Washington State green.... not Washingtonians!!!

Thank you.

Sincerely,

Barbara J. Keller

Barbara J. Keller
21717 130th St. E.
Sumner, WA. 98390

RESPONSE TO COMMENT
COMMENTOR NO. 801: KELLER, BARBARA J.

Response to Comment No. 801-1

Under NEPA (Section 5.2.1 of the EIS) and applicable DOE environmental regulations (Section 5.2.3 of the EIS), public participation is an important component of the environmental process. All comments submitted during the comment period have been reviewed and responded to in Volume 3 of the EIS.

This EIS evaluates environmental effects of three alternatives for management of spent nuclear fuel from foreign research reactors: management in the United States (Management Alternative 1, Section 2.2 of the EIS), overseas management (Management Alternative 2, Section 2.3 of the EIS), and a combination of domestic and overseas management (Management Alternative 3, Section 2.4 of the EIS). A No Action Alternative, which means that the United States would not adopt a policy for managing spent nuclear fuel from foreign research reactors, was also evaluated (Section 2.5 of the EIS). None of the policy alternatives were found to result in significant benefits or risks to human health or the environment.

Response to Comment No. 801-2

As discussed in Sections 2.2 through 2.5 of the EIS, none of the policy alternatives would compel the United States to permanently act as a repository for spent nuclear fuel from foreign research reactors. If Management Alternative 1 (management in the United States, Section 2.2 of the EIS) is adopted, foreign research reactor spent nuclear fuel would be accepted for a limited period of time. This alternative would give foreign research reactor operators time to arrange for disposition of their spent nuclear fuel, while avoiding reactor shut downs and encouraging the use of LEU fuel in research reactors. Under Management Alternative 2 (Section 2.3 of the EIS) the United State would assist foreign research reactor operators in overseas management of their spent nuclear fuel. Management Alternative 3 (Section 2.4 of the EIS) would provide a combination of domestic and overseas management.

COMMENTOR NO. 802: LEAKE, WILLIAM S.

[illegible]
32[illegible] S.W.
FEDERAL WAY, WA 98023-7667

6/26/95

MR CHARLES HEAD
US DEPARTMENT OF ENERGY
1000 INDEPENDENCE AVE. S.W.
WASHINGTON D.C. - 20585

DEAR MR HEAD:

AS A PRIVATE CITIZEN, LIVING JUST EAST OF THE PORT OF TACOMA, I AM ALARMED AT THE THOUGHT OF HAVING NUCLEAR MATERIAL STORED & SHIPPED "JUST DOWN THE HILL FROM US"! 802-1

WE ARE NOT EQUIPPED IN THE TACOMA ETC AREA TO HANDLE THIS MATERIAL & THE POSSIBLE (GOD FORBID") EMERGENCY THAT COULD ARISE "IF SOMETHING GOES WRONG"! 802-2

IT WOULD SEEM TO ME THAT THE BEST + LOGICAL SOLUTION TO THE HANDLING, STORING ETC OF THE MATERIAL IS TO KEEP IT OVER SEAS WHERE IT CAN BE REPROCESSED - WE DON'T SEEM TO HAVE ADEQUATE REPROCESSING FACILITIES IN THE U.S. 802-3

ANYWAY, WE DON'T WANT IT IN OUR AREA!!

SINCERELY,
W.S. LEAKE

RESPONSE TO COMMENT
COMMENTOR NO. 802: LEAKE, WILLIAM S.

Response to Comment No. 802-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

If the foreign research reactor spent nuclear fuel is accepted into the United States, there would be no storage of this material in the Port of Tacoma, or any other port. Under normal circumstances, it would remain at a port for only a few hours. In the event of a major disruption of ground transportation systems due to adverse weather, seismic activity, or other situation, DOE's goal is to minimize holding times at the ports and to provide safe transport of the spent nuclear fuel to its destination as quickly as possible.

Response to Comment No. 802-2

Foreign research reactor spent nuclear fuel shipments are subject to the same types of potential hazards as those of other ships carrying nonradiological hazardous materials.

DOE considers that there is adequate regulatory and emergency preparedness infrastructure to ensure the safe acceptance and transport to designated management sites if the foreign research reactor spent nuclear fuel is managed in the United States. Federal funding to State, Tribal, and local governments for maintaining emergency response programs is discussed in Section 2.7.1. There are three national emergency response plans under which DOE provides radiological monitoring and assessment assistance. Under these plans, DOE provides technical advise and assistance to the State, Tribal and local agencies involved with a radiological incident. Emergency preparedness, security, and coordination of DOE with local emergency response authorities, and security are discussed in general in Sections 2.7 and 2.8 of the EIS. Details would be contained in the Transportation Plan, that would be prepared prior to any individual spent nuclear fuel shipment and coordination with State and local officials. The general provisions of the Transportation Plan are included in Appendix H, which was added to the final EIS in response to public comments.

Response to Comment No. 802-3

The commentor's preference for overseas reprocessing is noted. This is Management Alternative 2, Subalternative 1b, which is discussed in Section 2.3 and 4.4.2 of the EIS.

COMMENTOR NO. 803: WARREN, ALICELIA & ROBERT

June 24, 1995

Robert and Alicelia Warren
2122 Bridgeport Way W.
Tacoma, WA 98466

Charles Head
U.S. Dept. of Energy
Washington, D.C. 20585

Dear Mr. Head:

We urge you to drop consideration of the Port of Tacoma as a place through which other nations' spent nuclear fuel is transported. We understand that another country (Scotland?) can safely convert this waste and get those materials out of it, thereby reducing further the amount of nuclear waste in the world. Let's give priority to their request. Second priority should be given to the U.S. naval port that's being considered. 803-1 803-2 803-3

Sincerely
Alicelia R. Warren
Robert Warren

RESPONSE TO COMMENT
COMMENTOR NO. 803: WARREN, ALICELIA & ROBERT

Response to Comment No. 803-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

Response to Comment No. 803-2

The commentor's preference for overseas reprocessing is noted. This is Management Alternative 2, Subalternative 1b, which is discussed in Sections 2.3 and 4.4.2 of the EIS.

Response to Comment No. 803-3

Ten ports that are considered to be able to safely receive foreign research reactor spent nuclear fuel were identified using the port selection criteria discussed in Appendix D, Section D.1.9 of the EIS. Either military or commercial ports, if they meet the selection criteria, are equally acceptable. Risks associated with accidents in both military and commercial ports are discussed in Appendix D, Section D.5.5 of the EIS.

COMMENTOR NO. 804: SWANSON, MARGARET

Margaret Swanson
11218 Butte Dr. SW
Tacoma, WA 98498

Mr. Charles Head
Office Of Spent Nuclear Fuel Mgmt(EM-37)
U.S. Department of Energy
1000 Independence Ave. SW
Washington, DC 20585

23 June 95

Dear Mr. Head,

My name is Margaret Swanson. I'm 27 years old, and I have lived in Tacoma all my life. I also have a daughter named Rhiannon, who will be two in a couple of weeks. She's also a Tacoma native.

I want to tell you about my new responsibities as a fairly new mom. It's my job to protect her from harm and watch out for her. When she's in the car, she's in a car seat; in the summer she has sunscreen to protect her skin from too much sun. Her food is cut into small pieces, my cabinets have child latches on them; I have a child harness on her out in public so she won't wander off. Being a good parent also means being a good role model. We wear seatbelts, we recycle, we drive the speed limit, we give to local and national charities to help our neighbors and fellow citizens. We try to do what's in the best interest of our children and our fellow Americans.

Having nuclear waste enter thru the Port of Tacoma IS NOT in our best interest. The financial gain to Tacoma by allowing this access will never be enough to compensate the loss of the Puget Sound and all it offers us- marine and wildlife, the livelihood of thousands of people, and just the serene beauty of it. All lost by one mishap by one human. The loss of two major military installations- Ft. Lewis and McChord AFB- due to radioactive contamination would be a devastating blow to the region, not to mention the Federal government. 804-1

The newly incorporated city of Lakewood where I live is the 6th largest in the state- where are you going to put us if we are displaced by an accident? 804-2

RESPONSE TO COMMENT
COMMENTOR NO. 804: SWANSON, MARGARET

Response to Comment No. 804-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing foreign research reactor spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low. The analysis of impacts associated with an accident involving foreign research reactor spent nuclear fuel also determined that no decontamination, interdiction, or condemnation of property would result from the worst plausible accident (Section 4.2.2.3 of the EIS).

Response to Comment No. 804-2

The commentor's concern about a catastrophic accident associated with the ground transportation of foreign research reactor fuel, regardless of its probability of occurrence is noted. The risk to the environment and the health and safety of the public associated with the ground transportation of foreign research reactor spent nuclear fuel under Management Alternative 1 is discussed in Section 4.2.3 of the EIS.

COMMENTOR NO. 804: SWANSON, MARGARET (CONT'D.)

By now, I'm sure you must think I'm one of those NIMBY people- Not In My Back Yard. I'm not. I'm more concerned about those of you in Washington who think the chances are slim to none this plan of yours will be a problem. Let me tell you about chances.

When my daughter was born two years ago, she was diagnosed with achondroplasia; she's a dwarf. The chances of an average man and woman with no history to reproduce a dwarf is 1: 40,000. I am that one. It took higher odds than me for Chernobyl, for Three Mile Island, for Love Canal, for Phoupal, India, for Prince William Inlet to occur. Idon't like your odds.

It just takes one.

We have more to lose- much, much, much more as a community than we do to gain in financial opportunity.

thank you.

A Concerned Registered Voter,

Margaret A Swanson

Margaret A. Swanson

RESPONSE TO COMMENT

COMMENTOR NO. 804: SWANSON, MARGARET (CONT'D.)

COMMENTOR NO. 805: KINZNER, DELORES J.

6-24-95

Please do not ship radioactive nuclear waste through the Port of Tacoma!

805-1

Thank you

Delores J Kinzner

RESPONSE TO COMMENT
COMMENTOR NO. 805: KINZNER, DELORES J.

Response to Comment No. 805-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 806: ERICKSON, BARBARA

6-25-95

Sir: I am writing to advise you that I am against nuclear waste passing through the Port of Tacoma. 806-1

Tacoma's waterfront is highly polluted and we do not need any further possible contamination to the City or its people. Tacoma already has a bad name for the pollution from the pulp mills etc. because of the odor from these businesses. 806-2

Surely you can find another port closer to your "dump site". 806-3

Nuclear waste as you well know is very dangerous and if a spill occurred the damage to the people of the City of Tacoma would be horrendous. 806-4

Thank you for your consideration.

Sincerely,

Barbara Erickson

Barbara Erickson
6515 Five Views Rd.
Tacoma, Wa. 98407

RESPONSE TO COMMENT
COMMENTOR NO. 806: ERICKSON, BARBARA

Response to Comment No. 806-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

Response to Comment No. 806-2

Based on the evaluation of impacts presented in Section 4.2.2 of the EIS, the risk that activities associated with the transportation of foreign research reactor spent nuclear fuel affecting current environmental conditions at any of the ports considered is low.

Response to Comment No. 806-3

The distance from the port to the management site(s) is only one of the considerations in selecting ports of entry for the foreign research reactor spent nuclear fuel. Other considerations such as port population, route population, port experience with handling containers, and access to the ocean would be considered in making the final selection of ports of entry. Appendix D, Section D.1.9 of the EIS presents details of the port selection process.

Response to Comment No. 806-4

For the general public in a port area, there would be no measurable radiation exposure at all unless there was an accident that released some radiological material from the spent nuclear fuel transportation cask. The frequency of such an accident multiplied by the consequences of such an accident yields the risk of that accident. The risk of such an accident to the general public in the Tacoma area is given in Table 4-7 of the EIS, and it is shown to be far less than one LCF.

If an accident did occur, however, the consequences would not be horrendous, as suggested by the commentor. The estimated consequences of severe port accidents are presented in Table 4-6 of the EIS, and the worst consequence for the Port of Tacoma would be 0.8 latent cancer fatalities.

COMMENTOR NO. 807: PETHBONE, MRS. J. L.

Dear my country is very lovely like the front of the chest - not ugly like you want to make it to be

Mrs. J. L. Pethbone
864 So 138th
Tacoma Wa 98444

reg. notice!

Dear Mr. Head -

I do not want highly radio active nuclear waste being shipped through the Port of Tacoma —

I want my great grand children to grow up healthy and beautiful Washington to stay beautiful for generations to come —

807-1

RESPONSE TO COMMENT
COMMENTOR NO. 807: PETHBONE, MRS. J. L.

Response to Comment No. 807-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 808: KERRONE, CLARA

Tacoma Wash
4/26/95

Charles Head,

I have been a resident of Tacoma since 1944 and I would like to see Tacoma & all other posts dropped from the list of having the nuclear come here. Keep the nuclear fuel overseas! We dont want it!

Thank you for listening

Clara Kerrone
3110 Bucklewood N.E.
Tacoma Wa 98422.

808-1

808-2

RESPONSE TO COMMENT
COMMENTOR NO. 808: KERRONE, CLARA

Response to Comment No. 808-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

Response to Comment No. 808-2

The commentor's preference for the option of each country managing its own spent nuclear fuel is noted. This could be either Management Alternative 2 or the No Action Alternative, which are described in Sections 2.3 and 2.5, respectively. The policy considerations and environmental impacts of these two alternatives are discussed in Sections 4.4 and 4.6 of the EIS.

COMMENTOR NO. 809: ANONYMOUS

Mr. Head June 24.1995

You know the reason we don't want ~~want~~ the Port of Tacoma used. We don't have to tell you. We stand with our friends family and neighbors in sounding a really big NO! 809-1

We will fight. We won't sit still for this.

We vote for alternative #2. Even better, stop this insanity altogether. We are destroying ourselves. 809-2

Sincerely

Mr. and Mrs.

Tacoma resident

RESPONSE TO COMMENT
COMMENTOR NO. 809: ANONYMOUS

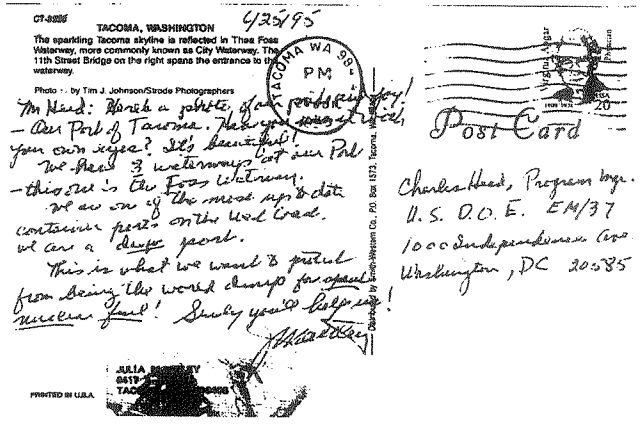
Response to Comment No. 809-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

Response to Comment No. 809-2

The commentor's preference for the overseas management alternative is noted. This is Management Alternative 2, which is discussed in Sections 2.3 and 4.4 of the EIS.

COMMENTOR NO. 810: MATTLEY, JULIA


CT-8205 TACOMA, WASHINGTON

The sparkling Tacoma skyline is reflected in Thea Foss Waterway, more commonly known as City Waterway. The 11th Street Bridge on the right spans the entrance to the waterway.

Photo by Tim J. Johnson/Strode Photographers

Distributed by Smith-Western Co., P.O. Box 1573, Tacoma, WA

PRINTED IN U.S.A.

4/25/95

TACOMA WA 98 PM

Post Card

Mr Head: Reach a goblet, of our pride & joy! – Our Port of Tacoma. Take your [illegible] local, your own eyes? Isn't beautiful! We have 3 waterways, not one Port – this one is the Foss Waterway. We are one of the most up & coming ports on the West Coast. We are a deep port. This is what we want to protect from being the world dump for spent nuclear fuel! Surely you'll help us!

Charles Head, Program Mgr.
U.S. D.O.E. EM/37
1000 Independence Ave
Washington, DC 20585

810-1

RESPONSE TO COMMENT
COMMENTOR NO. 810: MATTLEY, JULIA

Response to Comment No. 810-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 811: WYNAUS, NELDAMAE

6/22/95

Charles Head;
Dear Sir;
I am a woman 83
years old so was not
able to attend the
meeting in Tacoma
to keep nuclear waste
out of our Tacoma
port or any other
port on Puget Sound.
There must be a
safer way.
So hope it can
be found.
Sincerely
Neldamae Wynaus

811-1

RESPONSE TO COMMENT
COMMENTOR NO. 811: WYNAUS, NELDAMAE

Response to Comment No. 811-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 812: GOODMAN, L.

6/27/95

I am truly surprised to learn that you don't care what the people think about Nuclear waste being shipped through Tacoma. This is America and the people should not have to worry about having their city destroyed by an "accident". 812-1

Should you go ahead with the proposed plan, do you want to apologize in advance for any accident that may occur, since no one will be around to receive the apology later?

You will be surprised to learn that many, many people are scared of your plan. Please reconsider.

L. Goodman

L. Goodman
5213 PACIFIC HWY E.
TACOMA, WA 98424

RESPONSE TO COMMENT
COMMENTOR NO. 812: GOODMAN, L.

Response to Comment No. 812-1

DOE does care what the people of Tacoma think about the proposed action, as evidenced by the measures taken to obtain public comments. DOE's public interaction related to this draft EIS has been well in excess of the requirements set forth in NEPA and DOE's environmental regulations. Seventeen public hearings were held in the locations determined to be most likely to be directly affected by the EIS alternatives. In addition, the period of acceptance for written comments was extended from June 20 to July 20, 1995. However, the analyses presented in the EIS indicate that the risk of an accident resulting from the transport of the foreign research reactor spent nuclear fuel through Tacoma, or any of the other potential ports of entry, is low. Nevertheless, DOE notes the commentor's opposition to the use of Tacoma as a port of entry for foreign research reactor spent nuclear fuel.

COMMENTOR NO. 813: CAMPBELL, GLENN & ROBERTA

18 June 1995

Tacoma Public Utilities Department
3628 South 35th Street
Tacoma, Washington

Dear Sir or Madam:

We DEFINITELY OPPOSE bringing FOREIGN NUCLEAR WASTE into the PORT OF TACOMA OR INTO OUR COUNTRY !!!!!!!! 813-1

Glenn and Roberta Campbell

Glenn and Roberta Campbell
5008 South K Street
Tacoma, Washington

RESPONSE TO COMMENT
COMMENTOR NO. 813: CAMPBELL, GLENN & ROBERTA

Response to Comment No. 813-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 814: TUGER, JOYCE

Joyce Tuger Manager

PARKHURST APARTMENTS
5202 SO. 12TH ST.
TACOMA, WA 98465

No Nuke Needed
Tacoma has enough Problems. 814-1

RESPONSE TO COMMENT
COMMENTOR NO. 814: TUGER, JOYCE

Response to Comment No. 814-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 815: PUGH, PAMELA S.

Pamela S. Pugh
4137 "L" St
Bremerton, Wa. 98312.

June 20-95

Dear Sir;

I was not able to attend the meeting on 6/19/95 in regards to the deposit of nuclear waste into this country from Europe. I am really against this action even though the government tells us it would not be a problem - I believe it would be! Two or three years ago the U.S.A. wanted to dump their solid waste into the empty coal mines of Britain, or specifically England, & they understandably rebelled against it. Why does not each country take care of its own? Whether its people, garbage nuclear waste or whatever? Hopefully you had a good turnout at the meeting, I was encouraged to express my feelings on the matter in this manner. I would appreciate hearing the outcome of this situation.

Thank You - Sincerely
Pamela S. Pugh

815-1

815-2

RESPONSE TO COMMENT
COMMENTOR NO. 815: PUGH, PAMELA S.

Response to Comment No. 815-1

The commentor's opposition to management of spent nuclear fuel from foreign research reactors in the United States is noted. Section 2.3 of the EIS describes other alternatives under consideration.

Response to Comment No. 815-2

The commentor's preference for the No Action Alternative is noted. The No Action Alternative is discussed in Sections 2.5 and 4.6 of the EIS.

Many foreign research reactor operators cannot store their spent nuclear fuel within their own country at this time due to existing regulatory or financial constraints. Management alternatives described in Sections 2.2 through 2.4 of the EIS are intended to provide foreign research reactor operators with time to arrange for disposition of their spent nuclear fuel. (Section 1.2 of the EIS).

COMMENTOR NO. 816: BRADY, AUDREY L.

June 17, 1993

I am against the Nuclear Waste Coming through the port of Tacoma.

Audrey L Brady

816-1

RESPONSE TO COMMENT
COMMENTOR NO. 816: BRADY, AUDREY L.

Response to Comment No. 816-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 817: MART, ROBERT & KATHLEEN

6/26/95

Mr. Head,

This letter is to protest the planned shipping of radioactive nuclear waste through any of the ports in the United States and especially the Port of Tacoma, Washington. We join with many concerned citizens in believing this waste should not enter the United States at all. 817-1 817-2

Robert Hart
Kathleen Hart

ROBERT D. & KATHLEEN M. MART
6901 EASTSIDE DR. N.E.
TACOMA, WA. 98422
206 927 9141

RESPONSE TO COMMENT
COMMENTOR NO. 817: MART, ROBERT & KATHLEEN

Response to Comment No. 817-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

Response to Comment No. 817-2

The commentor's opposition to acceptance of spent nuclear fuel from foreign research reactors into the United States is noted (Management Alternative 1, Section 2.2 of the EIS). Sections 2.3, 2.5, and 4.4 of the EIS describe other alternatives under consideration.

COMMENTOR NO. 819: MUNSON, LEONA S.

June 23, 1995

Mr. Charles Head
Dear Mr Head:

The elaborate public meeting held in Tacoma a few days ago was presented to the wrong audience. All those beautiful charts and recordings never will be seen or heard by the persons trusted with making the important decision of whether highly radioactive nuclear waste should be shipped through The Port of Tacoma. As you said yourself "they dont have time to listen" 819-1

Would you want them deciding to move such hazardous material through your home area? And who has the right to cause the Tacoma area to live in constant fear of a Nuclear disaster? 819-2

Please give this problem some Serious thought

Sincerely,
Leona S. Munson

RESPONSE TO COMMENT
COMMENTOR NO. 819: MUNSON, LEONA S.

Response to Comment No. 819-1

While it would be impractical for the Secretary of Energy to personally review and respond to all of the written and oral comments concerning this EIS, this information was reviewed by the Program Manager and his staff. The Program Manager is responsible for relaying public views and concerns to the Secretary of Energy and her staff. The final EIS, including comments and responses, and the Record of Decision are subject to approval by the Secretary of Energy. All comments received during the ninety day comment period are noted and answered in this document. Under NEPA and the environmental regulations of DOE (Section 5 of the EIS), public participation and comments are an integral part of the environmental process.

Response to Comment No. 819-2

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 820: MCCLINTIC, JAMES M.

Mr. Charles Head, Program Manager
Office of Spent Nuclear Fuel Management (EM-37)
U. S. Department of Energy
1000 Independence Avenue, S. W.
Washington, D. C. 20585

June 26, 1995

RE: Draft Environmental Impact Statement (EIS) on a Proposed Nuclear Weapons Nonproliferation Policy Concerning Foreign Research Reactor Spent Nuclear Fuel

Dear Mr. Head:

The purpose of this letter is to express to you my unalterable opposition to the Department of Energy's proposal to make the Port of Tacoma, Washington a port of entry for spent foreign reactor fuel because I was unable to do so at the public hearing held on June 19, 1995. I very much wanted to add my voice to those opposing the proposal, but was unable to do so. In fact, I couldn't even get in the hearing room.

The proposal as outlined in the reference is not acceptable. I am employed by a small corporation engaged in the wholesale and retail seafood business, I am thoroughly familiar with and intimately dependant upon the seafood industry of Puget Sound and the coastal waters of Washington State.

Your proposal completely ignores the impact that an accidental discharge of radiation in the coastal waters, Straits of Juan De Fuca or Puget Sound proper would have on the seafood industry, let alone the lives of all of us who make the area our home. In so many other areas involved in the handling of radioactive materials, safeguards have not been effective. The "accident" that could not happen, has always managed to happen. I need only cite Chernobyl, Hanford and Three Mile Island to prove my point. 820-1

I strongly recommend that you do not select Tacoma as a Port of Entry for this program, in fact, I believe you need to drop the whole idea of importing other people's nuclear waste. I think you need to think this one through a little more. Your department is about to feel the bite of the budget axe, and I think you're trying to make one last attempt at justifying your department. You can't fool the American people for long Charlie. We're on to you.

Sincerely,

JAMES M. McCLINTIC
8017 65th St. Ct. W.
Tacoma, WA 98467-3944

RESPONSE TO COMMENT
COMMENTOR NO. 820: MCCLINTIC, JAMES M.

Response to Comment No. 820-1

The commentor's opposition to the use of the Port of Tacoma for the receipt of foreign research reactor spent nuclear fuel is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk of bringing foreign research reactor spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low. Based on over 30 years experience shipping spent nuclear fuel, DOE considers that spent nuclear fuel transportation casks passing through the Port of Tacoma, or any other port or waterway, would not release their radioactive contents, thus would not affect water quality. A paragraph has been added to Section 4.2.2.2 of the EIS to make this point and to emphasize the no-impact nature of these shipments on air and water quality.

COMMENTOR NO. 821: LUNDSTROM, NORMAN & CYNTHIA

Mr. Charles Head
Office of Spent Nuclear Fuel
1000 Independence Ave. (EM-37)
Washington D.C. .20585

Mr. and Mrs. Norman H. Lundstrom
6711 Whitman St. N.E.
Tacoma, Washington 98422

June 27, 1995

Dear Mr. Head,

We strongly oppose the shipping of nuclear waste in the waters of Puget Sound or any other part of the Pacific Northwest. The Puget Sound basin and its surrounding land areas is comprised of high density population centers. Puget Sound and the Pacific Northwest is a fragile natural environment already struggling to survive the selfish impact of human kind. *821-1*

We are extremely concerned about the potential catastrophic effect associated with shipping toxic/radioactive nuclear waste through our precious land and waterways. The reality of a natural disaster, an act of terrorism, or human ignorance does indeed exist! The Three Mile Island catastrophe, leakage at the Hanford storage site, and a number of published incidents at Rocky Flats support the above statement. Please carefully reconsider the shipping of deadly nuclear waste through Puget Sound and the Port of Tacoma, and for that matter anywhere else in the Pacific Northwest before it is too late. We very vividly recall Dixie Lee Ray spouting out all of the statistics which strongly suggested minimal concern for the potential of nuclear power plant disasters. Shortly afterward, this nation was faced with the Three Mile Island catastrophe. *821-2*

In closing, please find the letter that our 8 year old nephew has written to you. This child does not stand alone. We are very concerned and you should be too.

If you would be kind enough to send us a copy of the environmental impact statement concerning this matter, we would appreciate it. Please keep us up to date on all aspects of this very critical matter.

Respectfully,

Norman H. Lundstrom

Mr. Norman H. Lundstrom
Mrs. Cynthia A.Lundstrom

Cynthia A. Lundstrom

encl.

RESPONSE TO COMMENT
COMMENTOR NO. 821: LUNDSTROM, NORMAN & CYNTHIA

Response to Comment No. 821-1

The commentor's opposition to the use of the Ports of Portland, Seattle, or Tacoma to receive foreign research reactor spent nuclear fuel is noted. The port selection criteria discussed in Appendix D, Section D.1.9 of the EIS identify ports that can safely handle foreign research reactor spent nuclear fuel. The analyses provided in the EIS indicate that the use of any of the ports indicated by the port selection process, including Tacoma or Portland, would not pose any significant risk to either the port personnel, local environment, or the population near the port. The analysis in the EIS indicates that the risks associated with an accident are low (Section 4.2.2.3) and that the risks associated with incident-free handling of the foreign research reactor spent nuclear fuel are also low (Section 4.2.2.2).

It should also be noted that Section 3151 of Public Law 103-160 (the National Defense Authorization Act for the Fiscal Year 1994), requires that "the Secretary of Energy shall, if economically feasible and to the maximum extent practicable, provide for the receipt of spent nuclear fuel...at a port of entry in the United States which...had the lowest human population in the area surrounding the port of entry..." Public Law 103-160 was signed on November 30, 1993, which is after completion of the scoping process for this EIS. DOE included consideration of Section 3151 of Public Law 103-160 by including Criterion 5 in the port selection criteria for this EIS (Appendix D, Section D.1.9.5). Application of this criterion resulted in cities such as Seattle being dropped from the list of proposed ports of entry, while Tacoma stayed on the list.

Response to Comment No. 821-2

The human health risks due to accidents involving the transportation and management of the foreign research reactor spent nuclear fuel are discussed in Section 4 of the EIS. The results of the analyses of the credible accidents involving foreign research reactor spent nuclear fuel demonstrate that the risk of the proposed action would be low. Due to differences in the nature of the foreign research reactor spent nuclear fuel from the situation at Three Mile Island (e.g., Three Mile Island involved an operating power reactor versus the foreign research reactor spent nuclear fuel which is metallic and is shipped dry), there would be no accidents involving the foreign research reactor spent nuclear fuel that could approach the severity of the Three Mile Island accident.

COMMENTOR NO. 822: RINKER, ROY V.

June 22 '95

Office of Spent Nuclear Fuel
Management (EM-37)
U.S. Department of Energy
Washington, D.C.

Dear Sirs

This is a letter of protest against the Governments selection of the Port of Tacoma as a possible unloading point in the distribution and storage of spent nuclear fuel. Your agency has made great claims as to the safety in handeling spent fuel containers. But we all know about, and have seen evidence of, the claimed infallibility of anything man has made. Accidents can and do happen. 822-1

We ask that your agency not use Northwest ports to offload spent fuel or our state to store them. Thank you.

Sincerely
Roy V. Rinker

RESPONSE TO COMMENT
COMMENTOR NO. 822: RINKER, ROY V.

Response to Comment No. 822-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 823: RYSTEDT, JANET

July 23 '95

Dear Mr Head:

Please please do not send possible disaster to our land water & mostly our people.

Sincerely

Janet Rystedt

823-1

RESPONSE TO COMMENT
COMMENTOR NO. 823: RYSTEDT, JANET

Response to Comment No. 823-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 824: CITIZEN

JUNE 1995

CHARLES HEAD
OFFICE OF SPENT NUCLEAR FUEL MANAGEMENT (EMS37)
DEPARTMENT OF ENERGY
1000 INDEPENDENCE AVE. S.W.
WASHINGTON, D.C. 20585

SPENT NUCLEAR FUEL/PORT OF TACOMA, WASHINGTON

MR. HEAD:

I AM WRITING AT THE PERSUATION OF A FRIEND WHO I BELIEVE MAY HAVE FORMED AN OPINION OUT OF IGNORANCE AND FEAR. THIS FRIEND IS TOTALLY AGAINST ANYTHING TO DO WITH NUCLEAR ENERGY. TO FORM AN OPINION OF MY OWN, I MUST HAVE SCIENTIFIC FACT. THEREFORE, IF IT IS TRULY PROVEN THE SAFETY OF BRINGING SPENT NUCLEAR FUEL TO THE PORT OF TACOMA IS 100% I HAVE NO OPINION PRO OR CON. IF IT IS TRULY EVEN A HALF A PERCENTAGE POINT UNSAFE, I AM OPPOSSED. 824-1

MRS. H.
TACOMA, WASHINGTON

RESPONSE TO COMMENT
COMMENTOR NO. 824: CITIZEN

Response to Comment No. 824-1

Based on the analyses of impacts associated with accidents and incident-free operations involving foreign research reactor spent nuclear fuel, DOE considers that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low (Sections 4.2.2.3 of the EIS presents the consequences of port accidents and Section 4.2.2.2 presents impacts of incident-free operation).

COMMENTOR NO. 825: DUPUIS, RUTH A.

6/22/95

Mr Charles Head,

I am very much against the idea of radioactive nuclear waste being shipped thru the Port of Tacoma. I hope you listen to the voice of the people. I see this as a major threat.

Please listen to us.

No shipping of nuclear waste, thru Port of Tacoma.

Mrs R. Dupuis

825-1

RESPONSE TO COMMENT
COMMENTOR NO. 825: DUPUIS, RUTH A.

Response to Comment No. 825-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 826: EGELAND, LINDA

June 26, 1995

Mr. Charles Head,

I don't like the idea of radioactive nuclear waste being shipped to the Port of Tacoma. I agree with the editors of The Tacoma News Tribune when they said, "As critics have pointed out, though, there's no obvious reason the spent fuel has to come to America, let alone Tacoma. The U.S. can only store this material under armed guard, but Great Britain and France operate plants capable of converting weapons-grade uranium into safe commercial-grade fuel..." 826-1

826-2

Linda Egeland
4809 75th St. E.
Tacoma, WA 98443

RESPONSE TO COMMENT
COMMENTOR NO. 826: EGELAND, LINDA

Response to Comment No. 826-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

Response to Comment No. 826-2

The commentor's preference for overseas reprocessing is noted. This is Management Alternative 2, Subalternative 1b, which is discussed in Sections 2.3 and 4.4.2 of the EIS.

COMMENTOR NO. 827: MARKIEWICZ, MICHELE C.

Tacoma Wa
June 1995

Charles Head,
DOE
Wash, D.C.

Dear sir

One of the attendees locked out of the recent public meeting for consideration of Tacoma as a port of entry for global nuclear waste, I would like to express my opposition to the proposal, ~~and~~ to urge you in your official capacity, in your social and personal consciences, in your ecological awareness, to work toward a cessation of the production of spent nuclear fuel. 827-1

Given the half-life of said material, you will not be able to work toward elimination of your own job, through lack of (eventual) necessity, but you might, as a Public official, 1) discourage proliferation of nuclear devices, (2) encourage research into and commitment to the safest, most isolated handling of such materials as already exist, handling to include transport mode, storage facilities, ~~and~~ security from theft.) 827-2

RESPONSE TO COMMENT
COMMENTOR NO. 827: MARKIEWICZ, MICHELE C.

Response to Comment No. 827-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

Response to Comment No. 827-2

Implementation of the proposed action would support U.S. nuclear nonproliferation policy seeking to reduce and eventually eliminate, the use of highly enriched (weapons-grade) uranium in civil programs worldwide (Section 1.2 of the EIS). As discussed in Section 4 of the EIS, the risks associated with implementation of the proposed action to human health or the environment at candidate ports, along representative transportation routes, and at interim management sites would be low (Sections 4.2.2, 4.2.3, and 4.2.4 of the EIS respectively).

The DEIS from your office reflects neither of these approaches, and therefore, seeming lack of information and concern regarding the enormous responsibility which your title implies, carries. On behalf, not only, of the people of Tacoma, but of the present and future globe, please gather and use the most current and comprehensive knowledge available in your decision making, with an eye, daily, to rapid changes in the knowledge bank, and so to the need for quick adaptability. We, and posterity depend on it.

Sincerely and respectfully,

Ms. Michele C. Markiewicz
4131 N. 29th
Tacoma, WA 98407
(206) 627-8215 work 756-6975 home

COMMENTOR NO. 828: HALE, STEVEN M.

Tacoma meeting 26 June 95

Mr Head

I watched you presentation and most of the speakers later on.

I believe the size of the group was about right for a town meeting. Perhaps what was needed was about 5 or 6 of these for a City our size.

What a mis calculation on your offices part to believe there would be so meager a response.

My wife was in the parking lot with many others trying to get into the small place. In our you could have filled a 3-5,000 place but then no more persons could have talked in just one only.

Here are my reasons your technically flawed plan as it is should not

828-1

RESPONSE TO COMMENT
COMMENTOR NO. 828: HALE, STEVEN M.

Response to Comment No. 828-1

As evidenced by DOE's agreement to schedule a second meeting in the Tacoma area, DOE encouraged the input of the individuals, organizations, and State and local representatives who wished to voice their position on the proposed action. The facility used for this meeting was selected and provided by the City of Tacoma, not DOE.

Response to Comment No. 828-2

The passage from the Straight of Juan de Fuca to Tacoma, meets the requirements of Criterion 2 (Favorable Transit From Open Ocean) for port selection. Appendix D, Section D.1.9.2 of the EIS presents details of the criterion and how it is applied. The favorable transit from open ocean is only one of the considerations in selecting ports of entry for the foreign research reactor spent nuclear fuel. Other considerations such as port experience with handling containers, port facilities, access to land transportation, and population in the port and along the route to the management site(s), have also been considered in making the final selection of ports of entry. Appendix D, Section D.1.9 of the EIS presents details of the overall port selection process.

COMMENTOR NO. 828: HALE, STEVEN M. (CONT'D.)

Come here. I speak as a citizen a pro police officer and a medical army officer with years of intimate experience with nuclear weapons.

— Puget sound is a narrow Deep increasingly Busy tr-E pattern for big ship and Small. 828-2

— There are a lot of radical self regulated self styled Wacko's in this area that could cause havoc easily. I mean easily; They aren't dumb. 828-3

— In looking at a map of the area it seems a route along the columbia River would be much easier to decontaminate if god forbid something should happen. 828-4

I believe we probably do need to recapture some of these materials but let us not alienate the intelligent citizenry.

Sincerely Steven M Hale

RESPONSE TO COMMENT
COMMENTOR NO. 828: HALE, STEVEN M. (CONT'D.)

The volume or size of the local marine traffic (present or future) was not considered in the calculation of risk associated with the shipment of foreign research reactor spent nuclear fuel. In general, the number of ship mishaps is not proportional to the amount of ship traffic because port ship traffic is slow, and even when heavy, is normally a small number of ships per hour. Historically, increasing the volume does not significantly increase the probability of an accident. Rather, the number of ship mishaps is associated with navigational hazards and distances from the port to the open ocean or a large bay (port selection Criterion 2; Appendix D, Section D.1.9.2 of the EIS). Appendix D, Section D.5.3.1.3 presents a discussion of the determination of the probability of ship accidents used in the EIS. In regard to the size of vessels, increased volumes of hazardous cargos, say gasoline, would not change the accident consequences because the most severe accidents analyzed already assumed a collision with a tanker and that the resulting fire was not limited by quantity of fuel available (Attachment D5 to Appendix D).

Response to Comment No. 828-3

The commentor's opinion about the presence of fringe groups in the Puget Sound area is noted. Section D.5.9 has been added to Appendix D of the EIS to address terrorism and sabotage. This section concludes that, while certain terrorist and sabotage attempts cannot be precluded, theft would be. DOE considers that the foreign research reactor spent nuclear fuel can safely be received at the ports and transported to the managements sites, if the foreign research reactor spent nuclear fuel is accepted into the United States. The security measures employed would meet or exceed all the security requirements in the Code of Federal Regulations (10 CFR Part 73). If any port did not already provide security sufficient to satisfy these requirements, it would be the responsibility of the shipper to provide the required additional security. DOE supports these regulations as being adequate to protect the foreign research reactor spent nuclear fuel.

Appendix H has been added to the final EIS in response to public comments to better describe the security and emergency preparedness associated with transportation of the foreign research reactor spent nuclear fuel. This appendix presents the general provisions of the Transportation Plan, which is a document that provides all of the details associated with the transportation of the foreign research reactor spent nuclear fuel, including the security arrangements in port and in transit to the management site.

Response to Comment No. 828-4

The analyses provided in Sections 4.2.2 and 4.5 of the EIS indicate that the risk associated with bringing foreign research reactor spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low. The analysis of impacts associated with an accident involving foreign research reactor spent nuclear fuel also determined that no decontamination, interdiction, or condemnation of property would result from the worst plausible accident (Section 4.2.2.3 of the EIS). Use of the Columbia River would have no direct impact on the risk associated with the shipment of foreign research reactor spent nuclear fuel, if foreign research reactor spent nuclear fuel is accepted into the United States.

COMMENTOR NO. 829: PYFROM, LEON

Leon Pyfrom
524 14th Ave. E.
Puyallup, Wa.
98372
June 26, 95

Dear Charles Head,

Let the foreign countries get rid of their nuclear waste in their own countries, we don't want it here. Who got paid off on this deal. Its really disgusting that the United States is willing to take other countries nuclear waste. I'll vote everyone out of office if this goes through. 829-1

No Nuclear Waste In The U.S.A From Any Other Country. Especially in Tacoma waters. 829-2

Sincerely,
Leon Pyfrom

RESPONSE TO COMMENT
COMMENTOR NO. 829: PYFROM, LEON

Response to Comment No. 829-1

The commentor's preference for the alternative of overseas management is noted. This is Management Alternative 2, which is discussed in Sections 2.3 and 4.4 of the EIS.

Response to Comment No. 829-2

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma, or any U.S. port, is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing foreign research reactor spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 830: GIANELI, GREG

June 27, 1995

Dear Sir:

I am writing this letter concerning the use of the Port of Tacoma as a destination for nuclear waste. I feel that you should look for a smaller port that would easier for security and one that needs the business. 830-1

I am not totally against the transport of the waste from other countries, as I worry about security in the other countries against terrorist. I feel we should help the other countries build their own depositories and supply them with some of our armed forces for security. 830-2

If it must come to the U.S. maybe you should build a handling facility on the Columbia near Hanford. That way the waste will be in shallow water on most of its transport and easier to retrieve in case of an accidental spill. 830-3

I feel the best thing to do is find a very remote place in the world and put it all there with a U.N. type of armed forces guarding it. 830-4

Thank you very much for listening to mine and other peoples ideas.

Good luck
Greg Gianeli

RESPONSE TO COMMENT
COMMENTOR NO. 830: GIANELI, GREG

Response to Comment No. 830-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

Response to Comment No. 830-2

The commentor's preference for the alternative of overseas storage is noted. This is Management Alternative 2, Subalternative 1a which is discussed in Sections 2.3 and 4.4.1 of the EIS.

Response to Comment No. 830-3

Commentor's recommendation to build new port facilities on the Columbia River for handling the foreign research reactor spent nuclear fuel was not considered by DOE. New port facility construction would be costly and time consuming, and would not accomplish the goal of timely return of the foreign research reactor spent nuclear fuel. DOE evaluated 161 ports (153 commercial and eight military ports) against selection criteria, resulting in 10 ports that met all of the criteria. Appendix D, Sections D.1.8 and D.1.9 of the EIS present a detailed discussion of the process and results.

Response to Comment No. 830-4

The commentor's preference for overseas storage in a remote location is noted. Under Management Alternative 2, Subalternative 1a (Sections 2.3 and 4.4.1 of the EIS), the United States would assist foreign research reactor operators in storing their spent nuclear fuel in their own country or some other location outside of the United States. The disadvantages of storage in remote locations include costs of constructing suitable storage facilities and the difficulty of providing security. This option would leave a concentrated quantity of highly enriched (weapons-grade) uranium outside of the United States. As discussed in Section 4 of the EIS, the risks associated with implementation of the proposed action to human health or the environment would be low.

COMMENTOR NO. 831: SAMUELSON, DOREEN

Dear Mr. Head –

I advertised the June 19th meeting in my church bulletin because it is so shocking that 41 countries want to use us as a nuclear dumping ground – and our government is open to it. 831-1

1. What politicians and their cronies are profiting from this? There can be no other reason than under-the-table payoffs & over the table profiteering. This adds to public cynicism which is widespread about political corruption.

2. We have enough debate in our own country as to where we can dispose of our own waste. 831-2

3. This is another example of no regard for the devastating effects nuclear waste will have on future generations. # now is their only concern. 831-3

4. Whoever promotes this will suffer at election time.

Sincerely,

[redacted]

Doreen Samuelson

Rt. 15 –

~~Cc: Island~~

~~M.C. Church~~

RESPONSE TO COMMENT
COMMENTOR NO. 831: SAMUELSON, DOREEN

Response to Comment No. 831-1

The intent of the proposed action is to support U.S. nuclear weapons nonproliferation policy seeking to reduce, and eventually eliminate, the use of highly enriched (weapons-grade) uranium in civil programs worldwide (Section 1.2 of the EIS). Many foreign research reactor operators have no immediate means of disposing of their spent nuclear fuel. This EIS evaluates the environmental effects that would result from implementation of three alternatives for management of spent nuclear fuel from foreign research reactors: management in the United States (Management Alternative 1, Section 2.2 of the EIS), overseas management (Management Alternative 2, Section 2.3), and combined domestic and overseas management (Management Alternative 3, Section 2.4). The No Action Alternative (take no action regarding foreign research reactor spent nuclear fuel, Section 2.5) is also evaluated in the EIS. Implementation of any of these alternatives would pose no significant benefits or risks to human health or the environment. While implementation of the proposed action offers no financial gain for the United States Government or its officials, it would reduce the risks of diversion of weapons-grade materials to a nuclear weapons program.

Response to Comment No. 831-2

The impacts of ultimate disposition of the foreign research reactor spent nuclear fuel are discussed qualitatively in Section 4.2.7 of the EIS. A detailed, quantitative discussion of these impacts would have to be the subject of future NEPA documentation. In the meantime, support for U.S. nuclear weapons nonproliferation policy requires DOE and the Department of state to consider other means of dealing with the spent nuclear fuel (Section 1.1. of the EIS).

Response to Comment No. 831-3

Contrary to the commentor's assertion, the purpose of preparing this EIS is to evaluate and determine what significant impacts to the environment would occur if the proposed action were implemented. Sections 4.2.2., 4.2.4 and 4.5 of the EIS present a discussion of the risks and impacts on port areas and potential management sites, which demonstrates that such risks and impacts would be low. The intent of the proposed action is to support U.S. nuclear weapons nonproliferation policy seeking to reduce, and eventually eliminate, the use of highly enriched (weapons-grade) uranium in civil programs worldwide (Section 1.2 of the EIS), not to economically benefit anyone.

COMMENTOR NO. 832: BUTLER, DAVE

06-21-95

PORT OF TACOMA, WASHINGTON — shipments of spent nuclear fuel rods.

Good Morning,

Respectfully, you have no idea what you are dealing with on this issue.

Washington State residents will not permit transport of such materials through the heart of our Puget Sound, forests, mountains, cities and our homes.

You would have a greater chance of success receiving those shipments up the Potomac River, through WA D.C., through your neighborhood, past your home.

It will never happen here! If legal avenues to prevent this from happening are blocked:
- Private boats will blockade the Sound — logging trucks and autos will clog the highways — people will sit in front of these nuclear shipments... 832-1

... TACOMA / Washington State will be more trouble than its worth as a port of entry!

DCB

RESPONSE TO COMMENT
COMMENTOR NO. 832: BUTLER, DAVE

Response to Comment No. 832-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 833: BARRETT, HAROLD R.

13011 Meridian E.,D-202
Puyallup WA 98373-9460
June 26, 1995

Mr. Charles Head
Office of Spent Nuclear Fuel Mgt.(EM-37)
United States Department of Energy
1000 Indepence Avenue. S.W.
Washington DC 20585

Dear Sir:

I am unalterably opposed to using the Port of Tacoma for transhipping foreign nuclear wastes into this country. As a matter of interest, I am also opposed to the entire concept of foreign nuclear wastes being buried in the USA. Our experience at Hanford should convince us that we have quite enough difficulty with our own nuclear wastes. 833-1 833-2

Lest you write me off as just another anti-nuke environmental whacko, let me clarify. For 24 years, I was involved with nuclear weapons and nuclear reactors. I am thoroughly convinced of the validity of both programs. At the end of my nuclear "career"(1986-1990), I was employed shipping radioactive material in general and spent fuel in particular from Mare Island Naval Shipyard, Vallejo, California. I know what procedures and precautions must be taken. I was using CFR 49 on a daily basis as well as appropriate EPA and OSHA regulations along with the applicable Naval Reactors Directives and Manuals. I have zero confidence that our foreign counterparts will observe or even have the equivalent procedures. The State of Idaho has already indicated their unwillingness to act as a nuclear dump. Most of us have already figured out that,"I'm from the government, I'm here to help!", is not a particularly credible statement. Let us completely re-think this entire plan--remembering, always, that Murphy was an optimist. 833-3

Thank you for taking the time to read this.

Sincerely,

Harold R. Barrett

HAROLD R. BARRETT

RESPONSE TO COMMENT
COMMENTOR NO. 833: BARRETT, HAROLD R.

Response to Comment No. 833-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

Response to Comment No. 833-2

The commentor's opposition to management of spent nuclear fuel from foreign research reactors in the United States is noted (See Management Alternative 1, Section 2.2 of the EIS). Sections 2.3, 2.5, and 4.4 of the EIS describe other alternatives under consideration.

Response to Comment No.833-3

DOE understands this comment to refer to the regulations that would apply to the possible transportation of foreign research reactor spent nuclear fuel to the United States. All such shipments entering the United States would be required to comply with United States Department of Transportation and NRC regulations prior to entry into the United States. This process has been demonstrated to work well over the past 30 plus years of foreign research reactor spent nuclear fuel shipments to the United States.

COMMENTOR NO. 834: KENDALL, STEPHANIE A.

June 27,1995

To: Mr.Charles Head
Office of Spent Nuclear Fuel Management.

Dear Mr.Head.

I'm not a political activist,nor do I picket or protest for or against what happens to be the popular "crisis" of the moment.I've never felt compelled to vent my opinions in an angry letter to the editorial page of our local newspaper.Everyone has opinions and the right to express those opinions.But,as the enclosed article states,who takes the time to listen,or read,what someone feels very strongly about?

And that can be very sad,and in this instance,very dangerous. You represent a political group that cannot,or will not,consider the health and safety of the residents of this area.It's ludicrous to think that this group can say,without reservation,shipping spent nuclear fuel is safe and absolutely risk free.It's a crap shoot,and these idiots are holding the dice, ready to roll in our direction. 834-1

I don't like the idea of this group,or any other group,controlling my future,the future of my grandchildren,and the future of this area.I've lived in western Washington all of my life,and I wish to die peacefully in this great state.I do not want to see it become a nuclear wasteland,nor do I want to leave it before my time is up.Ship this waste to England or France where thier scientists can recycle into low grade fuel to power electricity. 834-2

Stop and think;would you want this kind of risk fall upon your home town and state?Would you be willing to to gamble with the lives of your family,and what has to be something you feel strongly about? Have you lost your human decency?I hope not,for all our sakes.

There's a new rallying phrase that says it all;NOT IN MY BACK* YARD!!

Sincerly,

Stephanie A.Kendall
A very concerned Tacoma resident.

Stephanie A. Kendall

RESPONSE TO COMMENT
COMMENTOR NO. 834: KENDALL, STEPHANIE A.

Response to Comment No. 834-1

This EIS does not state that transport of foreign research reactor spent nuclear fuel would be risk free, but rather that these risks would be low. Analysis in Sections 4.2.2, 4.2.3 and 4.5 of the EIS indicates that the risk associated with transporting the foreign research reactor spent nuclear fuel would be low for persons living near a port like Tacoma or along a transportation route.

Response to Comment No. 834-2

The commentor's preference for overseas reprocessing is noted. This is Management Alternative 2, Subalternative 1b, which is discussed in Sections 2.3 and 4.4.2 of the EIS.

COMMENTOR NO. 837: COUTURE, GLORIA

JUNE 24, 1995

CHARLES HEAD
OFFICE OF SPENT NUCLEAR MANAGEMENT
(EM-37) U.S. DEPT. OF ENERGY,
1000 INDEPENDENCE AVE. S.W.
WASHINGTON, D.C. 20585

NO, NO, NO, I don't want to even think about the idea of a highly radioactive nuclear waste being shipped through the port of Tacoma. I can't image tolerating such an idea. I remember as a child being so scared in the 3rd. grade, living near McCord Air Force Base during the Korean War. I just knew one day those planes were not going to be ours. They would be Korean and they would bomb us and we would just be like every other country in the world. But my parents re-assured me this wouldn't happen. They had gone thru WW-11 and people we're patriotic, loved their land and country and fellow man, and yet they could take me out in public and I would be frightened again because people in conversation would say "mark my words, Russia will bomb us". 837-1

Well, now I've grown up and these things and these people don't scare me anymore. But have we learned anything, but greed, and power, and corruption, I think not.

My husband and I have twenty grandchildren, born and raised in the Puget Sound area, the majority of them are educated here, will marry here, work and live their lives here. I have never written to a public official in my life, but now is the time. I am damm angry. I will not sit by and watch my children suffer and die over a long period of time because you people are so efficient that accidents or things don't happen. I have lots of animosities about this country and its political activities, but I go with the flow. But when you put one of my children in jeopardy of their life, I get angry. What gives you this right, surley not our vote, I hope.

When you were in Tacoma, you were quoted as saying " I was more impressed with the number of officials at this meeting than the public". Well, we are the public. I still would like to think, I love my country, even tho we've been sold out by our government. I honor the history of my country, and truly feel in debt to the men & women who died to keep our land free. But now I am not ashamed to say I would not die for my country or expect my children or grandchildren to give their lives for this country, since Vietnam.

RESPONSE TO COMMENT
COMMENTOR NO. 837: COUTURE, GLORIA

Response to Comment No. 837-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 837: COUTURE, GLORIA (CONT'D.)

Page 2

Please, Mr. Head, when you make your decisions, and present your ideas, imagine at the same time of having a child, or grand child living in the Puget Sound Area. While doing so, don't destroy the glorious gift of God has given all of us.

Gloria Couture

Sincerely
Gloria Couture

THE CITISENS OF THE UNITED STATES OF AMERICA.

Tamara G. Meade
Teresa J. Meade
Merrill Rockwell
James Couture

RESPONSE TO COMMENT
COMMENTOR NO. 837: COUTURE, GLORIA (CONT'D.)

* This is the best available copy of this comment document.

COMMENTOR NO. 839: SULLIVAN, MAURA E.

Maura E. Sullivan
4440 Memory Lane West
Tacoma, WA 98466

June 22, 1995

Mr. Charles R. Head, Program Manager
Office of Spent Fuel Management, EM-37
U.S. Department of Energy
1000 Independence Avenue, SW
Washington, DC 20585-0001

Dear Mr. Head:

I am writing to offer my comments on the Draft Environmental Impact Statement on a Proposed Nuclear Weapons Nonproliferation Policy Concerning Foreign Research Reactor Spent Nuclear Fuel (DEIS). First, I strongly believe that there should be no importation of Spent Nuclear Fuel from nations that do not pose a proliferation risk. This alone would greatly reduce the amount of waste that must be transported internationally and stored in the U.S. at our expense. *839-1* There should also be no importation of Low Enriched Uranium wastes that can not be used in weapons production. *839-2* Where the use of dry cask storage is feasible and would allow for international inspection, we should store the waste on site in the foreign nation. *839-3* Other nations must pay their own financial, health and environmental costs for their nuclear programs.

Second, the use of commercial freighters or public ports in large cities puts longshore workers and the public, both on our roads and in the event of a shipboard fire, at risk. *839-4* I urge you to use only military or dedicated ships and Department of Defense ports. *839-5* That way, only employees who are highly skilled in hazardous waste transport will be in contact with the shipments. *839-6* Also, the casks should be inspected before arriving at the port and the trucks and rail cars should be inspected before departure to the storage site.

Third, Hanford should not be chosen as a viable temporary storage site. Hanford's nuclear fuel cooling basins are already leaking and subject to massive failure in case of an earthquake. U.S. Department of Energy is presently having trouble funding safety upgrades and fuel removal from K-Basin. The problem should not be worsened by adding more waste to the site. *839-7*

Fourth, safety and security issues were not adequately addressed in the DEIS. Shipboard fires pose a real threat because the casks have only been tested to 1475 degrees for 30 minutes while real fires may have a higher temperature for a longer duration. Also, the cask has been tested to a depth of 50 feet for 8 hours while depths in international waters and Puget Sound greatly exceed that amount. DOE wrote in the DEIS that it would be impossible to recover casks from a depth greater than 200 meters in case of an accident. *839-8*

RESPONSE TO COMMENT
COMMENTOR NO. 839: SULLIVAN, MAURA E.

Response to Comment No. 839-1

The commentor's opposition to acceptance of foreign research reactor spent nuclear fuel from countries that do not pose a proliferation risk and the commentor's opposition to the acceptance of LEU from any country are noted.

As discussed in Section 2.10 of the EIS, publicly identifying a country as a proliferation risk would have adverse diplomatic and political consequences, and would severely diminish cooperation between the designated country and the United States. This option was considered, but was dismissed as unrealistic.

Response to Comment No. 839-2

The commentor's opposition to accepting foreign research reactor spent nuclear fuel from nations where dry storage is feasible is noted. As explained in Section 2.3 of the EIS, the opportunities for expanded spent nuclear fuel storage at foreign research reactor sites are limited or nonexistent.

Response to Comment No. 839-3

The EIS evaluates a number of financing arrangements for management of the foreign research reactor spent nuclear fuel in the United States. As discussed in Section 2.2.1.2 and 2.2.2.3 of the EIS, several financing options have been considered, ranging from collection of fees from the research reactor operators that would pay all of the costs of the program to full subsidization of the program by DOE. A compromise between these extremes would be for developed countries to be charged a competitive fee and the costs for developing countries would be subsidized by the United States for the acceptance and management of their spent nuclear fuel. Section 2.2.2.3 of the EIS discusses alternative financing arrangements, which include full subsidization for all countries, charging all countries the full cost of management, and subsidizing developing countries, but charging developed countries a full-cost recovery fee. The reasons the United States would pay some of the costs for other countries are: 1) some countries would be unable to afford the costs of the proposed action and would have no safe alternative means of managing their spent nuclear fuel (i.e., the developing countries); and 2) some countries would continue to use and trade weapons-grade nuclear material indefinitely unless the United States charges a competitive fee and absorbs any costs above that fee (i.e., most of the Western European countries).

Response to Comment No. 839-4

Based on the analyses of impacts associated with accidents and incident-free operations involving foreign research reactor spent nuclear fuel, DOE considers commercial ports,

Several areas in Puget Sound used as major shipping lanes exceed 200 meters. DOE has no provision for funding the training of local fire fighters or for law enforcement officers. 839-9

I urge you to enter into a more detailed analysis in the DEIS and a careful review of the program to import these High-Level Nuclear Waste materials from abroad. The DEIS insufficiently covers the above issues which may profoundly effect our lives here in the Pacific Northwest.

My phone number is 206-564-1653 in case you have any questions regarding my comments. I also request a copy of the Final EIS when it is available.

Sincerely,

Maura E. Sullivan

Maura E. Sullivan

cc: The Editor, The News Tribune
Governor Mike Lowry
Representative Norm Dicks
Senator Patty Murray
Senator Slade Gorton

facilities, and freighters to represent acceptable options for the receipt and transportation of foreign research reactor spent nuclear fuel (Sections 4.2.2.3 and 4.5 of the EIS present the consequences of port accidents and Section 4.2.2.2 of the EIS presents impacts of incident-free operation).

Response to Comment No. 839-5

Commentor's recommendation to use only military ports and dedicated or military ships for the transport of foreign research reactor spent nuclear fuel is noted. However , Section 4.2 of the EIS demonstrates that commercial ports and facilities represent an acceptable option for the transportation of foreign research reactor spent nuclear fuel.

DOE considers that foreign research reactor spent nuclear fuel could safely be received at commercial ports, as it has in the past, without additional security such as might be present at military bases. The security provided for the foreign research reactor spent nuclear fuel shipments would be required to meet or exceed all the applicable security requirements in the Code of Federal Regulations (10 CFR Part 73). If any port did not already provide security sufficient to satisfy these requirements, it would be the responsibility of the shipper to provide the required additional security.

Whether the shipments come as cargo on a scheduled carrier or on a chartered ship, no special precautions are expected to be required by the Coast Guard or any other authority. As such, there need be no additional requirements to use dedicated or military ships, nor any adverse consequences to the use of the commercial ships or facilities.

Although the foreign research reactor spent nuclear fuel is radioactive material, the dose rates from the transportation casks used to transport it would be low. No special handling or loading/unloading procedures would be required for the foreign research reactor spent nuclear fuel when it is contained in approved shipping containers; experience with handling containers is sufficient. Therefore, no special training of longshoremen would be required.

Response to Comment No. 839-6

The foreign research reactor spent nuclear fuel containers would be inspected daily while onboard the ship (Appendix C, Section C.4.1 of the EIS), and trucks or railcars would be inspected under existing Federal, State and local transportation regulations prior to departing the port.

Response to Comment No. 839-7

As explained in Section 1.5 of the EIS, the selection of the site or sites at which the foreign research reactor spent nuclear fuel would be managed is based on the analysis in the Department of Energy Programmatic Spent Nuclear Fuel Management and Idaho

COMMENTOR NO. 839: SULLIVAN, MAURA E. (CONT'D.)

RESPONSE TO COMMENT
COMMENTOR NO. 839: SULLIVAN, MAURA E. (CONT'D.)

National Engineering Laboratory Environmental Restoration and Waste Management Programs Environmental Impact Statement. The Record of Decision for this EIS was released on May 30, 1995. In accordance with this Record of Decision, all of the aluminum-based foreign research reactor spent nuclear fuel managed by DOE will be managed at the Savannah River Site in South Carolina. Any other foreign research reactor spent nuclear fuel to be managed by DOE will be managed at the Idaho National Engineering Laboratory. Accordingly, no foreign research reactor spent nuclear fuel would be shipped to the Hanford Site.

Response to Comment No. 839-8

Section 2.8 of the EIS addresses the security measures that would be taken to ensure that there would be no unacceptable risks of terrorism or theft of materials. DOE considers that foreign research reactor spent nuclear fuel could safely be received at commercial ports, as it has in the past, without additional security such as might be present at military bases. The security provided for the spent nuclear fuel shipments is required to meet or exceed all the applicable security requirements in the Code of Federal Regulations (10 CFR Part 73). If any port did not already provide security sufficient to satisfy these requirements, it would be the responsibility of the shipper to provide the required additional security.

Neither acts of terrorism nor theft of materials by a determined group or individual can be completely precluded. However, proper security measures greatly reduce the risk of such actions. Security would be provided for all shipments of foreign research reactor spent nuclear fuel, as required by the Code of Federal Regulations (10 CFR Part 73). The general security provisions are provided in the new Appendix H that has been added to the final EIS in response to public comments. This appendix presents the general provisions of the Transportation Plan, which is a document that would be prepared for each foreign research reactor spent nuclear fuel shipment to specify details of the transportation process, including security provisions in port and during transit.

The transportation casks that would be used for the foreign research reactor spent nuclear fuel are certified if their design meets certain tests, including a fire test, and if the individual casks pass periodic inspections (Section 2.6.2 of the EIS). These certification standards were developed for use of the transportation casks on land, hence the 30 minute fire test, which is considered to be the extent of a high intensity fire resulting from a collision with a tanker truck. The duration of a ship fire is directly related to the amount of combustibles carried on board. In spite of this potential, the number of severe fires on ships is relatively small. Data available on the last 15 years from Lloyd's of London indicate that of 1,073 ship collisions in port worldwide, only eleven led to fires, and of those, only five caused extensive damage, with only one actually causing buckling of structures.

In respect to the impact a ship fire might have on a spent nuclear fuel transportation cask, there are three facts that would mitigate the potential damage. First, ship fires tend to move to different areas of the ship as the combustible material is consumed, so the cask would not be exposed for the entire duration of the fire. Second, a ship's fire intensity is normally limited by the amount of oxygen that can reach the interior of a hold. Third, all ships that would be used to transport foreign research reactor spent nuclear fuel have built-in fire suppression equipment, which at a minimum would keep fires well below the extreme temperatures needed to damage the transportation cask. For these reasons, it would be almost impossible for spent nuclear fuel inside the transportation cask to reach 900 degrees Kelvin (1,160 degrees F), the melting point of the foreign research reactor spent nuclear fuel. The probability of reaching such a temperature was calculated to be less than one in a billion (see Attachment D5 to Appendix D of the EIS). To put this temperature into perspective, steel used in a ship's structure buckles at around 700 degrees Kelvin (800 degrees F).

The EIS contains the results of an analysis of the effects of an accident that involves a severe fire (severity category 6), which does not reach the temperature to melt foreign research reactor spent nuclear fuel. Appendix D, Section D.5.3 of the EIS presents detailed discussion of accident probabilities and radioactive material source terms and Section D.5.4 presents the results of the analyses.

In conclusion, although long duration ship fires are possible, and have occurred, they are uncommon events. Analyses in the EIS indicate that even in the event of a severe ship fire involving a spent nuclear fuel transportation cask, neither the consequences nor risks are great (Appendix D, Section D.5.5 of the EIS). Although the nonradiological effects of such a catastrophic accident would obviously impact the local environment, no additional impacts are predicted due to the presence of foreign research reactor spent nuclear fuel.

In the unlikely event that a transportation cask loaded with foreign research reactor spent nuclear fuel were to sink in any U.S. coastal waters, it would be recovered, even from the deepest portions of Puget Sound, which reaches depths of 305 meters (1,000 feet). Appendix C, Section C.5.5 of the EIS presents information on the probability of a cask sinking in coastal and deep ocean waters.

Response to Comment No. 839-9

As discussed in Section 2.7.3.2 of the EIS, DOE provides funding to States and Tribes through the Office of Environmental Management and the Office of Civilian Radioactive Waste Management to assist with transportation related issues. This funding has been used in the past to enhance a jurisdiction's emergency management and response capabilities. Besides funding, much of DOE's assistance is provided in the form of technical assistance, for which DOE bears the cost. Assistance may be provided through

COMMENTOR NO. 839: SULLIVAN, MAURA E. (CONT'D.)

RESPONSE TO COMMENT
COMMENTOR NO. 839: SULLIVAN, MAURA E. (CONT'D.)

DOE's Radiological Assistance Program and under the National Contingency Plan, as well as through training, DOE sponsored meetings, informal discussions, and informational materials.

Appendix H of the EIS contains the general provisions for emergency preparedness and security measures associated with the transportation of foreign research reactor spent nuclear fuel in the United States. The provisions include an interface between DOE and State, Tribal, and local authorities, prior to the implementation of the policy, for the identification and resolution of emergency management and security issues specific to the communities that would be affected. These issues include capabilities and training of first emergency responders. Funding for special needs, if necessary, would be addressed during this interface.

COMMENTOR NO. 840: SPAULDING, HERMA

[illegible]
Tacoma, WA 98407-
1447

My dear Mr Hand,

We do not want the world's nuclear waste coming through Tacoma or stored in Hanford. We have had enough nonsense. Run it through D.C. and store it where you live.

Sincerely Herma Spaulding

840-1

RESPONSE TO COMMENT
COMMENTOR NO. 840: SPAULDING, HERMA

Response to Comment No. 840-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

As explained in Section 1.5 of the EIS, the selection of the site or sites at which the foreign research reactor spent nuclear fuel would be managed is based on the analysis in the Department of Energy Programmatic Spent Nuclear Fuel Management and Idaho National Engineering Laboratory Environmental Restoration and Waste Management Programs Environmental Impact Statement. The Record of Decision for this EIS was released on May 30, 1995. In accordance with this Record of Decision, all of the aluminum-based foreign research reactor spent nuclear fuel managed by DOE will be managed at the Savannah River Site in South Carolina. Any other foreign research reactor spent nuclear fuel to be managed by DOE will be managed at the Idaho National Engineering Laboratory. Accordingly, no foreign research reactor spent nuclear fuel would be shipped to the Hanford site.

* This is the best available copy of this comment document.

COMMENTOR NO. 841: DISHONG, MIKE & MYRT

MIKE and MYRT DISHONG 4002 19 Street Pl. S.E. Puyallup, WA 98374

Dear Mr. Hunt,

We are against having U.S. foreign nuclear waste and having it represented (stockpiled) in our state.

Mike and Myrt Dishong

June 26, 1985

841-1

RESPONSE TO COMMENT
COMMENTOR NO. 841: DISHONG, MIKE & MYRT

Response to Comment No. 841-1

The commentor's opposition to accepting nuclear wastes into the United States is noted. Sections 2.3, 2.5, and 4.5 of the EIS describe other alternatives under consideration.

COMMENTOR NO. 842: HITSON, MARY JEAN

June 27, 1995

Charles Head, Office of Spent
Nuclear Fuel Management (EM-37)
U. S. Department of Energy
1000 Independence Ave. S.W.
Washington, D.C. 20585

Dear Mr. Head:

In response to the proposed shipments of high-level nuclear waste through the Port of Tacoma, I am in agreement with the negative response you heard recently at the meeting in Tacoma, Washington. 842-1

Also, regarding "They don't have time to listen" statement made by you, they also probably won't take time to read this or any other letters. Hopefully, the amount of letters received will have an impact as to the will of the people... 842-2

My vote is a "No"!

Respectfully,

Mary Jean Hitson

Mary Jean Hitson
2909 North Lawrence
Tacoma, WA 98407

RESPONSE TO COMMENT
COMMENTOR NO. 842: HITSON, MARY JEAN

Response to Comment No. 842-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

Response to Comment No. 842-2

While it would be impractical for the Secretary of Energy to personally review and respond to all of the written and oral comments concerning this EIS, this information was reviewed by the Program Manager and his staff. The Program manager is responsible for relaying public concerns and issues to the Secretary of Energy and her staff. As indicated by this document, all comments received from the public were noted and taken seriously. Under NEPA and DOE's environmental regulations (Section 5 of the EIS), public participation and comments are an integral component of the environmental process.

COMMENTOR NO. 843: CITIZENS (TACOMA AREA)

May 27, 1995

Mr. Charles Head
Office of Spent Fuel Management, EM-37
US Department of Energy
1000 Independence Ave, SW
Washington DC 20585-0001

Mr. Head;
I attended the Public Review of the Draft Environmental Impact Statement on a Proposed Nuclear Weapons Nonproliferation Policy Concerning Foreign Research Reactor Spent Nuclear Fuel, held on May 26 at the Radisson Hotel, SeaTac, Washington. Although I made no critical statements concerning this document at the review, I was in deep empathy with those who did. This document is not only inadequate, it is flawed in its basic assumption. The assumption is that shuffling deadly waste from one location to another somehow deals with the real problem. Never mind spent fuel from foreign nuclear reactors. What are you going to do with the 30,000 tons of radioactive waste that is already bursting from storage space at American reactor sites and storage areas, and what will you do with the additional 55,000 tons of American waste that is expected to be generated in the next 15 years? Our esteemed federal senators tell us that existing contamination at the Hanford Site in Washington State cannot be cleaned up by any amount of funding on any conceivable time table. DOE's plans for long term storage at Yucca Mountain appears to be on the scrap heap. 843-1 843-2 843-3

If the Corporate Republic of America truly wanted nonproliferation, there would be no spent nuclear fuel to move. No one would be generating it; no one would be selling it. Sales of this material to hostile countries would be considered an act of treason. It is clear that the nuclear power industry wants limitless profit without accepting any responsibility. The real question with respect to the DEIS on spent nuclear fuel from foreign reactors, is, in my opinion, which states will stumble and fall in the stampede to escape the influence of the nuclear power industry; acting through the DOE, the courts, and the congress; which states will have ever more nuclear contamination shoved down their throats. The state perspective is gaining recognition at the nuclear administrative level. An article by Robert Loux, director of the Nevada Agency for Nuclear Projects, which oversees the DOE's high level waste program in Nevada, appeared in the June 1 Seattle Post-Intelligencer. Mr. Loux acknowledges the DOE's failure to deal with the fundamental problem, and calls for a national reassessment of the handling of nuclear waste. We keep hearing this call for reassessment every few years. 843-4 843-5

RESPONSE TO COMMENT
COMMENTOR NO. 843: CITIZENS (TACOMA AREA)

Response to Comment No. 843-1

Based on the amounts cited, the radioactive waste to which the commentor is referring appears to be spent nuclear fuel from commercial nuclear power plants. Spent nuclear fuel from power reactors is outside the scope of this EIS. Due to the significant difference in the size and weight of the commercial power reactor spent nuclear fuel and the foreign research reactor spent nuclear fuel (see Figure 2.5 in Section 2.6.1 of the EIS), the facilities used to handle and store the foreign research reactor spent nuclear fuel cannot be used for management of the power reactor spent nuclear fuel. Even if these two different spent nuclear fuel types could be managed in the same facilities, the maximum amount of foreign research reactor spent nuclear fuel covered by the proposed action is less than 20 MTHM (Sections 2.2.1.3 and 2.2.2.1 of the EIS), significantly less than the 30,000 MTHM cited by the commentor as already being in storage in the United States. This small amount of additional foreign research reactor spent nuclear fuel would be unlikely to affect the programs required to manage the 30,000 MTHM.

Response to Comment No. 843-2

As explained in Section 1.5 of the EIS, the selection of the site or sites at which the foreign research reactor spent nuclear fuel would be managed is based on the analysis in the Department of Energy Programmatic Spent Nuclear Fuel Management and Idaho National Engineering Laboratory Environmental Restoration and Waste Management Programs Environmental Impact Statement. The Record of Decision for this EIS was released on May 30, 1995. In accordance with this Record of Decision, all of the aluminum-based foreign research reactor spent nuclear fuel managed by DOE will be managed at the Savannah River Site in South Carolina. Any other foreign research reactor spent nuclear fuel to be managed by DOE will be managed at the Idaho National Engineering Laboratory. Accordingly, no foreign research reactor spent nuclear fuel would be shipped to the Hanford Site.

Response to Comment No. 843-3

Yucca Mountain, NV, is a candidate site for disposal, not long-term storage. As discussed in Section 4.2.7, Yucca Mountain is still the candidate site for a geologic repository for disposal.

Response to Comment No. 843-4

As discussed in Section 4 of the EIS, the risks associated with implementation of the proposed action to the human health and environment, including economic benefits would be low. The management alternatives described in Sections 2.2, 2.3, and 2.4 of the EIS

COMMENTOR NO. 843: CITIZENS (TACOMA AREA) (CONT'D.)

I believe that once friendly foreign nations take possession of nuclear fuel, they should be required to retain it permanently. Spent fuel required to be returned to the United States for reasons of national security should not be imported on commercial freighters into public ports; nor transported on public highways by nonspecialists. I suggest that it be transported by military or technical specialists to those responsible for its manufacture, who then should be assigned the technical problem of finding a way to decontaminate it. 843-6 843-7 843-8 843-9

In case you have not yet gotten the picture, I remind you of the question asked by the young lady representing Mothers Against Nuclear Proliferation at the May 26 review: "What part of NO don't you understand?" I do not want this material in my back yard; or in my neighbors back yard. I do not want this material in my state, or in my country. City councils and longshoremen do not want it. The State of Washington doesn't want it. We do not want it. Do you understand? 843-10

Sincerely:

Endorsed by:

Al Kinney
916 NE 72nd St.
Seattle WA 98115

Dottie Smith
PO Box 372
Woodinville WA 98072

Richard Pado
9015 NE 139th
Kirkland WA 98034

Rodger Herbst
PO Box 372
Woodinville WA 98072
483-2664

Rick Roberts
PO Box 2462
Redmond WA 98073

Judy Quackenbush
17917 NE 157th
Woodinville WA 98072

Ray Gwinn
1618 9th Ave West
Seattle WA 98119

Salie Rossen
1618 9th Ave West
Seattle WA 98119

Rich Carter
1107 Federal Ave E
Seattle WA 9102

Barbara Price
15024 SE 14th St.
Bellevue WA 98007

Jeanne Simmons
2060 214th St. SW
Brier, Wa. 98036

Anthony Bartling
2060 214th St SW
Brier, Wa. 98036

cc:
Dan Silver
Wash. Dept. of Ecology
PO Box 47600
Olympia WA 98504-7600

Michael Bauer
WEC
1100 Second Ave. #102
Seattle WA 98101

Gerald Pollet
HeartOf AmericaNW
1305 Fourth Ave #208
Seattle WA 98101

James S. McWhorter
2806 31st Ave
Seattle Wa
98199

RESPONSE TO COMMENT
COMMENTOR NO. 843: CITIZENS (TACOMA AREA) (CONT'D.)

encourage the use of LEU fuel in civilian programs, rather than highly enriched (weapons-grade) uranium fuel. Foreign research reactors are not used for the production of commercial power. Research, medical, industrial, and agricultural applications for research reactors are described in Section 1.1 of the EIS. Activities of the nuclear power industry are unrelated to the proposed action and management alternatives evaluated in this EIS.

Response to Comment No. 843-5

The commentor's concerns about nuclear waste and support for a national reassessment of the handling of nuclear waste are noted. However, these matters are outside of the scope of the EIS (Section 1.3 of the EIS). As discussed in Section 4 of the EIS, implementation of the proposed action, including interim management of spent nuclear fuel from foreign research reactors at one or more of the interim DOE management sites, would result in no significant benefits or risks to human health or the environment.

Response to Comment No. 843-6

The commentor's preference for the option of each country managing its own spent nuclear fuel is noted. This could be either Management Alternative 2 or the No Action Alternative, which are described in Sections 2.3 and 2.5, respectively. The policy considerations and environmental impacts of these two alternatives are discussed in Sections 4.4 and 4.6 of the EIS.

Response to Comment No. 843-7

Based on the analyses of impacts associated with accidents and incident-free operations involving foreign research reactor spent nuclear fuel, DOE considers that commercial ports, facilities and commercial freighters represent an acceptable option for the transportation of foreign research reactor spent nuclear fuel (Section 4.2.2.3 of the EIS presents the consequences of port accidents and Section 4.2.2.2 presents impacts of incident-free operation). Ground transport of the foreign research reactor spent nuclear fuel would be accomplished by specialized trucking firms.

Response to Comment No. 843-8

Although the foreign research reactor spent nuclear fuel is radioactive material, the dose rates from the transportation casks would be low. No special handling or loading/unloading procedures would be required for the foreign research reactor spent nuclear fuel when it is contained in standard shipping containers; experience with handling containers is sufficient. Therefore, no special training of longshoremen or other transportation personnel would be required; however, truck transport of the foreign research reactor spent nuclear fuel would use specialized firms whose drivers have been specially trained.

COMMENTOR NO. 843: CITIZENS (TACOMA AREA) (CONT'D.)

RESPONSE TO COMMENT
COMMENTOR NO. 843: CITIZENS (TACOMA AREA) (CONT'D.)

Response to Comment No. 843-9

Foreign research reactor spent nuclear fuel does not require transportation by specialists. The spent nuclear fuel would be returned to the United States in standard shipping containers that would require no special handling or precautions.

Returning foreign research reactor spent nuclear fuel to its manufacturers is not a practical solution because the manufacturers of fresh nuclear fuel do not have to deal with radiation at the level associated with spent nuclear fuel. Therefore, fresh fuel manufacturers do not have the facilities to handle spent nuclear fuel.

As explained in Section 2.6.5 of the EIS, only five sites were considered for management of the foreign research reactor spent nuclear fuel: the Savannah River Site, the Idaho National engineering Laboratory, the Hanford Site, the Nevada Test Site, and the Oak Ridge Reservation. The potential impacts of managing the spent nuclear fuel are discussed in Section 4.2.4 of the EIS. The main driver behind the proposed policy to manage foreign research reactor spent nuclear fuel is a concern to limit the possibilities of the proliferation of nuclear weapons. In the long term, the question of managing foreign research reactor spent nuclear fuel will be addressed as this country develops a policy regarding nuclear waste.

Response to Comment No. 843-10

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, Section 4.2.2 demonstrates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 844: LASCELLES, JEAN & FRED

June 27, 1995

Charles Head
Office of Spent Nuclear Fuel Management
(EM-37)
U.S. Department of Energy
1000 Independence Ave. S.W.
Washington, DC 20585

Dear sir,

As citizens of Pierce County, we are totally opposed to shipment of nuclear waste through the Port of Tacoma. 844-1

We hope you have listened to our voices.

Jean A. Lascelles

Mr. and Mrs. Fred Lascelles
P.O. Box 438
Graham, WA 98338-0438

RESPONSE TO COMMENT
COMMENTOR NO. 844: LASCELLES, JEAN & FRED

Response to Comment No. 844-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 846: CANFIELD, KERRY

610 — 2nd Ave. W. #110
Seattle, WA 98119-4419

June 28, 1995

Mr. Charles R. Head
Office of Spent Fuel Management, EM-37
U.S. Department of Energy
1000 Independence Avenue, SW
Washington, DC 20585-0001

Dear Mr. Head:

If one can believe the fact sheet distributed by Heart of America Northwest, I am still not convinced that USDOE has adequately prepared shipment handlers or potentially involved communities for the nuclear waste shipments it proposes. Moreover, in evaluating potential ports, the department seemingly ignored the obvious (given the nature of urban civilization): that a port with adequate facilities will have a high population density. This is not a minor matter, and deserves more serious consideration. *846-1*

The USDOE simply asserts that nothing will go wrong and asks that we trust them. Yet in view of my earlier observation, and in view of current moves in Congress to curtail citizen oversight of official and commercial activities, I am not convinced that a climate of trust exists. Moreover, the need for these shipments cannot possibly be overwhelming, since the countries from whom it is proposed we should accept waste shipments are not true proliferation risks—and from the countries that actually are risks we probably can't expect to get the stuff back anyway! What's wrong with this picture? *846-2*

The bottom line is that still the best means of dealing with nuclear waste seems to be canning it, shipping it somewhere, burying it, and managing the P.R. to keep the locals from protesting too much. This procedure has never been and is not now a solution to the nuclear waste problem. It is not improved by incorporating yet more bad ideas into it. *846-3*

As for the most recent hearing about this matter in Seattle, I do not at all like the manner in which it was conducted. I don't like that potential protesters of USDOE policy were *a priori* cast in the roles of troublemakers, sufficient that security goons actually followed people around the meeting area. I do not like that public comment was not *recorded* and was instead only "summarized" on paper. Regardless of whether the public adequately understands the science, the policies, or the politics, we have a right to be taken seriously when we express concern about activities that can seriously impact our lives. The USDOE *still* needs to do a lot better! *846-4*

Sincerely,

Kerry Canfield

Kerry Canfield

RESPONSE TO COMMENT
COMMENTOR NO. 846: CANFIELD, KERRY

Response to Comment No. 846-1

DOE considers that the port selection criteria successfully indicate those ports that can safely handle foreign research reactor spent nuclear fuel. DOE further considers that the use of any of the ports indicated by the port selection process, including Tacoma, would not pose any significant risk to either the port personnel or the population near the port. The analysis in the EIS indicates that the risk associated with an accident would be low (Section 4.2.2.3) and that the risks associated with incident-free handling of the foreign research reactor spent nuclear fuel casks would also be low (Section 4.2.2.2).

As the port selection process section (Appendix D, Section D.1 of the EIS) explains in detail, Tacoma and the other nine ports all meet the criteria and hence are considered to be able to safely handle the foreign research reactor spent nuclear fuel. The experience criterion used in the port selection process (Appendix D, Section D.1.9.1) evaluates the port's experience in handling containerized cargo, not in dealing with radioactive material. Although the foreign research reactor spent nuclear fuel is radioactive material, the dose rates from the casks used to transport it would be low, so no special handling is required; experience with handling containers is sufficient. The Port of Tacoma has significant experience handling containers, so it met the experience selection criterion.

Response to Comment No. 846-2

Prior to 1989, it was a policy of the United States to accept spent nuclear fuel from foreign research reactors for disposition in the United States (Section 1.1 of the EIS). Many foreign research reactor operators, including those among our stable allies, have no immediate means for disposing of their spent nuclear fuel (Section 1.2 of the EIS). The intent of the proposed policy is to remove as much U.S.-origin HEU as possible from civil programs worldwide and give foreign research reactor operators time to convert their reactors to the use of LEU fuels and to make arrangements for disposition of their LEU spent nuclear fuel (Section 1.2 of the EIS). If the research reactors were forced to shut down, the United States would likely to be accused, rightly or wrongly, of failing to live up to its obligations under the Treaty on the Non-Proliferation of Nuclear Weapons to assist nonnuclear weapons states with peaceful applications of nuclear technology. If the reactors switch back to (or continue) the use of HEU as fuel, the move towards elimination of the civil use of HEU would be severely diminished.

As stated in the EIS, the U.S. has an obligation under the Treaty on the Non-Proliferation of Nuclear Weapons (NPT) to assist nonnuclear weapons states with peaceful applications of nuclear energy. Actions which compel a country to shut down a peaceful nuclear research program, or to seek reprocessing, could cast doubt on U.S. commitment to NPT principles. Any perception that the U.S. does not support the NPT, which is the foundation of the entire international nuclear nonproliferation regime, would make it that much harder to negotiate further nuclear nonproliferation agreements.

Response to Comment No. 846-3

The commentor's opposition to disposal in a geologic repository is noted. The Nuclear Waste Policy Act of 1982 (as amended, enacted as Public Law 97-425) specifies that spent nuclear fuel and high level radioactive waste shall be disposed of by emplacing it in a geologic repository.

Response to Comment No. 846-4

DOE does not consider that commentors at public hearings are "troublemakers." However, DOE must ensure that meetings are conducted in an orderly and safe manner and, therefore, sometimes security may be necessary due to numerous factors, such as the number of participants at a meeting or the controversial nature of a given proposed Federal action. There is no requirement under NEPA or the regulations that comments given orally at public hearings under NEPA be recorded electronically. NEPA does require that the public be afforded the opportunity to comment on draft EISs and that such comments be considered in the final EIS. Therefore, DOE summarized these comments so that such comments could be considered in the development of the final EIS.

COMMENTOR NO. 847: HENNUM, KARL I.

12419 16th Ave S
Seattle WA 98168-2249
June 28, 1995

Charles Head, Program Manager
Office of Spent Nuclear Fuel Management (EN-37)
Department of Energy
1000 Independence AVE S W
Washington DC 20585

Dear Mr. Head:

I vigorously oppose the proposal that the United States accepts any nuclear (or hazardous) waste from any foreign country. The very consideration of such a proposal is incomprehensible. *847-1*

It is madness to import highly radioactive waste when we don't know what to do with what we have and are still generating. And it is irresponsible for any government to subject it's citizens to the health threat posed by trans-shipment of such waste, assuming it reaches port. *847-2* *847-3*

I hope reason and logic prevale and this proposal be rejected.

Yours in peace,

Karl I. Hennum

RESPONSE TO COMMENT
COMMENTOR NO. 847: HENNUM, KARL I.

Response to Comment No. 847-1

The commentor's opposition to management of nuclear wastes from foreign research reactors in the United States (Management Alternatives 1 or 3; Sections 2.2 and 2.4 of the EIS) is noted. Sections 2.3, 2.5, and 4.4 of the EIS describe other alternatives under consideration.

Response to Comment No. 847-2

Alternatives described in Sections 2.2 through 2.4 of the EIS support nuclear weapons nonproliferation policies of the United States. The intent of the proposed action and management alternatives is to reduce, and eventually eliminate, the use of highly enriched (weapons-grade) uranium in civil programs worldwide. If a policy to accept spent nuclear fuel from foreign research reactors is adopted, the analyses in Section 4 of the EIS demonstrate that no significant human health or other environmental effects would result from implementation of the policy. As discussed in Section 2 and Appendix F of the EIS, foreign research reactor spent nuclear fuel can be safely stored at interim management sites pending final disposition (Section 4.2.7 of the EIS).

The impacts of ultimate disposition of the foreign research reactor spent nuclear fuel are discussed qualitatively in Section 4.2.7 of the EIS. DOE is currently evaluating the feasibility of construction of a disposal site at Yucca Mountain, NV. In the meantime, support for U.S. nuclear weapons nonproliferation policy requires DOE and the Department of State to consider other means of dealing with the foreign research reactor spent nuclear fuel (Section 1.1 of the EIS).

Response to Comment No. 847-3

Sections 4.2, 4.3, and 4.4 of the EIS presents the risks and consequences of accepting foreign research reactor spent nuclear fuel into the United States. The analyses demonstrate that there would not be any significant risks to human health, safety, or the environment from transport and management of the foreign research reactor spent nuclear fuel in the United States.

COMMENTOR NO. 848: PERRIN, BETTY J.

JUNE 28, 1995

Dear Sir:

I am against radioactive nuclear waste being shipped through the Port of Tacoma. 848-1

My late husband was a Longshoreman at the Port of Tacoma. He died in December 1983 from lung cancer.

Sincerely,

Betty J. Perrin

Betty J. Perrin

RESPONSE TO COMMENT
COMMENTOR NO. 848: PERRIN, BETTY J.

Response to Comment No. 848-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 850: SAWHILL, MRS. MERRY JERRY STEEL

14556 NE 31st #G-204
Bellevue, WA 98007
June 29, 1995

Charles Head, Program Manager
Office of Spent Nuclear Fuel Management, EM-37
U. S. Department of Energy
1000 Independence Avenue S. W.
Washington D. C. 20585

Dear Mr. Head:

This letter is in response to an editorial which appeared in the Sunday, June 25, 1995 edition of the Tacoma News Tribune regarding the proposed nuclear fuel waste shipments destined for the Port of Tacoma located at Tacoma, Washington.

Although I am a native citizen of the City of Tacoma where I obtained my public education in Washington Elementary School, Mason Junior High School and Stadium High School, I was also married in Tacoma to Mr. Roy Bond Sawhill in St. Lukes's Memorial Church on December 19, 1943. Mr. Roy B. Sawhill and myself are both graduates of the University of Washington where he was a full professor of Civil Engineering for over two decades. We had three children and lived at 3808 42nd Avenue South in Seattle, Washington 98118 during his tenure with the University of Washington. Both of our families are from Tacoma where my mother, Mrs. Violet W. Steel was a public school teacher for 35 years and where my father, Mr. Horace Stanley Steel was a prominent Real Estate broker. We both have had profound friendships with our civic and personal relationships in Tacoma and feel that the nuclear fuel waste stock pile materials and their shipments should be accommodated and processed overseas where they originate. I am also a close friend of former Governor Dixie Lee Rae of Tacoma who was once employed by the U. S. Department of Energy and I am convinced she would most regrettably insist that the nuclear storage is a port environmental impact issue which would virtually undermine Tacoma's Stadium High School as a "French chateau" historical monument, the Washington State Historical Museum and it's Society and the pristine qualities for which Tacoma is famous. 850-1 850-2

Thank you for your opportunity to lobby for an alternative plan to keep the nuclear fuel wastes overseas where it is not an American responsibility to provide for it's keep. (Professor Roy B. Sawhill, myself and our three children spent an academic year abroad during 1996-1997 and feel that charity most assuredly begins at home!)

Sincerely yours,

(Mrs.) Merry Jerry Steel Sawhill

(Mrs.) Merry Jerry Steel Sawhill

RESPONSE TO COMMENT
COMMENTOR NO. 850: SAWHILL, MRS. MERRY JERRY STEEL

Response to Comment No. 850-1

The commentor's preference for overseas reprocessing is noted. This is Management Alternative 2, Subalternative 1b, which is discussed in Sections 2.3 and 4.4.2 of the EIS.

Response to Comment No. 850-2

DOE considers that the use of any of the ports indicated by the port selection process, including Tacoma, would not impact any of the ports or bays, or the quality of water or air (Section 4.2.1.1 and Appendix C, Section C.2). Therefore, it should not impact economic or cultural development, or normal commercial operations. This belief is based on the fact that the foreign research reactor spent nuclear fuel would be accepted into the United States in standard shipping containers that would require no special handling or precautions. Historically, there were no adverse economic or cultural impacts to the ports that received foreign research reactor spent nuclear fuel for the 30 plus years it was received.

COMMENTOR NO. 851: MCKINNICK, SUSAN G.

Charles Head
Office of Spent Nuclear Fuel Management
(EM 37)
US Department of Energy
1000 Independence Ave. S.W.
Washington D.C., 20585

NO! NO! NO! NO! NO! NO! NO! NO! NO! NO! NO! NO! NO! NO! NO! NO!

Mr. Head, I am letting you know that I am against Spent Nuclear Fuel being shipped through Puget Sound, the Tacoma area and the Port of Tacoma. 851-1

I think shipping Spent Nuclear Fuel through Tacoma is not an acceptable solution to the problem.

NO! NO! NO! NO! NO! NO! NO! NO! NO! NO! NO! NO! NO! NO! NO! NO!

Susan G McKinnick
Susan G. McKinnick
226 SO. 55th Street
Tacoma, Washington
98408

RESPONSE TO COMMENT
COMMENTOR NO. 851: MCKINNICK, SUSAN G.

Response to Comment No. 851-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 852: BITTERLING, MR. & MRS. C.E.

NO NO NO
NO "NO" RADIOACTIVE
NO NUCLEAR WASTE 852-1
NO SHIPPED through NO
TACOMA WA NO
NO NO NO NO NO NO NO NO
NO NO NO NO NO NO NO NO
NO NO NO NO NO NO NO NO
NO NO NO NO NO NO NO NO
NO NO NO NO NO NO NO NO

RESPONSE TO COMMENT
COMMENTOR NO. 852: BITTERLING, MR. & MRS. C.E.

Response to Comment No. 852-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 853: BAILEY, MRS. VIRGIL

Tacoma, Washington
June 29, 1993

Charles Head
Office of Spent Nuclear Fuel Management
U.S. Dept of Energy (EM 37)

Dear Sir:

We are very, very concerned with the idea of highly radioactive nuclear waste (possibly) being shipped through any of our ports - especially our home port - the port of Tacoma. We definitely do not want this to take place.

So please give this great thought and consideration. Anything you can do to prevent this from happening - we are most grateful to you.

Sincerely
Mrs Virgil J. Bailey
4309 North 19th St
Tacoma, Washington
98406-4311

Kenneth Bailey Same address

853-1

RESPONSE TO COMMENT
COMMENTOR NO. 853: BAILEY, MRS. VIRGIL

Response to Comment No. 853-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

* This is the best available copy of this comment document.

COMMENTOR NO. 854: VANCE, RACHEL

6-26-95

The city of Tacoma does not need
any more hazardous waste and
the potential for disaster in the
waters of Puget Sound & Commence-
ment Bay. Our city is trying
valiently to clean up its waters
and its shoreline and this kind
of traffic would not help.
Say no to the plan to ship this material
through our port.
Rachel Vance

854-1

RESPONSE TO COMMENT
COMMENTOR NO. 854: VANCE, RACHEL

Response to Comment No. 854-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 855: KITTLESON, ALBERTA H.

308 Ea. 123rd Street
Tacoma, WA 98445
June 29, 1995

Dear Mr. Charles Head,

The Port of Tacoma should definately not be considered for nuclear fuel shipments of waste. 855-1

The information the DOE has on the port is not up to date.

The depth of Puget Sound would make it a bad place to consider because if a cask fell over it would be impossible to retrieve it. 855-2

There could be serious fires and explosions.

Businesses would be ruined.

Our Port of Tacoma is on the Natl Priority list for cleanup under the Comprehensive Environmental Response, Compensation and Liability Act.

Sincerely,
Alberta Kittleson

I would have written sooner but I had an infection in my right hand.

but I wrote to Sec. of Dept. of Energy some time ago.

RESPONSE TO COMMENT
COMMENTOR NO. 855: KITTLESON, ALBERTA H.

Response to Comment No. 855-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

Updated information on the terminals at the Port of Tacoma has been incorporated into Appendix D, Section D.2.1.9 of the EIS.

Response to Comment No. 855-2

In the unlikely event that a transportation cask loaded with foreign research reactor spent nuclear fuel were to sink in U.S. coastal waters, it would be recovered, even from the deepest portions of Puget Sound, which reaches depths of 305 meters (1000 feet). Appendix C, Section C.5.5 of the EIS presents information on the probability of a cask sinking in coastal and deep ocean waters.

COMMENTOR NO. 855: KITTLESON, ALBERTA H. (CONT'D.)

Here's How I Feel About Shipping Nuclear Waste Through Tacoma.

Comments: If you [illegible] study the [illegible] you will [illegible] it should not be used for [illegible] any [illegible] spent [illegible]

Name: Alberta [illegible]son Telep[illegible] 797

Address: 308 [illegible] Bd City/State [illegible] Puyallup WA 98445

Send To: Charles Head, Office of Spent Fuel Management (EM-37), Office of Environmental Management, U.S. Department of Energy, 1000 Independence Ave., S.W., Washington, DC 20585

DEADLINE: [illegible] 30, 1995

RESPONSE TO COMMENT
COMMENTOR NO. 855: KITTLESON, ALBERTA H. (CONT'D.)

COMMENTOR NO. 856: RHOADS, DEBORAH

June 26, 1995

Mr. Charles Head
Program Manager
Office of Spent Nuclear Fuel Management (EM-37)
U.S. Department of Energy
1000 Independence Ave., S.W.
Washington, D.C. 20585

Dear Mr. Head,

I am writing to voice my opposition to DOE's proposal to ship spent nuclear reactor rods through the Port of Tacoma. I oppose the proposal for several reasons:

- Tacoma is at the heart of a rapidly increasing population base, which would be endangered by any release of radiation. *856-1*

- Tacoma has been struggling to overcome a negative image and is on the verge of a long-awaited and much-needed economic renewal; this plan would seriously impede the City's efforts to attract clean industry and tourism.

- Too little effort has been made to identify alternatives that do not require shipping spent fuel rods to the United States. For example, has DOE seriously examined the feasibility and relative cost of constructing secured fuel reprocessing centers in carefully chosen locations overseas? *856-2*

- If these rods must be stored in the United States, they should not enter through ports on the west coast, where prevailing winds would carry any contamination over heavily populated areas. Does anyone remember Mt. St. Helens? *856-3*

- Outdated notions of international relations should not be used to justify endangering the lives of countless citizens of the United States. *856-4*

- There is no acceptable plan for storing or reprocessing these fuel rods once they are in the United States. Will we find that the rods are being "stored" in perpetually moving railroad cars, forever seeking a place to unload their cargo? *856-5*

I cannot believe that DOE has explored all the possible alternatives in this critically important decision.

Sincerely,

Deborah Rhoads

Deborah Rhoads, J.D., Ph.D.
836 S. State St.
Tacoma, Washington 98405

RESPONSE TO COMMENT
COMMENTOR NO. 856: RHOADS, DEBORAH

Response to Comment No. 856-1

DOE's analyses indicate that the risks associated with receipt of foreign research reactor spent nuclear fuel, even through the most heavily populated ports in the United States, would be minimal (Section 4.2.2.3 of the EIS). Nevertheless, in the National Defense Authorization Act for Fiscal Year 1994, Congress indicated that low port population should be a criteria for use in port selection, where economically feasible (Appendix D, Section D.1.6 of the EIS). It should be noted that even the National Defense Authorization Act for Fiscal Year 1994 did not make low port population an absolute requirement. Accordingly, the population of Tacoma was considered both during both the port selection process (Appendix D, Section D.1.9.5 of the EIS) and during the analyses of potential impacts from the proposed action (Section 4.2.2.3 of the EIS). The analyses demonstrate that the proposed action does not pose any significant risk to either port personnel, the local environment, or the population near the port.

Due to the absence of significant risks or impacts on the potential ports of entry, there should not be any impact on tourism or the business environment. In fact, historically there was no impact on these items for the ports that served as ports of entry for foreign research reactor spent nuclear fuel during the approximately 30 years when DOE previously accepted this spent nuclear fuel.

Response to Comment No. 856-2

The option of overseas management is Management Alternative 2 and is discussed in Sections 2.3 and 4.4 of the EIS. DOE could not construct reprocessing centers in other countries because each country has sovereignty over its own territory.

Response to Comment No. 856-3

The local meteorology and prevailing winds were taken into account when the impacts of accidents were calculated (Appendix D, Section D.5.3.3 of the EIS). The analysis of impacts associated with an accident involving foreign research reactor spent nuclear fuel determined that no decontamination, interdiction, or condemnation of property would result from the worst plausible accident (Section 4.2.2.3, "Consequences of Port Accidents"). The analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 856: RHOADS, DEBORAH (CONT'D.)

RESPONSE TO COMMENT
COMMENTOR NO. 856: RHOADS, DEBORAH (CONT'D.)

Response to Comment No. 856-4

As discussed in Section 1.2 of the EIS, the proposed action is intended to reduce international commerce in weapons-grade materials, and hence support the nuclear weapons nonproliferation policies and goals of the United States. The proposed action supports the renewed Treaty on the Non-Proliferation of Nuclear Weapons, which was extended indefinitely under the auspices of the United Nations in May 1995, which encourages the use of LEU for civilian applications and reduces the potential spread of nuclear weapons to nonnuclear nations.

During preparation of this EIS, the analysis of impacts associated with the proposed action determined that the radiological or nonradiological risks to human health or the environment (Section 4 of the EIS) are low.

Response to Comment No. 856-5

The plan for the storage or chemical separation of foreign research reactor spent nuclear fuel if accepted in the United States is explained in Section 2.2 of the EIS. As discussed in Section 2.6.5.1 and 2.6.5.2, the technology for safely storing or processing spent nuclear fuel has been in use for over 40 years in the nuclear industry.

COMMENTOR NO. 858: YOMES, LORRAINE T.

To: Charles Head
Office of Spent Nuclear Fuel Management (EM-37)
U.S. Department of Energy
1000 Independence Ave. S.W.
Washington, D.C. 20585

From: Lorraine T. Yomes
5432 N. 49th St.
Tacoma, Wa 98407

As a life long resident of Tacoma, I am greatly distressed by the thought of highly radioactive nuclear waste being shipped through the Port of Tacoma. I feel the time has come to make my feelings known.

I am appalled to know that the people who will ultimately make the decision about Tacoma's future are not even going to take the time to listen to the tapes or watch the video coverage. Yes you are going to make a report to the director of the Office of Spent Nuclear Fuel Management, but how can I be sure that the report will convey how deeply the citizens of Tacoma feel about not having nuclear waste shipped here. I think it is ludicrous for people who do not even live here to base their decision on your report alone. The least they could do is make the time to read the testimony or watch the tapes before they make a decision that has the potential to change the future destiny of Tacoma. I hope that in your report you truthfully express how strong the resistance to this proposed plan is. I urge you to convince these people that sending nuclear waste to Tacoma is not only a harmful idea but it is also the wrong decision. Is it not enough that the United States of America takes in thousands of foreigners every year, sends money and military troops when ever and where ever it is needed? Now we are expected to take on their nuclear waste also. You see accepting nuclear waste is not just a harmful idea for Tacoma; it is a harmful idea for our country. The time has come for the United States to stop bailing out the world. I as a citizen of this country and state have the right to be free from fear. Believe me the fear the wrong decision will be made is strong. The time has come for you the public servant to stand up and say the United States of America is not going to become the toxic waste dump for the world. Let the countries that produce the waste stand up and take responsibility for the proper disposal of their own nuclear waste. Tell them that the people of Tacoma have the right to live in a city where we do not have to fear what could happen if something went wrong. The chances of something going wrong are real. If you do not believe that just remember Three Mile Island, the Exxon Valdez, Chernobyl, the leaks at Hanford and the Challenger Space Shuttle. There is a place for nuclear waste but that place in not my hometown, in my backyard. Not Tacoma! So please for the sake of me, my family and the citizens of Tacoma, do the right thing. Make the only decision that can be made. Under no circumstance allow highly radioactive nuclear waste to be shipped through the Port of Tacoma. Make the bureaucrats listen, make them take the time. My future is riding on it!

858-1

858-2

858-3

Sincerely;

Lorraine T. Yomes

Lorraine T. Yomes

RESPONSE TO COMMENT
COMMENTOR NO. 858: YOMES, LORRAINE T.

Response to Comment No. 858-1

The commentor's opposition to the use of the Port of Tacoma is noted.

While it would be impractical for the Secretary of Energy to personally review and respond to all of the written and oral comments concerning this EIS, this information was reviewed by the Program Manager and his staff. The Program Manager is responsible for relaying the public views and concerns to the Secretary of Energy and her staff. The final EIS, including comments and responses, and Record of Decision are subject to approval by the Secretary of Energy. All comments received during the ninety day comment period are noted and answered in this document. Under NEPA and DOE environmental regulations (Section 5 of the EIS), public participation and comments are an integral part of the environmental process.

As discussed in Section 2.6.3 of the EIS, spent nuclear fuel from foreign research reactors would not be stored in the Port of Tacoma or any other candidate port. Each spent nuclear fuel shipment would be expected to remain in the port less than twenty-four hours. The analyses presented in Section 4 of the EIS indicate that the risk of acceptance of foreign spent fuel would result in no significant benefits or risks to human health or the environment (See especially Tables 4-6 and 4-7 of the EIS).

Response to Comment No. 858-2

If implemented, the proposed action would benefit the United States because it would reduce the risks of weapons-grade materials being diverted to a nuclear weapons program. This EIS describes four basic policy options for managing spent nuclear fuel from foreign research reactors: management in the United States (Management Alternative 1, Section 2.2 of the EIS), overseas management (Management Alternative 2, Section 2.3), combined domestic and overseas management (Management Alternative 3, Section 2.4), and the No Action Alternative (adopt no policy for management of foreign spent fuel, Section 2.5). The analysis of environmental effects which would result from implementation of these alternatives included evaluations of severe accidents at the candidate ports (Section 4.2.2). As shown in Tables 4-6 and 4-7 of the EIS, the risk associated with accepting foreign research reactor spent nuclear fuel at the candidate ports, due to severe accidents, would be low.

Response to Comment No. 858-3

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 859: RONAN, BERNADETTE

2802 N Mason
Tacoma WA 98407
FAX: 206-752-8547

Office of Spent Fuel Management
Office of Environmental Management
United States Department of Energy
1000 Independence Ave. SW
Washington, DC 20585
FAX: 202- 586- 5256

Dear Mr. Head,

I am a 42 year old woman residing in Tacoma, Washington. Since 1993 I have been diagnosed with breast cancer two different times. I do believe environmental pollution is partly responsible for the breast cancer epidemic that is killing 42,00 American women every year.
As a country we are in over our heads with environmental problems that will not be fully understood or corrected for many years to come. To suggest we accept foreign nuclear waste at the Port of Tacoma,or any other US port, is unthinkably reckless and void of both logic and compassion. 859-1
Remember: we are all downwinders.

Sincerely,

Bernadette Ronan

Bernadette Ronan

RESPONSE TO COMMENT
COMMENTOR NO. 859: RONAN, BERNADETTE

Response to Comment No. 859-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing foreign research reactor spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 860: OTTO, MARY & EUGENE

6117 93rd St. S.W.
Tacoma, Wa. 98499
June 24, 1995.

To whom it may concern:

We are definitely opposed to Nuclear waste being shipped thru the Port of Tacoma - or any Port for that matter. The chances of accidents are far too high. We have already managed to contaminate quite a bit of our atmosphere and the dangers of compounding the situation are astronomical. 860-1

We all know they have a tiger by the tail (nuclear waste) and don't know how to let go (get rid of it) - but with all the resources our government has, there certainly has to be another alternative.

Sincerely
Mary & Eugene Otto

RESPONSE TO COMMENT
COMMENTOR NO. 860: OTTO, MARY & EUGENE

Response to Comment No. 860-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 861: DENZER, FREDERIC F.

22 JUNE 95

DEAR MR (KNUCKLE) HEAD;

WHEN ARE YOU MAGGOTS IN DC GOING TO QUIT CRAPPING ON THE AMERICAN CITIZENS?? WHOSE REAR ARE YOU KISSING OVERSEAS? WHY DO WE HAVE TO TAKE A CHANCE ON SOME CEO AND HIS JERK-OFFS, MAKING A "SMALL" MISTAKE. 861-1

WHY ARE YOU CLOWNS SO INTERESTED IN KEEPING SOME LOW LIFE FOREIGN COUNTRIES SAFE. OIL?? GOLD?? IMPORT MARKETS?

AND JUST WHAT IS YOUR INTEREST IN FIGHTING TO PUT THAT CRAP THRUGH WASHINGTONG STATE. YOU AND DIP SHIT LOWERY GOT A SCHEM GOING. I KNOW, SHIP THE STUFF INTO THE EAST COAST AND THEN TO "ARKANSAS." SEE HOW THE GOOD OLE BOY LIKES THAT. IF YOU DONT LIKE THIS LETTER, WIPE YOUR BUREAUCRATIC, BUNGLING BUTT WITH IT. 861-2 861-3

SINCERELY
[illegible] WASH. ST.

RESPONSE TO COMMENT
COMMENTOR NO. 861: DENZER, FREDERIC F.

Response to Comment No. 861-1

An objective of the proposed action is to reduce international commerce in highly enriched (weapons-grade) uranium (Section 1.2 of the EIS). Civilian uses of HEU are discouraged because HEU can be used to construct nuclear weapons which could fall into the hands of terrorists or irresponsible nations.

Response to Comment No. 861-2

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

Response to Comment No. 861-3

The commentor's preference for acceptance of spent nuclear fuel from foreign research reactors at ports located on the east coast is noted. As discussed in Section 2.2.1.6 (See Figure 2-3) and Appendix D of the EIS, six ports on the east coast were selected as candidate ports of entry for acceptance of foreign research reactor spent nuclear fuel. Figure 2-3 of the EIS also shows the location of potential DOE management sites. No suitable management site exists in Arkansas, and it would not be cost-effective to construct one in that state.

COMMENTOR NO. 862: LOTH, PATRICIA K.

June 23, 1995

Charles Head
Office of Spent Nuclear Fuel Management (EM-37)
U.S. Department of Energy
1000 Independence Ave. SW
Washington, DC 20585

Dear Mr. Head:

As long-time residents of the city of Tacoma, Washington, we are writing to oppose highly radioactive nuclear waste being shipped through the Port of Tacoma.

We have lived in Tacoma for over 40 years, have raised our children here, and now our grandchildren. We are very conscious of our environment and this beautiful country. However, we suffered through the ASARCO Smelter spewing sulphur, and now the aftermath of the arsenic, lead, and cadmium deposits in soil in most of the yards in North and West Tacoma. Chemists tested the soil and water constantly for contaminants, which was kept from the general public until the facts were brought out. The smelter is now gone, but the contamination is not and never will be.

We protest any more opportunities to possibly contaminate this area. Frankly, we do not trust the U.S. Government to be truthful or as careful as it proposes to be. **Accidents do happen, have happened, and are covered up.** We have seen unqualified people working in very dangerous, technical capacities, sometimes compounding potential problems by drug and alcohol use. It has been proven in some instances that the government covered up dangerous and/or lethal situations with no regard for citizens. 862-1

Again,we, and our co-workers and neighbors, plead **that you do not ship radioactive nuclear waste through the Port of Tacoma.** We urge you to keep the radioactive nuclear waste away from the United States in a safe place.

Sincerely,

Donald G. Loth
Patricia K. Loth

Patricia K. Loth
Donald G. Loth
2537 N. Fremont
Tacoma, WA 98406

RESPONSE TO COMMENT
COMMENTOR NO. 862: LOTH, PATRICIA K.

Response to Comment No. 862-1

The commentor's opposition to Management Alternative 1 and bringing foreign research reactor spent nuclear fuel through the Port of Tacoma are noted. The analysis in the EIS indicates that the risks associated with an accident are low (Section 4.2.2.3) and that the risks associated with incident-free handling of the foreign research reactor spent nuclear fuel casks are also low (Section 4.2.2.2).

DOE intends to fully cooperate with local, State and other Federal authorities who will oversee the safe transportation of the foreign research reactor spent nuclear fuel and DOE does not intend to hide any information relevant to the proposed action.

COMMENTOR NO. 863: REIMER, EVERETT

Written Comments on the Draft Environmental Impact Statement on a Proposed Nuclear Weapons Nonproliferation Policy Concerning Foreign Research Reactor Spent Nuclear Fuel

If you would like to give us written comments, please feel free to use this page and drop it off at the registration table when you leave. Alternatively, you may mail your comments to the Department of Energy at the address listed below. Also, please provide us with your name, address, and telephone number for any follow-up information or any questions concerning the intent of your comments. This will also allow us to properly indicate the source of the comments in the comment response document. Thank you.

Name: Everett Reimer **Phone:** 935-6732

Title and Organization:

Address: 2946 Hillsdale, Pleasant Hill, Calif. 94523

City: Pleasant Hill **State** CALIF **Zip** 94523

*** *COMMENTS* ***

In the late 1940s I was a consultant to the Atomic Energy Commission, which, I understand, has since been incorporated into the Department of Energy. It is deeply disappointing to learn that the high hopes we had at that time of containing the dangers of nuclear use, that Albert Einstein, among others, fervently warned against, have been steadily dissipated. It is even more disappointing to realize that our own government policies have led to this result and continue, apparently, to make matters worse. The role of private profits accruing to some of our largest corporations is a disillusioning feature of the whole history of the past fifty years of nuclear build-up and proliferation . The secrecy and lies employed to cover up this feature and other (over)

863-1

To Mail in Comments, Address Correspondence to:

Ms. Hazel O'Leary
Mr. Charles R. Head
Office of Spent Fuel Management, EM-37
U.S. Department of Energy
1000 Independence Avenue, SW
Washington, DC 20585-0001

RESPONSE TO COMMENT
COMMENTOR NO. 863: REIMER, EVERETT

Response to Comment No. 863-1

As discussed in Section 1.1 of the EIS, shortly after the end of the Second World War, the United States Government realized that it must take action to prevent the spread of nuclear weapons. Thus, the United States adopted policies which would encourage peaceful applications of nuclear technology, while discouraging the spread of nuclear weaponry. Those same general goals remain in effect today. An objective of the proposed action is to reduce international commerce in weapon-grade materials, and to encourage the use of LEU fuel in foreign research reactors (Section 1.2 of the EIS).

COMMENTOR NO. 863: REIMER, EVERETT (CONT'D.)

aspects of our policies make things even worse, while the fact that this [redacted] effort to bamboozle the American public continues is the most frightening of all. Isn't it time to reverse course, fly right and tell people the truth? 863-1 (Cont'd.)

David Lilienthal, the first head of the Atomic Energy Commission and the former head of the Tennessee Valley Authority, was chosen by FDR and by Truman for his high ethics, good character and idealism The idea was that he would be the man to contain this dangerous substance. Now, the U.S. government's pretense of containment is a fraud. It is shipping and flying and otherwise transporting the stuff all over the world. Most of the spent fuel being returned to the U.S. is from countries like Canada and European ones that are as technologically advanced as we, as able to deal with it and less exposed to crime and terrorism. Furthermore, recent headlines indicate that the U.S. intends to resume the testing of nuclear weapons, which undermines and undoes much of the progress that has been made to [redacted] stop the arms race, which could kill us all. 863-1 (Cont'd.)

Please help resist this madness and [redacted] follow the right course. To the extent that you have, we thank you.

RESPONSE TO COMMENT
COMMENTOR NO. 863: REIMER, EVERETT (CONT'D.)

COMMENTOR NO. 864: MALLINSON, VALERIE

Valerie Mallinson
959 Harrison St., #101
Seattle, WA 98109
(206) 282-7429

July 3, 1995

Charles Head
Office of Spent Nuclear Fuel Management (EM-37)
US Department of Energy
1000 Independence Ave SW
Washington DC 20585

FAX (202) 586-5256

Dear Mr. Head:

I read an article in the Tacoma News Tribune that I could not believe. The article said that you and others like you in Washington 'Didn't have the time to listen' to those of us who live in and near Tacoma regarding the importing of nuclear waste. 864-1

I was stunned, and now that I've recovered, am furious that this "little" issue just isn't worth your time. A decision of this magnitude could detrimentaly effect millions of lives of U.S. citizens, and you don't have the time??????

The government's inability to clean up the already existing Superfund sites leaves me with no doubt that this action of importing yet another problem is completely beyond your ability to manage safely. 864-2

What I don't understand is why this is even an issue. Why are we considering importing this deadly material in the first place? Why is it our respensibility to clean up other's messes? Perhaps you can help clear this up for me. 864-3

Please listen now, and refuse this waste from ever entering our shores. Don't wait to listen to the screams and tears of those dying of radiation poisoning. If listening to us is not a valuable enough use of your time, perhaps spending a day in a children's leukemia ward would be a better alternative. It might give you a clue of the potential suffering you would be so casually endorsing lest you think I and others like me are exaggerating or being alarmist. 864-4

Thank you for your precious time.

Sincerely,

Valerie Mallinson

Valerie Mallinson
Concerned Local Citizen

RESPONSE TO COMMENT
COMMENTOR NO. 864: MALLINSON, VALERIE

Response to Comment No. 864-1

While it would be impractical for the Secretary of Energy to personally review and respond to all of the written and oral comments concerning this EIS, this information was reviewed by the Program Manager and his staff. The Program Manager is responsible for relaying public views and concerns to the Secretary of Energy and her staff. The EIS, including comments and responses, and Record of Decision are subject to approval by the Secretary of Energy. All comments received during the ninety day comment period are noted and answered in this document. Under NEPA and DOE's environmental regulations (Section 5 of the EIS), public participation and comments are an integral part of the environmental process.

Response to Comment No. 864-2

Spent nuclear fuel from foreign research reactors has been safely managed in the United States for nearly four decades (Section 1.1 of the EIS). However, the commentor's opposition to management of spent nuclear fuel from foreign research reactors in the United States is noted. Sections 2.3, 2.5, and 4.4 of the EIS describe other alternatives under consideration.

Response to Comment No. 864-3

The intent of the proposed action is to support U.S. nuclear weapons nonproliferation policy seeking to reduce, and eventually eliminate, the use of highly enriched (weapons-grade) uranium in civil programs worldwide (Section 1.2 of the EIS). The objective is to make it less likely that a terrorist group or irresponsible nation could obtain a nuclear weapon.

Response to Comment No. 864-4

The estimated human health effects of the proposed action are presented throughout Section 4 of the EIS. In all cases the human health effects are shown to be low.

COMMENTOR NO. 866: GOULETTE, WALTER & VIRGINIA

117 Tacoma Ave. N., #101
Tacoma, WA 98403

June 26, 1995

Charles Head
Office of Spent Nuclear Fuel Management (EM-37)
U. S. Dept. of Energy
1000 Independence Ave. S.W.
Washington, D.C. 20585

RE: PORT OF TACOMA

Dear Mr. Head;

We are writing to you to **protest** the shipping of highly radioactive nuclear waste through the Port of Tacoma. We do not think it wise to transport such toxic material in such a highly populated, earthquake-prone area. *866-1*

Why should the United States bear the cost of disposing of these materials when their are plants in Europe which can make better use of them? *866-2*

Have you considered the alternative of shipping this material to England, for example, where they have plants to convert it for electrical use.? They might even pay us for it! *866-3*

Thank you for your consideration of our input.

Sincerely,

Walter & Virginia Goulette

Walter & Virginia Goulette
(25-year residents of Tacoma)

RESPONSE TO COMMENT
COMMENTOR NO. 866: GOULETTE, WALTER & VIRGINIA

Response to Comment No. 866-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low. Also, the environmental effects evaluated in the EIS determined that there would be no adverse ecological impacts to any of the ports that might be used to receive the material (Section 4.2.2 of the EIS).

Earthquakes were not analyzed separately in the EIS because seismic activity would not result in greater damage to a transportation cask than that caused by a ship collision and subsequent fire. Rather, the consequences from the worst plausible accidents involving foreign research reactor spent nuclear fuel transportation casks were evaluated, regardless of what initiated them. An earthquake could be the initiator of either a ship or road accident, and thus affect the probability of such accidents; however, the number of earthquake-induced ship and road accidents is small compared to other causes.

Transportation casks are designed and built to withstand significant punishment without releasing their contents (Section 2.6.2 of the EIS). Therefore, a seismic event, even if it caused structures in Tacoma to fail, is not expected to compromise the spent nuclear fuel transportation cask. Further, the analyses of impacts associated with accidents involving foreign research reactor spent nuclear fuel presented in Section 4.2.2.3 of the EIS demonstrate that the use of any of the selected ports would not pose any significant risk to the port personnel or the population near the ports. To date, after more than 30 years of spent nuclear fuel shipments, no radioactive materials have ever been released from a spent nuclear fuel transportation cask as a result of an accident (Section 2.6.2).

Response to Comment No. 866-2

The intent of the proposed action is to support U.S. nuclear weapons nonproliferation policy seeking to reduce, and eventually eliminate, the use of highly enriched (weapons grade) uranium in civil programs worldwide. U.S. subsidization of the costs associated with shipping and managing this spent nuclear fuel in the U.S. is one of several options; other options include charging these nations either a competitive fee or the full cost for these activities. Reprocessing this spent nuclear fuel at existing European facilities is also an alternative under consideration in this EIS (Management Alternative 2; Sections 2.3 and 4.4.2 of the EIS).

Response to Comment No. 866-3

Yes. The overseas reprocessing option is Management Alternative 2, Subalternative 1b which is discussed in Section 2.3 and 4.4.2 of the EIS.

COMMENTOR NO. 867: RICHARDSON, MARGARET J.

June 26, 1995

Charles Head, Program Manager
Office of Spent Nuclear Fuel Management (EM-37)
U. S. Department of Energy
1000 Independence Ave. S. W.
Washington D. C. 20585

I am appalled at the proposal to have nuclear waste shipped to the Port of Tacoma - or in fact any other port. *867-1*

When there are alternatives such as its being reprocessed in friendly nations such as Scotland, Great Britain, etc. to a useable product, why in the world should it be stored anywhere in this country? *867-2*

No matter how safe these containers are supposed to be, how many tragic accidents have there been in supposedly safe endeavors such as transporting noxious gasses by train - oil spills, etc. Not only that but it appears that we have more and more violent people in this country who could conceivably cause untold damage with this stuff being around - super safe as it might be. *867-3*

It doesn't make sense to ship it across an ocean and/or continent when there are other options. Sadly, it seems like there is less and less common sense in evidence these days - in government - business - justice - it's heart-breaking. *867-2 (Cont'd.)*

Please keep the stuff away from the Port of Tacoma and consider more viable options.

Thank you.

Margaret J. Richardson

M. J. Richardson
4301 South 11th
Tacoma Wa 98405-1546

RESPONSE TO COMMENT
COMMENTOR NO. 867: RICHARDSON, MARGARET J.

Response to Comment No. 867-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma or any other port is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

Response to Comment No. 867-2

The commentor's preference for the overseas reprocessing is noted. This is Management Alternative 2, Subalternative 1b which is discussed in Section 2.3 and 4.4.2 of the EIS.

Response to Comment No. 867-3

The spent nuclear fuel transportation casks are described in Appendix B, Section B.2 and Section 2.6.2 of the EIS. They are designed to survive severe accidents without releasing their radioactive contents.

Terrorists can commit violent acts in America. They could cause far greater damage if they were able to make a nuclear weapon. The whole purpose of this proposed action is to deny such people access to weapons-grade nuclear material and thus reduce the threat of a nuclear catastrophe.

COMMENTOR NO. 868: HOBBS, EMMETT & PATRICIA

June 24, 1995

Charles Head
Office of Spent Nuclear Fuel Management (EM-37)
U.S. Dept. of Energy
1000 Independence Avenue SW
Washington, D.C. 20585

Dear Mr. Head:

This letter is being written to inform you that we are opposed to having radioactive nuclear waste shipped through Tacoma. We were unable to attend the meeting here last week, but will do whatever is necessary to stop this proposal. *868-1*

Sincerely,

Emmett W. Hobbs

Patricia A. Hobbs

Emmett and Patricia Hobbs
5415 63rd Avenue Ct. W.
Tacoma, WA 98467

RESPONSE TO COMMENT
COMMENTOR NO. 868: HOBBS, EMMETT & PATRICIA

Response to Comment No. 868-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma or any other port is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 869: REDLER, GERALD C.

Charles Head
Off. of Spent Nuc. Fuel Mngmt (EM-37)
US Dept. of Energy
1000 Independence Ave. S.W.
Washington D.C. 20585

Dear Sir:

I really do not believe that it is right to bring contaminants especially of nuclear nature thru the Port of Tacoma. 869-1

This waste stuff should be sealed as best as possible right where it sits & not dirty our shores at all. 869-2

Thanks for listening

Jean E. Redler

P.S. after working many years to develope the atom & fission etc., there must be somewhere if searched for long enough, a way to cleanse - partially at least, the waste products. 869-3

RESPONSE TO COMMENT
COMMENTOR NO. 869: REDLER, GERALD C.

Response to Comment No. 869-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma or any other port is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

Response to Comment No. 869-2

The commentor's preference for the option of each country managing its own spent nuclear fuel is noted. This could be either Management Alternative 2 or the No Action Alternative, which are described in Sections 2.3 and 2.5, respectively. The policy considerations and environmental impacts of these two alternatives are discussed in Sections 4.4 and 4.6 of the EIS.

Response to Comment No. 869-3

Unfortunately, due to the basic nature of the spent nuclear fuels and the fission products they contain, there is no "magic bullet" known today that will make them go away. The accepted disposal mechanism, as specified by United States Public Law 97-425, is to isolate the spent nuclear fuel in a geologic repository. The actions evaluated in this EIS are preparatory to such disposal (Section 4.2.7 of the EIS).

* This is the best available copy of this comment document.

COMMENTOR NO. 870: PIDCOCK, MARVIN & ELNORA

June 25, 1995

Dear Mr. Mead,

I'm writing this to ask you to please refrain from bring Nuclear waste thru' our port, just why is it actually needed? 870-1

Enough is being done to destroy our natural resources without adding more destructive problems to our area & future generations as is!

I'm sure you have good intentions of cargo being stored safely, as have oil & chemicals in the past but have destroyed lots of waters plus fish & wild fowl as well.

Accidents are bound to happen-----

Sincerely,

Marvin & Elnora Pidcock

5121 So. "CC" St.

Tacoma, WA. 98408

RESPONSE TO COMMENT
COMMENTOR NO. 870: PIDCOCK, MARVIN & ELNORA

Response to Comment No. 870-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing foreign research reactor spent nuclear fuel to the Port of Tacoma, or to any port analyzed in the EIS, is low. The intent of the proposed policy is to remove as much U.S.-origin HEU as possible from civil programs worldwide and give foreign research reactor operators time to convert their reactors to the use of LEU fuels and to make arrangements for disposition of their LEU spent nuclear fuel (Section 1.2 of the EIS).

COMMENTOR NO. 871: NEIGHBOR, HELEN

June 26/1995

NO! to radioactive nuclear waste to be shipped through the Port of Tacoma.

We do not trust the Federal Government. We do not believe anything you say about safety.

You are our hired help paid for with our tax money. Your actions lead us to believe you have forgotten this.

Helen Neighbor
41806 Meridian
Eatonville WA 98328

871-1

RESPONSE TO COMMENT
COMMENTOR NO. 871: NEIGHBOR, HELEN

Response to Comment No. 871-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 872: ODENTHAL, ALLISON A.

2615 N. Starr St.
Tacoma, WA 98403

25 June 1995

U.S. Dept. of Energy
EM-37
1000 Independence Ave. SW
Washington, DC 20585

Dear Mr. Head;

I am writing to express my disapproval of the plan to ship expended nuclear waste through the Port of Tacoma. I have three main reasons for objecting to this proposal:

1) the Port of Tacoma already suffers from massive environmental waste, including heavy metal residue, sunken junk, and industrial runoff.

2) the Puget Sound area is very heavily populated.

3) my own personal economic interest - I own a home in downtown Tacoma and fear real estate value could decline if there is even the smallest mishap. Not to mention potential damage to the ongoing plans to renovate/upgrade downtown Tacoma.

I cannot offer any suggestions of other ports to use, but would suggest you try to find a port in a less heavily populated region.

Sincerely,

Allison A. Odenthal

872-1

RESPONSE TO COMMENT
COMMENTOR NO. 872: ODENTHAL, ALLISON A.

Response to Comment No. 872-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low. The analysis of impacts associated with an accident involving foreign research reactor spent nuclear fuel also determined that no decontamination, interdiction, or condemnation of property would result from the worst plausible accident (Section 4.2.2.3 of the EIS).

Shipment of foreign research reactor spent nuclear fuel would not jeopardize the significant cleanup effort undertaken in the area of Commencement Bay and the Port of Tacoma as noted by the commentor. Nor should it contribute to any "dirty port" stigma because the analysis in the EIS indicates that there would be no significant adverse impacts to any of the ports or bays, or the quality of water or air (Section 4.2.1.1 and Appendix C, Section C.2 of the EIS). Spent nuclear fuel transportation casks are designed and built to preclude release of radioactive material. Based on over 30 years experience shipping spent nuclear fuel, DOE considers that spent nuclear fuel transportation casks passing through the Port of Tacoma, Commencement Bay, or any other port or waterway would not affect air or water quality. A paragraph has been added to Section 4.2.2.2 of the EIS to make this point and emphasize the no-impact nature of these shipments on air and water quality.

COMMENTOR NO. 873: DOLSON, PATRICIA F.

June 25, 1995
Gig Harbor,WA

Dear Mr. Head;

As a U.S.citizen and resident of Washington State I strongly object to having nuclear waste shipped through the Port of Tacoma. This appears to be an irresponsible act on the part of our government and the people of Washington state are not going to sit back and take it. 873-1

The people of Russia did not have the freedom to speak. We do. Listen to us.

A part of the"Silent Majority"

Patricia F. Dolson

RESPONSE TO COMMENT
COMMENTOR NO. 873: DOLSON, PATRICIA F.

Response to Comment No. 873-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma or any other port is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 874: CASTANHA, LESLIE

JUNE 26, 1995

LESLIE CASTANHA
1105 SPRING ST #707
SEATTLE, WA 98104

CHARLES HEAD
PROGRAM MANAGER
OFFICE OF SPENT NUCLEAR FUEL MANAGER
US DEPT OF ENERGY
1000 INDEPENDENCE AVENUE SW
WASHINGTON DC. 20585

DEAR MR HEAD,

I WASN'T ABLE TO ATTEND THE HEARING ON THE NUCLEAR WASTE PROPOSAL OF THE PORT OF TACOMA. THE INFORMATION THAT I RECEIVED WAS ON THE LOCAL NEWS + THE TACOMA CITY COUNCIL. I WOULD LIKE TO GIVE YOU MY VOICE ON WHY I STRONGLY DISAGREE ON THE TRANSPORTATION + BURYING OF NUCLEAR WASTE IN WASHINGTON STATE.

I GREW UP 30 MILES FROM HANFORD NUCLEAR PLANT AND NOW I AM IN MY LATE TWENTIES. A COUPLE OF HANDFULS OF PEOPLE MY AGE HAVE DIED OR ARE DYING AS WE SPEAK OF CANCER. BIRTH DEFECTS (INCLUDING MY SISTER'S BABY) + PEOPLE MY PARENT'S AGE HAVE ALL SORTS OF TUMORS + CANCERS WHICH IS A LITTLE TOO COMMON WHEN I GO BACK HOME FOR A VISIT.

IF YOU PLAN TO USE THE PORT OF TACOMA TO BRING TONS OF NUCLEAR WASTE INTO OUR STATE BY BOAT FROM OTHER FOREIGN COUNTRIES THAN TRANSPORT IT VIA TRUCK AND/OR TRAIN TO BE BURIED SOMEWHERE. WHO'S TO SAY THERE WON'T BE AN ACCIDENT OR CONTAMINATION OF THE WATER, LAND, FISH, WILDLIFE + PEOPLE. THE GOVERNMENT CAN NOT GUARANTEE THE PEOPLE AN ACCIDENT WON'T EVER HAPPEN W/O ANY EFFECT. WHO IS TO SUFFER?

HANFORD NUCLEAR PLANT IS ONE OF THE SUPER FUND CLEAN UP PROJECT, WHICH IS PAID BY THE TAX PAYERS AT A PRICE OF $1 MILLION AN HOUR FOR THE NEXT 30 YEARS.

— CONTINUE —

874-1

RESPONSE TO COMMENT
COMMENTOR NO. 874: CASTANHA, LESLIE

Response to Comment No. 874-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma or any other port is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

As explained in Section 1.5 of the EIS, the selection of the site or sites at which the foreign research reactor spent nuclear fuel would be managed is based on the analysis in the Department of Energy Programmatic Spent Nuclear Fuel Management and Idaho National Engineering Laboratory Environmental Restoration and Waste Management Programs Environmental Impact Statement. The Record of Decision for this EIS was released on May 30, 1995. In accordance with this Record of Decision, all of the aluminum-based foreign research reactor spent nuclear fuel managed by DOE will be managed at the Savannah River Site in South Carolina. Any other foreign research reactor spent nuclear fuel to be managed by DOE will be managed at the Idaho National Engineering Laboratory. Accordingly, no foreign research reactor spent nuclear fuel would be shipped to the Hanford Site.

COMMENTOR NO. 874: CASTANHA, LESLIE (CONT'D.)

NOT INCLUDING ALL THE PAIN + TEARS OF THE FAMILIES WHO LOST THEIR LOVED ONES FROM THE EFFECTS (DEADLY) OF NUCLEAR WASTE. I DON'T WANT HISTORY TO REPEAT ITSELF AS I try TO SCHOOL + START A FAMILY OF MY OWN IN SEATTLE. I WON'T GIVE UP WITHOUT A FIGHT TO STOP THIS DEADLY NUCLEAR WASTE "GRAVEYARD". TO JEOPARDIZE MY FAMILY + GOD'S BEAUTIFUL CREATION here IN THE NORTH-WEST WOULD BE [redacted] VERY SAD.

I AM NOT NATIVE INDIAN BUT WE SHOULD LEARN THE PRINCIPLE OF THE Iroquois Confederacy,

"IN OUR EVERY DELIBERATION, WE MUST CONSIDER THE IMPACT OF OUR DECISIONS ON THE NEXT SEVEN GENERATIONS."

FROM THE SILENT VOICES,
Leslie CASTANHA

RESPONSE TO COMMENT
COMMENTOR NO. 874: CASTANHA, LESLIE (CONT'D.)

COMMENTOR NO. 875: LICHTBLAU, ANDREAS

Andreas Lichtblau
P.O. Box 211106
Crescent Valley
Nevada, 89821

Attn;
Charles Head, Program Manager
Office of Spent Nuclear Fuel Management (EM-37)
U.S. Department of Energy
1000 Independence Avenue, SW
Washington, DC 20585

June 27th, 1995

Dear Charles Head,

I received the 'DOE/EIS-0218D March 1995' about a month ago, I do have some questions concerning the DEIS.

In Volume 1, page 3-119, under **3.3.5.6 Land Use**, it says in the fourth paragraph, "There are no onsite areas subject to Native American Treaty rights or that contain any prime or unique farmland (PIC, 1992)." As for there being no Farmlands, I too would not start a Farm / Ranch in an area where Nuclear bombs are detonated not too far away. As for the 'Treaty' part, it is my understanding that these lands were never ceded to the U.S. In fact, while researching this matter, the Western Shoshone were able to provide me with a copy of the Treaty of Ruby Valley of 1863. This treaty was and still is of 'Peace and Friendship' between the two Nations (The Western Shoshone and The U.S. Government). The Treaty explains what rights the U.S. has on Western Shoshone Lands, the treaty does not say anything about 'Nuclear Testing or Storage of Nuclear Waste'. The Western Shoshone have also told me that there never was an agreement stating otherwise. 875-1

Could you please clarify for me who actually has rights to these lands that the U.S. Government plans to use as a Facility to store Spent Nuclear Fuel. Could you also send me a copy of any document stating the the Western Shoshone actually did sell or cede the land to the U.S. Government. Any land title exchange should have happened between the signing of the Treaty Of Ruby Valley of 1863 and the present date (1995).

2.)

DOE/EIS-0218D March 1995 Volume 1
Page 3-99 **3.3.4.3.2 Groundwater**

Groundwater Quality: The first paragraph, second sentence states that the ground water is already contaminated, what have the responsible people done to correct this disaster, be it ever so small or big. Are the people who live there still able to use their ground water to drink, irrigate with, water their animals, quench a child's thirst, how about future children? What will happen to the surrounding area in-case of an accident? Right now all this advertising is being done about how safe the 'Transportation Casks' are, I have seen footage of these tests, and the general public was not told that during these test the Casks did crack and leak water. What will happen when these casks crack and there is spent nuclear fuel in them instead of water. Is the area then going to be called "Chernobyl II"? 875-2 875-3

RESPONSE TO COMMENT
COMMENTOR NO. 875: LICHTBLAU, ANDREAS

Response to Comment No. 875-1

As stated in Section 3.3.5.6 of the EIS, it is DOE's contention that there are no onsite areas of the Nevada Test Site subject to Native American Treaty rights.

Response to Comment No. 875-2

The main portion of potable water supplies at the Oak Ridge Reservation is provided by surface rather than groundwater sources. Because of the abundance of surface water and its proximity to the points of use, almost no groundwater is used at the Oak Ridge Reservation. Although some groundwater contamination has been observed at the Oak Ridge Reservation, data indicate that most contamination remains relatively close to the source. In 1989, the Oak Ridge National Laboratory implemented an off-site residential drinking water quality monitoring program to document the groundwater quality near the Oak Ridge Reservation and to monitor the potential impact of operations on groundwater quality. Radionuclides and organics have been detected in some of the off-site monitoring wells, however, concentrations have been below drinking water standards. Section 3.3.4.3.2 of the EIS has been revised to include and document the response to the comment.

Response to Comment No. 875-3

Contrary to the commentor's statement, the prototype spent nuclear fuel transportation cask crash tests were conducted under conditions of complete openness. The public was invited, and attended each of the tests. The water leak after the crash test is a widely known subject, as documented in DOE/RW-0065, "Transporting Spent Nuclear Fuel: An Overview," March 1986. This report clearly indicates that there was some water leakage after a cask carried on a tractor-trailer crashed into a concrete block (10 feet thick) at 61 miles per hour. The crash did not damage the cask, and the same cask was later used for an 84 mile per hour crash test. The test was done with an old style spent nuclear fuel transportation cask which used liquid coolant. According to the report, the leakage, which was a very small amount (a total of about a cup of dyed water), started when the cask was hoisted free of the wreckage, and stopped when the cask was put on a different trailer for transport. The very small leak by the cask seal was due to strains placed on the cask subsequent to the crash test. The leakage was well within the NRC regulatory limit. The use of coolant in spent nuclear fuel transportation casks has been discontinued. In addition, the foreign research reactor spent nuclear fuels are intact solid fuel rods or plates, and if a cask were to break in an improbable accident, there is no radioactive liquid that could leak out and cause ground water contamination.

COMMENTOR NO. 875: LICHTBLAU, ANDREAS (CONT'D.)

3.)

Why is it the U.S.'s problem to store 'Foreign Spent Nuclear Waste'? I thought that the U.S has enough of it's own waste. It is also my understanding that if some of the U.S. reactors can't store the Spent Fuel Rods very soon, because their own storage places are almost full, that these Nuclear Reactors will have to close down, meaning that energy cannot be provided anymore. I know that a great percentage of the U.S. population would like to see these Nuclear Reactors close down and go to alternative power. Has the Government ever thought of doing what the public has asked? The U.S. Governments moto is " For the Public, of the Public", but I haven't really seen the Government actually consider doing what the Public asks them to do. Could you please explain to me why the DOE has not tried to use Wind and/or Solar energy to produce the energy that we need. Even a single Lightning Bolt would give us a substantial amount of electricity. In this day and age I would think it possible for the sceinentists to contain a single Bolt of Lightning. This would be very clean for Land-Water-Air. There would be no fear of contamination. Air quality would improve. 875-4 875-5

I have yet to finish reading the DEIS, but in the meantime if you would please answer my questions for me I would be thankful.

Sincerely

Andreas Lichtblau

RESPONSE TO COMMENT
COMMENTOR NO. 875: LICHTBLAU, ANDREAS (CONT'D.)

Response to Comment No. 875-4

An objective of the proposed policy is to reduce the amount of HEU available in international commerce and to encourage the use of LEU in research reactors (Section 1.2 of the EIS). The basic problem addressed in the EIS is the reduction of weapons-grade material which could be diverted for the manufacture of nuclear weapons. As discussed in Section 2.2.1.3 of the EIS, acceptance of foreign research reactor spent nuclear fuel would increase the DOE's current inventory of spent nuclear fuel approximately one percent by mass and ten percent by volume.

Due to the major differences in size (see Figure 2.5), the facilities that would be used to handle and store the foreign research reactor spent nuclear fuel cannot be used for management of power reactor spent nuclear fuel and thus would have no effect on the availability of storage space for this spent nuclear fuel.

Response to Comment No. 875-5

Consideration of alternative energy sources is outside the scope of this EIS. However, it is important to note that as part of its mission, DOE currently has ongoing programs that are seeking to develop and promote use of such alternatives, including solar and wind.

COMMENTOR NO. 876: JOHNSON, OLIVE E.

AMAZINGLY, YOU CAN STOP NUCLEAR WASTE FROM COMING HERE WITH JUST ONE HAND.

Here's How I Feel About Shipping Nuclear Waste Through Tacoma.

Comments: I thi[illegible] the most "stupid stupid" [illegible] I [illegible] heard. Are you paranoid? O[illegible] countries would use this for somet[illegible] instead of [illegible]. We certainly don't need other countries so c[illegible] fuel. If you [illegible] Washington D.C. where it [illegible] to y[illegible] then you can keep [illegible] it.

Name: [illegible] Telep[illegible] 406

Address: Olive [illegible] City/State: [illegible]ma Wa 98405

Send To: Charles Head, Office of Spent Fuel Management (EM-37), Office of Environmental Management, U.S. Department of Energy, 1000 Independence Ave., S.W., Washington, DC 20585

DEADLINE: JUNE 30, 1995

The strongest weapon against nuclear waste is right at your fingertips.
Here's your chance to let the Department of Energy know how you feel about their possible plan to ship 19.2 tons of weapons-grade nuclear waste through the Port of Tacoma over the next 13 years. So, pick up a pen, fill out this form and send it to the address above by June 30, 1995. And let them know that Tacoma is not a place for nuclear waste.
For more information call the Port of Tacoma Hot Line at 597-7575.

Co-sponsored by Port of Tacoma; Port of Seattle; Longshore Local #23; Puyallup Tribe; Citizens for a Healthy Bay; Cities of Tacoma, Fife, Milton, Ruston, Federal Way; Tacoma–Pierce County Visitor & Convention Bureau, Tacoma–Pierce County Chamber of Commerce; Pierce County Central Labor Council and Pierce County.

876-1

RESPONSE TO COMMENT
COMMENTOR NO. 876: JOHNSON, OLIVE E.

Response to Comment No. 876-1

The commentor's opposition to the acceptance of spent nuclear fuel from foreign research reactors is noted. Acceptance of foreign research reactor spent nuclear fuel for management in the United States, as described in Section 2.2 of the EIS, is one of the management alternatives evaluated in this EIS. Others include overseas management (Management Alternative 2; Section 2.3 of the EIS), combined domestic and overseas management (Management Alternative 3; Section 2.4 of the EIS), and the No Action Alternative (adopt no policy for management of spent nuclear fuel, Section 2.5 of the EIS). The proposed action supports nuclear weapons nonproliferation policies of the United States (Sections 1.1 and 1.2 of the EIS).

COMMENTOR NO. 877: COOPER, PAMELA R.

AMAZINGLY, YOU CAN STOP NUCLEAR WASTE FROM COMING HERE WITH JUST ONE HAND.

Here's How I Feel About Shipping Nuclear Waste Through Tacoma.

Comments: Please [illegible] to ship it, thru a[illegible] d[illegible]. I have 3 small children that I need to protect. Big business and the United States government may think [illegible] fun, but I don't [illegible] some [illegible] no, [illegible] my kids, I will.

Name: Pamela [illegible] Telephone: [illegible]-8846

Address: 259 [illegible] Ave. City/State/Zip: Fircrest, WA 98466

Send To: Charles Head, Office of Spent Fuel Management (EM-37), Office of Environmental Management, U.S. Department of Energy, 1000 Independence Ave. S.W., Washington, DC 20585

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877-1

RESPONSE TO COMMENT
COMMENTOR NO. 877: COOPER, PAMELA R.

Response to Comment No. 877-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma or any other port is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 878: DRYDEN, EVELYN B.

AMAZINGLY, YOU CAN STOP NUCLEAR WASTE FROM COMING HERE WITH JUST ONE HAND.

Here's How I Feel About S[illegible] Waste Through Tacoma.

Comments: I urge [illegible] of [illegible] on shipping the wastes gen[illegible] de - we are not handling the wastes [illegible] pro[illegible] too well - and we really [illegible] afford to [illegible] wastes o[illegible] than our own - that [illegible] about the [illegible] wastes and we were [illegible] did - and we can [illegible] this matter.

Name: Evelyn [illegible] Telep[illegible] 627-1795

Address: 909 No[illegible] 106 City/Stat[illegible] 98403

Send To: Charles Head, Off[illegible] Spent Fuel Management (EM-37), Off[illegible] Environmental Management, U.S. Department of E[illegible] 1000 Independence Ave. S[illegible] Washington, DC 20585

DEAD[illegible] 1995

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878-1

RESPONSE TO COMMENT
COMMENTOR NO. 878: DRYDEN, EVELYN B.

Response to Comment No. 878-1

The commentor's opposition to accepting nuclear wastes into the United States (Management Alternatives 1 or 3; Sections 2.2 and 2.4 of the EIS, respectively) is noted. Sections 2.3, 2.5, and 4.4 of the EIS describe other alternatives under consideration.

COMMENTOR NO. 879: PERRY, JOHN

AMAZINGLY, YOU CAN STOP NUCLEAR WASTE FROM COMING HERE WITH JUST ONE HAND.

Here's How I Feel About Shipping Nuclear Waste Through Tacoma.

Comments: No, No [illegible] - [illegible] is [illegible] an oceanside port - [illegible] is [illegible] Puget Sound waterway to navigate [illegible] [illegible] such opportunity for [illegible] or mishap between the sea and Tacoma railway/ loading [illegible] divi[illegible] [illegible] closer [illegible] [illegible] favorable.

Name: John Perry Telephone: 206 597-6231

Address: P.O. Box 2[illegible] City/State/Zip: Tacoma, WA 98401

Send To: Charles Head, Office of Spent Fuel Management (EM-37), Office of Environmental Management, U.S. Department of Energy, 1000 Independence Ave., S.W., Washington, DC 20585

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879-1

RESPONSE TO COMMENT
COMMENTOR NO. 879: PERRY, JOHN

Response to Comment No. 879-1

The passage through Puget Sound to the Port of Tacoma does meet the requirements of Criterion 2 (Favorable Transit From Open Ocean) for port selection (Appendix D, Section D.1.9.2 of the EIS). The favorable transit from open ocean is only one of the considerations in selecting ports of entry for the foreign research reactor spent nuclear fuel. Other considerations such as port population, population along the route to the DOE management site, port experience with handling containers, and port facilities have also been considered in making the final selection of ports of entry. Appendix D, Section D.1.9 presents details of the port selection process.

COMMENTOR NO. 880: INDREBO, ARTHUR & INGRID

AMAZINGLY, YOU CAN STOP NUCLEAR WASTE FROM COMING HERE WITH JUST ONE HAND.

Here's How I Feel About Shipping Nuclear Waste Through Tacoma.

Comments: This shipping [illegible] waste thru the Port of Tacoma, [illegible] the city of Tacoma, and other [illegible] Tacoma is in the process of [illegible] up the city. It is also dangerous to the environment to all the [illegible] Hope [illegible] of the list of [illegible] have [illegible] studies of the [illegible]

Name: Arthur [illegible] Telephone: [illegible]-863-9661

Address: Puyallup, Washington City/State/Zip: 98372-1949

Send To: Charles Head, Office of Spent Fuel Management (EM-37), Office of Environmental Management, U.S. Department of Energy, 1000 Independence Ave. SW, Washington, DC 20585

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880-1

RESPONSE TO COMMENT
COMMENTOR NO. 880: INDREBO, ARTHUR & INGRID

Response to Comment No. 880-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low. Also, the environmental effects evaluated in the EIS determined that there would be no adverse ecological impacts to any of the ports that might be used to receive the material (Section 4.2.4.2.8 of the EIS).

The risk of releasing radioactive material from a foreign research reactor spent nuclear fuel transportation cask as the result of a seismic event is low. Transportation casks are designed and built to withstand significant punishment without releasing their contents (Section 2.6.2 of the EIS). Therefore, a seismic event, even if it caused structures in Tacoma to fail, is not expected to compromise the transportation cask. Further, the analyses of impacts associated with accidents involving foreign research reactor spent nuclear fuel presented in Section 4.2.2.3 of the EIS demonstrate that the use of any of the selected ports would not pose any significant risk to the port personnel or the population near the ports. To date, after more than 30 years of spent nuclear fuel shipments, no radioactive materials have ever been released from a spent nuclear fuel transportation cask as a result of an accident (Section 2.6.2 of the EIS).

COMMENTOR NO. 881: LEWIS, BARRY & BETTY

Here's How I Feel About [illegible] Waste Through Tacoma.

Comments: We strongly [illegible] oppose [illegible] waste through the Port of Tacoma. W[illegible] take on other countries wastes, [illegible] over themselves. Why should we as citizens [illegible] be concerned [illegible] a potential hazardous accident. An accident that [illegible] city [illegible] Please [illegible] Thank [illegible] need the [illegible]

Name: Barry & [illegible] Telep[illegible] 567

Address: 2120 N. [illegible] City/State [illegible] WA 98406

Send To: Charles Head, Offi[illegible] Spent Fuel Management (EM-37), Offi[illegible] Environmental Management, U.S. Department of [illegible] 1000 Independence Ave. [illegible] Washington, DC 20585

DEAD[illegible] 1995

881-1

RESPONSE TO COMMENT
COMMENTOR NO. 881: LEWIS, BARRY & BETTY

Response to Comment No. 881-1

The commentor's opposition to Management Alternative 1 to the proposed action is noted. The analyses provided in the EIS indicate that the use of any of the facilities indicated by the port selection process, including Tacoma, would not pose any significant risk to either the port personnel or the population near the port (Sections 4.2.2 and 4.5 of the EIS).

Although response to emergencies is a local function, the Federal government, including DOE, would assist State and local governments in preparation for emergencies. Money for equipment, training programs and other assistance is supplied. In addition, DOE has emergency support teams that would be available to assist in an emergency that involved foreign research reactor spent nuclear fuel (Section 2.7 of the EIS).

COMMENTOR NO. 882: PETERSON, LAWRENCE C.

Here's How I Feel About Shipping Nuclear Waste Through Tacoma.

Comments: NO! ABS[illegible] TO [illegible]OTLAND OR JAPAN - I UNDERSTAND THAT REP[illegible] WHY [illegible] MY NEIGHBORHOOD INTO ANOTHER [illegible] CANAL? [illegible] THAT WE [illegible] AGAIN REMEMBER [illegible] NOVEMBER. [illegible] ENERGY HAS NE[illegible]SSLY RUINED PARTS OF WA[illegible]SHINGTON AND IDAHO THAT [illegible] NEVER AGAIN BE H[illegible]ABLE JUST SO SOME A[illegible] [illegible] TO CLEAN UP THE DEB[illegible] I UNDERSTAND THAT SOME [illegible] NUCLEA[illegible] HERE NOW - STOP THAT TOO!

Name: LAWRENCE PE[illegible] Telephone: [illegible]32[illegible]

Address: 1445 E. S[illegible]H City/State/Zip: TA[illegible], WA 98404

Send To: Charles Head, Off[illegible] Spent Fuel Management (EM-37), Off[illegible] Environmental Management, U.S. Department of Energy, 1000 Independence Ave., S.W., Washington, DC 20585

DEADLINE: JUNE 30, 1995

882-1

882-2

RESPONSE TO COMMENT
COMMENTOR NO. 882: PETERSON, LAWRENCE C.

Response to Comment No. 882-1

The commentor's preference for the overseas reprocessing is noted. This is Management Alternative 2, Subalternative 1b which is discussed in Section 2.3 and 4.4.2 of the EIS.

Response to Comment No. 882-2

The commentor's opposition to management of the foreign research reactor spent nuclear fuel in either the State of Washington or Idaho, is noted. As explained in Section 1.5 of the EIS, the selection of the site or sites at which the foreign research reactor spent nuclear fuel would be managed is based on the analysis in the Department of Energy Programmatic Spent Nuclear Fuel Management and Idaho National Engineering Laboratory Environmental Restoration and Waste Management Programs Environmental Impact Statement. The Record of Decision for this EIS was released on May 30, 1995. In accordance with this Record of Decision, all of the aluminum-based foreign research reactor spent nuclear fuel managed by DOE will be managed at the Savannah River Site in South Carolina. Any other foreign research reactor spent nuclear fuel to be managed by DOE will be managed at the Idaho National Engineering Laboratory. Accordingly, no foreign research reactor spent nuclear fuel would be shipped to the Hanford Site.

DOE is committed to the cleanup and restoration of several sites contaminated during the nuclear weapons development and production program. This has been the subject of other documents issued, or expected to be issued by DOE, in compliance with the requirements of NEPA. Spent nuclear fuel from foreign research reactors, which is the subject of this EIS, has been safely managed in the United States, including at the Idaho National Engineering Laboratory, for nearly four decades (Section 1.1 of the EIS). As discussed in Section 4.2 of the EIS, the risk to the environment and human health and safety of the public associated with the transportation and management of foreign research reactor spent nuclear fuel, would be low.

COMMENTOR NO. 883: CAUFFMAN, BETTE

Here's How I Feel About [illegible] Waste Through Tacoma.

Comments: For y[illegible] department to e[illegible] then should use the port of [illegible]ma + put this population at risk is inexcusable and unconscionable! 883-1

Name: Bette [illegible] Telephone: [illegible]

Address: 1415 [illegible] 1130 City/State: [illegible] 98444

Send To: Charles Head, Office of Spent Fuel Management (EM-37), Office of Environmental Management, U.S. Department of Energy, 1000 Independence Ave., SW, Washington, DC 20585

DEADLINE: [illegible] 30, 1995

RESPONSE TO COMMENT
COMMENTOR NO. 883: CAUFFMAN, BETTE

Response to Comment No. 883-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma or any other port is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 884: ROLLINS, ROBERT

Here's How I Feel About [illegible] Waste Through Tacoma.

Comments: We a[illegible] the shipment of nuclear [illegible] Tacoma, Wa. and our entire state [illegible] that generate the waste should [illegible] care of their own prison.

Name: Mr. Mrs. [illegible] Telep[illegible] -7576

Address: 16309 [illegible] E. City/Stat[illegible] Tacoma, Wa. 98445

Send To: Charles Head, Off[illegible] Spent Fuel Management (EM-37), Off[illegible] Environmental Management, U.S. Department of [illegible] 1000 Independence Ave. [illegible] Washington, DC 20585

DEAD[illegible] 1995

884-1

884-2

RESPONSE TO COMMENT
COMMENTOR NO. 884: ROLLINS, ROBERT

Response to Comment No. 884-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma or any other port is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

Response to Comment No. 884-2

The commentor's preference for the option of each country managing its own spent nuclear fuel is noted. This could be either Management Alternative 2 or the No Action Alternative, which are described in Sections 2.3 and 2.5, respectively. The policy considerations and environmental impacts of these two alternatives are discussed in Sections 4.4 and 4.6 of the EIS.

COMMENTOR NO. 885: BAUML, BARB

AMAZINGLY, YOU CAN STOP NUCLEAR WASTE FROM COMING HERE WITH JUST ONE HAND.

Here's How I Feel About Shipping Nuclear Waste Through Tacoma.

Comments: I DO NOT [illegible] EVEN THE POSSIBILITY OF AN ACCIDENT OCCURRING HERE!

I DO NOT WANT NUCLEAR WASTE TRAVELING THROUGH THIS PORT! THERE ARE NO PRECAUTIONS SAFE ENOUGH!

Name: BARB [illegible] Telephone: [illegible]

Address: 13021 [illegible] ST E City/State/Zip: GRAHAM WA 98338

Send To: Charles Head, Office of Spent Fuel Management (EM-37), Office of Environmental Management, U.S. Department of Energy, 1000 Independence Ave., S.W., Washington, DC 20585

DEADLINE: JUNE 30, 1995

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For more information call the Port of Tacoma Hot Line at 597-7575.

Co-sponsored by Port of Tacoma; Port of Seattle; Longshore Local #23; Puyallup Tribe; Citizens for a Healthy Bay; Cities of Tacoma, Fife, Milton, Ruston, Federal Way; Tacoma–Pierce County Visitor & Convention Bureau, Tacoma–Pierce County Chamber of Commerce; Pierce County Central Labor Council and Pierce County.

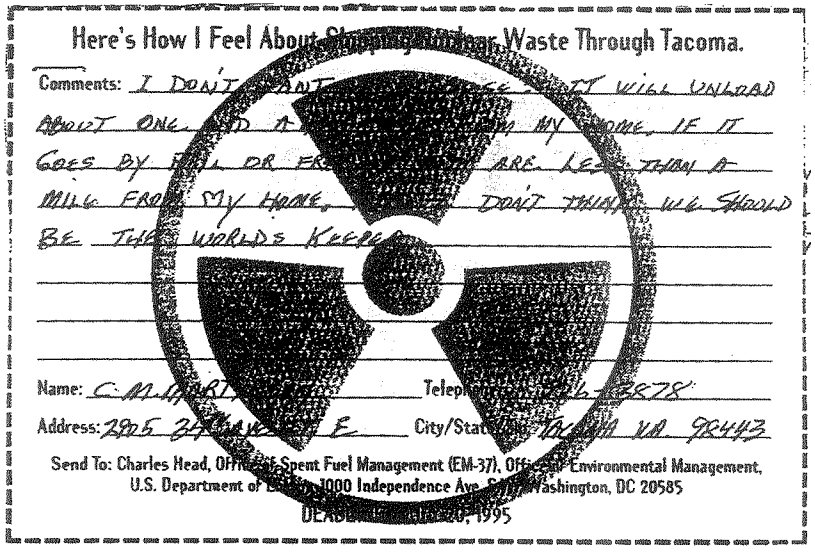
885-1

RESPONSE TO COMMENT
COMMENTOR NO. 885: BAUML, BARB

Response to Comment No. 885-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma or any other port is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 886: MARTINSON, C.M.



Here's How I Feel About [illegible] Waste Through Tacoma.

Comments: I DON'T [illegible] IT WILL UNLOAD ABOUT ONE [illegible] IN MY HOME, IF IT GOES BY [illegible] OR FR[illegible] ARE LE[illegible] THAN A MILE FRO[illegible] MY HOME, [illegible] DON'T THINK WE SHOULD BE THE WORLD'S KEEPE[illegible]

Name: C. M. MART[illegible] Telep[illegible] 6-3878

Address: 2905 34[illegible] E City/Stat[illegible] TACOMA WA 98443

Send To: Charles Head, Off[illegible] Spent Fuel Management (EM-37), Off[illegible] Environmental Management, U.S. Department of [illegible] 1000 Independence Ave. S[illegible] Washington, DC 20585

DEAD[illegible] 20, 1995

886-1

RESPONSE TO COMMENT
COMMENTOR NO. 886: MARTINSON, C.M.

Response to Comment No. 886-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma or any other port is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 887: OLINE, LARRY

AMAZINGLY, YOU CAN STOP NUCLEAR WASTE FROM COMING HERE WITH JUST ONE HAND.

Here's How I Feel About Shipping Nuclear Waste Through Tacoma.

Comments: Not enough [illegible] conditions have or will be incorporated [illegible] understand they will be shipped in old [illegible] rated ships in a container that will not withstand the heat that a shipboard fire can put out. Also they will be trucked [illegible] I-5 - I-90 etc) I truly believe that the public safety is not the major concern. Like always it's money. A fact [illegible] stand to gain. 887-1 887-2

Name: Larry [illegible] Telephone: (206) 475 2143

Address: 531 [illegible] Dakota City/State/Zip: Tacoma, Wa. 98409

Send To: Charles Head, Office of Spent Fuel Management (EM-37), Office of Environmental Management, U.S. Department of Energy, 1000 Independence Ave. SW, Washington, DC 20585

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RESPONSE TO COMMENT
COMMENTOR NO. 887: OLINE, LARRY

Response to Comment No. 887-1

The transportation casks that would be used for the foreign research reactor spent nuclear fuel are certified if their design meets certain tests, including a fire test, and if the individual casks pass periodic inspections (Section 2.6.2 of the EIS). These certification standards were developed for use of the casks on land, hence the 30 minute fire test, which is considered to be the extent of a high intensity fire resulting from a collision with a tanker truck. The duration of a ship fire is directly related to the amount of combustibles carried on board. In spite of this potential, the number of severe fires on ships is relatively small. Data available on the last 15 years from Lloyd's of London indicate that of 1,073 ship collisions in port worldwide, only eleven led to fires, and of those, only five caused extensive damage, with only one actually causing buckling of structures.

In respect to the impact a ship fire might have on a spent nuclear fuel transportation cask, there are three facts that would mitigate the potential damage. First, ship fires tend to move to different areas of the ship as the combustible material is consumed, so the cask would not be exposed for the entire duration of the fire. Second, a ship fire's intensity is normally limited by the amount of oxygen that can reach the interior of a hold. Third, all ships that would be used to transport foreign research reactor spent nuclear fuel have built-in fire suppression equipment, which at a minimum would keep fires well below the extreme temperatures needed to damage the transportation cask. For these reasons, it would be almost impossible for spent nuclear fuel inside the transportation cask to reach 900 degrees Kelvin (1,160 degrees F), the melting point of research reactor fuel. The probability of reaching such a temperature was calculated to be less than one in a billion (Attachment D5 to Appendix D of the EIS). To put this temperature into perspective, steel used in a ship's structure buckles at around 700 degrees Kelvin (800 degrees F).

The EIS contains the results of an analysis of the effects of an accident that involves a severe fire (severity category 6), which does not reach the temperature to melt research reactor nuclear fuel. Appendix D, Section D.5.3 and D.5.4 present a detailed discussion of accident probabilities and radioactive material source terms and the results of the analyses, respectively.

In conclusion, although long duration ship fires are possible, and have occurred, they are uncommon events. Analyses in the EIS indicate that even in the event of a severe ship fire involving a transportation cask, neither the consequences nor risks are great (Appendix D, Section D.5.5 of the EIS).

Response to Comment No. 887-2

The commentor's concern about using major interstate highways is noted. The U.S. Department of Transportation requires the use of major interstates because they are safer than smaller roads for trucks carrying heavy loads. DOE agrees with the Department of Transportation on this issue.

COMMENTOR NO. 888: HULL, MARGARETE A.

AMAZINGLY, YOU CAN STOP NUCLEAR WASTE FROM COMING HERE WITH JUST ONE HAND.

Here's How I Feel About Shipping Nuclear Waste Through Tacoma.

Comments: I wi[illegible] that I am totally [illegible] of nuclear waste through [illegible] our Country. Have the other Co[illegible] of our [illegible] case of their [illegible] garbage. Please do not ship or [illegible] consider shipping any kind of [illegible] Let's keep our C[illegible]

Name: MARGARET[illegible] Telep[illegible]-2936

Address: P.O. R[illegible] City/State [illegible] TACOMA, WA 98497

Send To: Charles Head, Off[illegible] Spent Fuel Management (EM-37), Off[illegible] Environmental Management, U.S. Department of [illegible] 1000 Independence Ave. [illegible] Washington, DC 20585

DEAD[illegible] 1995

888-1

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RESPONSE TO COMMENT
COMMENTOR NO. 888: HULL, MARGARETE A.

Response to Comment No. 888-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing foreign research reactor spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

The commentor's preference for the overseas management alternative is also noted. This is Management Alternative 2, which is discussed in Sections 2.3 and 4.4 of the EIS.

COMMENTOR NO. 889: HULL, PHILLIP

AMAZINGLY, YOU CAN STOP NUCLEAR WASTE FROM COMING HERE WITH JUST ONE HAND.

Here's How I Feel About [illegible] Waste Through Tacoma.

Comments: I feel it [illegible] to ship nuclear waste through Tacoma [illegible] the garbage dump for the world. [illegible] would be disastrous to our community.

I am totally against shipping any kind of nuclear fuel or waste [illegible] and say no [illegible] over.

Name: Phillip [illegible] Telephone: [illegible]936

Address: P.O. Box [illegible] City/State: Tacoma WA 98497

Send To: Charles Head, Office of Spent Fuel Management (EM-37), Office of Environmental Management, U.S. Department of Energy, 1000 Independence Ave. SW, Washington, DC 20585

DEADLINE: [illegible], 1995

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889-1

RESPONSE TO COMMENT
COMMENTOR NO. 889: HULL, PHILLIP

Response to Comment No. 889-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing foreign research reactor spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 890: HOKENSON, JEFF

Here's How I Feel About [illegible] Nuclear Waste Through Tacoma.

Comments: I wor[illegible] Tacoma and would not [illegible] to [illegible] incident involving nuclear waste [illegible] of Tacoma has too many potential hazard[illegible] this type of product to be shipped through, creating a possible disaster that the fire [illegible] protective equipment [illegible]

Name: Jeff [illegible] Telep[illegible] 5[illegible]85

Address: 1664 S[illegible] City/Sta[illegible] Tacoma, WA 98468

Send To: Charles Head, Off[illegible] Spent Fuel Management (EM-37), Off[illegible] Environmental Management, U.S. Department of [illegible] 1000 Independence Ave. S[illegible] Washington, DC 20585

DE[illegible] 30, 1995

890-1

RESPONSE TO COMMENT
COMMENTOR NO. 890: HOKENSON, JEFF

Response to Comment No. 890-1

As discussed in Section 2.7.3.2 of the EIS, DOE provides funding to States and Tribes through the Office of Environmental Management and the Office of Civilian Radioactive Waste Management to assist with transportation related issues. This funding has been used in the past to enhance a jurisdiction's emergency management and response capabilities. Besides funding, much of DOE's assistance is provided in the form of technical assistance, for which DOE bears the cost. Assistance may be provided through DOE's Radiological Assistance Program and under the National Contingency Plan, as well as through training, DOE-sponsored meetings, informal discussions, and informational materials.

Appendix H, which was added to the final EIS in response to public comments, contains the general provisions for emergency preparedness and security measures associated with the transportation of foreign research reactor spent nuclear fuel in the United States. The provisions include an interface between DOE and State, Tribal, and local authorities, prior to the implementation of the policy, for the identification and resolution of emergency management and security issues specific to the communities that would be affected. These issues include capabilities and training of first emergency responders. Funding for special needs, if necessary, would be addressed during this interface.

COMMENTOR NO. 891: STONER, MIKE

Here's How I Feel About Shipping Nuclear Waste Through Tacoma.

Comments: DOE [illegible] information and has not adequately [illegible] unique environmental characteristics of [illegible] — an area of national significance. [illegible] sound has a very deep main basin that would prevent retrieval of nuclear [illegible] or spill. The [illegible] adverse [illegible] federally and state approved [illegible] compatible with DOE's proposal.

Name: Mike Stoner Telephone: 206-734-1228

Address: 769 [illegible] City/State: Bellingham, WA 98226

Send To: Charles Head, Office of Spent Fuel Management (EM-37), Office of Environmental Management, U.S. Department of Energy, 1000 Independence Ave., S.W., Washington, DC 20585

DEADLINE: JUNE 30, 1995

891-1

891-2

RESPONSE TO COMMENT
COMMENTOR NO. 891: STONER, MIKE

Response to Comment No. 891-1

Updated information on the terminals at the Port of Tacoma has been incorporated into Appendix D, Section D.2.1.9 of the EIS. The evaluated data on populations is from the 1990 census. Although corrected information has been included in the port information for the Port of Tacoma, the analyses provided in the EIS demonstrate that the use of any of the ports indicated by the port selection process, including Tacoma, would not pose any significant risk to either the port personnel, local environment, or the population near the port.

The analysis in Sections 4.2.2 and 4.5 of the EIS indicate that the risk of bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low. The analysis in the EIS indicates that there would be no significant adverse impacts to any of the ports, bays, or waterways that the material might pass through or near. A paragraph has been added to Section 4.2.2.2 of the EIS to make this point and to emphasize the no-impact nature of these shipments on water quality.

Response to Comment No. 891-2

In the unlikely event that a transportation cask loaded with foreign research reactor spent nuclear fuel were to sink in any U.S. coastal waters, it would be recovered, even from the deepest portions of Puget Sound, which reaches depths of 305 meters (1000 feet). Appendix C, Section C.5.5 of the EIS presents information on the probability of a cask sinking in coastal and deep ocean waters.

COMMENTOR NO. 892: KLEIN, CARL

Here's How I Feel About Shipping Nuclear Waste Through Tacoma.

Comments: Question: Why [illegible] Have waste? Seems odd that this [illegible] material has laid under cover since time [illegible] are [illegible] too scrutinized to be placed [illegible] this [illegible] Have been? Our Homes [illegible] Have [illegible] Any more problems [illegible] Chosen for a problem [illegible] Handle.

Name: Carl Klein Telephone: 206-5[illegible]-0936

Address: 5507 [illegible] City/State/Zip: Tacoma WA 98444

Send To: Charles Head, Office of Spent Fuel Management (EM-37), Office of Environmental Management, U.S. Department of Energy, 1000 Independence Ave. S.W., Washington, DC 20585

DEADLINE: JUNE 30, 1995

892-1

RESPONSE TO COMMENT
COMMENTOR NO. 892: KLEIN, CARL

Response to Comment No. 892-1

Spent nuclear fuel refers to enriched uranium fuel that has been used in a nuclear reactor. Because spent nuclear fuel is radioactive, it is transported in casks which shield the surroundings from radiation (Section 2.6.2 of the EIS). As noted in Section 4.2.3, spent nuclear fuel has been transported along highways and railways of the United States for over four decades without radiological incident. Analyses provided in Section 4 of the EIS indicate that no significant human health or other environmental effects are expected to result from implementation of the proposed action at the Port of Tacoma or other candidate ports.

COMMENTOR NO. 893: DUNIGAN, LISA

AMAZINGLY, YOU CAN STOP NUCLEAR WASTE FROM COMING HERE WITH JUST ONE HAND.

Here's How I Feel About Shipping Nuclear Waste Through Tacoma.

Comments: Why do[illegible] y[illegible] existing military facilities where safety [illegible]curity [illegible]vidual[illegible] are already available - [illegible] I don[illegible] nuclear waste - where I live -

* Ship it to the Sun *

Name: Steven [illegible] Telep[illegible]965

Address: 9801 Ken[illegible] City/Stat[illegible] Wa 98498

Send To: Charles Head, Off[illegible] Spent Fuel Management (EM-37), Off[illegible] Environmental Management, U.S. Department of [illegible] 1000 Independence Ave. [illegible] Washington, DC 20585

DEAD[illegible] 30, 1995

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893-1

RESPONSE TO COMMENT
COMMENTOR NO. 893: DUNIGAN, LISA

Response to Comment No. 893-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma or any other port is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 894: REED, JOE

AMAZINGLY, YOU CAN STOP NUCLEAR WASTE FROM COMING HERE WITH JUST ONE HAND.

Here's How I Feel About Shipping Nuclear Waste Through Tacoma.

Comments: I feel the [illegible] risk and potential [illegible] possible grant of a risk for this [illegible] ered area let alone the endangered risk to Puget Sound. The dangers out weigh the benifits.

894-1

Name: Joe Reed Telephone: 206-843-1551

Address: 19209 [illegible] Ave City/State/Zip: Shoreline WA 98177

Send To: Charles Head, Office of Spent Fuel Management (EM-37), Office of Environmental Management, U.S. Department of Energy, 1000 Independence Ave., S.W., Washington, DC 20585

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RESPONSE TO COMMENT
COMMENTOR NO. 894: REED, JOE

Response to Comment No. 894-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma or any other port is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 895: WOODMAN, TAMMY

AMAZINGLY, YOU CAN STOP NUCLEAR WASTE FROM COMING HERE WITH JUST ONE HAND.

Here's How I Feel About Shipping Nuclear Waste Through Tacoma.

Comments: NO

Name: TAMMY [illegible] Telephone: [illegible]

Address: 3011 [illegible] St City/State: Tacoma, WA 98409

Send To: Charles Head, Office of Spent Fuel Management (EM-37), Office of Environmental Management, U.S. Department of Energy, 1000 Independence Ave. SW, Washington, DC 20585

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895-1

RESPONSE TO COMMENT
COMMENTOR NO. 895: WOODMAN, TAMMY

Response to Comment No. 895-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma or any other port is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 896: DUNIGAN, STEVEN R.

AMAZINGLY, YOU CAN STOP NUCLEAR WASTE FROM COMING HERE WITH JUST ONE HAND.

Here's How I Feel About Shipping Nuclear Waste Through Tacoma.

Comments: Why do [illegible] existing military facilities where safety [illegible] security [illegible] individual [illegible] are already available - [illegible] I don't want nuclear waste - where I live -

* Ship it to the Sun *

Name: Steven [illegible] Telephone: [illegible] 84[illegible] 8965

Address: 9801 Ken[illegible] City/State: Ta[illegible] Wa 98498

Send To: Charles Head, Office of Spent Fuel Management (EM-37), Office of Environmental Management, U.S. Department of Energy, 1000 Independence Ave. SW, Washington, DC 20585

D.[illegible] 1995

The strongest weapon against nuclear waste is right at your fingertips.
Here's your chance to let the Department of Energy know how you feel about their possible plan to ship 19.2 tons of weapons-grade nuclear waste through the Port of Tacoma over the next 13 years. So, pick up a pen, fill out this form and send it to the address above by June 30, 1995. And let them know that Tacoma is not a place for nuclear waste.
For more information call the Port of Tacoma Hot Line at 597-7575.

Co-sponsored by Port of Tacoma; Port of Seattle; Longshore Local #23; Puyallup Tribe; Citizens for a Healthy Bay; Cities of Tacoma, Fife, Milton, Renton, Federal Way; Tacoma–Pierce County Visitor & Convention Bureau, Tacoma–Pierce County Chamber of Commerce; Pierce County Central Labor Council and Pierce County.

896-1

RESPONSE TO COMMENT
COMMENTOR NO. 896: DUNIGAN, STEVEN R.

Response to Comment No. 896-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted.

Based on the analyses of impacts associated with accidents and incident-free operations involving foreign research reactor spent nuclear fuel, DOE considers that commercial ports and facilities and commercial freighters represent an acceptable option for the transportation of foreign research reactor spent nuclear fuel (Section 4.2.2.3 of the EIS presents the consequences of port accidents and Section 4.2.2.2 presents impacts of incident-free operation).

To address several comments, DOE has added a paragraph to Section 2.6.3.2.1 of the EIS to discuss why special security is not needed for the receipt of foreign research reactor spent nuclear fuel at commercial ports.

COMMENTOR NO. 897: BAURDEAU, MICHELLE

AMAZINGLY, YOU CAN STOP NUCLEAR WASTE FROM COMING HERE WITH JUST ONE HAND.

Here's How I Feel About Shipping Nuclear Waste Through Tacoma.

Comments:

ISN'T IT OBVIOUS ?!!

897-1

Name: Michelle B[illegible] Telep[illegible] (206)581 1855

Address: 11815 Gra[illegible]lly [illegible] LK Dr SW City/Stat[illegible] Tacoma, WA 98499

Send To: Charles Head, Off[illegible] of Spent Fuel Management (EM-37), Off[illegible] Environmental Management, U.S. Department of [illegible] 1000 Independence Ave. S[illegible] Washington, DC 20585

DEA[illegible] JUNE 30, 1995

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RESPONSE TO COMMENT
COMMENTOR NO. 897: BAURDEAU, MICHELLE

Response to Comment No. 897-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 898: RHONE, ROB

AMAZINGLY, YOU CAN STOP NUCLEAR WASTE FROM COMING HERE WITH JUST ONE HAND.

Here's How I Feel About Shipping Nuclear Waste Through Tacoma.

Comments: WE have ENOUGH CRAP Flowing thru our CITY that WE DONT need ANY MORE

898-1

Name: Rob Rhone Telephone: 228-7656

Address: 2400 Skyline Dr. 98406 City/State/Zip: Tacoma WA

Send To: Charles Head, Office of Spent Fuel Management (EM-37), Office of Environmental Management, U.S. Department of Energy, 1000 Independence Ave. SW, Washington, DC 20585

DEADLINE: JUNE 30, 1995

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RESPONSE TO COMMENT
COMMENTOR NO. 898: RHONE, ROB

Response to Comment No. 898-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 899: LUCAS, KIM

AMAZINGLY, YOU CAN STOP NUCLEAR WASTE FROM COMING HERE WITH JUST ONE HAND.

Here's How I Feel About Shipping Nuclear Waste Through Tacoma.

Comments: NO

Name: Kim L[illegible]

Telep[illegible] 5374/749

Address: 2772 [illegible] Stones [illegible] City/State [illegible] Tac WA 98466

Send To: Charles Head, Office of Spent Fuel Management (EM-37), Office of Environmental Management, U.S. Department of Energy, 1000 Independence Ave. S.W., Washington, DC 20585

DEADLINE: JUNE 30, 1995

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899-1

RESPONSE TO COMMENT
COMMENTOR NO. 899: LUCAS, KIM

Response to Comment No. 899-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 900: OBE, PATY

AMAZINGLY, YOU CAN STOP NUCLEAR WASTE FROM COMING HERE WITH JUST ONE HAND.

Here's How I Feel About Shipping Nuclear Waste Through Tacoma.

Comments: What [illegible] "Not in my Back yard"

Name: [illegible] Telep[illegible] N/A

Address: 1708 S[illegible] City/Sta[illegible] Federal Way WA 98003

Send To: Charles Head, Off[illegible] Spent Fuel Management (EM-37), Off[illegible] Environmental Management, U.S. Department of [illegible] 1000 Independence Ave. [illegible] Washington, DC 20585

DEA[illegible] 1995

The strongest weapon against nuclear waste is right at your fingertips. Here's your chance to let the Department of Energy know how you feel about their possible plan to ship 19.2 tons of weapons-grade nuclear waste through the Port of Tacoma over the next 13 years. So, pick up a pen, fill out this form and send it to the address above by June 30, 1995. And let them know that Tacoma is not a place for nuclear waste. For more information call the Port of Tacoma Hot Line at 597-7575.

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900-1

RESPONSE TO COMMENT
COMMENTOR NO. 900: OBE, PATY

Response to Comment No. 900-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 901: PARKINSON, WINDSOR

AMAZINGLY, YOU CAN STOP NUCLEAR WASTE FROM COMING HERE WITH JUST ONE HAND.

Here's How I Feel About Shipping Nuclear Waste Through Tacoma.

Comments: Please [illegible] Send it [illegible] Here!

Name: Windsor [illegible] Telep[illegible]

Address: [illegible] City/Stat[illegible] Tacoma Wa

Send To: Charles Head, Offi[illegible] of Spent Fuel Management (EM-37), Off[illegible] Environmental Management, U.S. Department of [illegible] 1000 Independence Ave. [illegible] Washington, DC 20585

DEA[illegible] 30, 1995

The strongest weapon against nuclear waste is right at your fingertips.
Here's your chance to let the Department of Energy know how you feel about their possible plan to ship 19.2 tons of weapons-grade nuclear waste through the Port of Tacoma over the next 19 years. So, pick up a pen, fill out this form and send it to the address above by June 30, 1995. And let them know that Tacoma is not a place for nuclear waste.
For more information call the Port of Tacoma Hot Line at 597-7575.

Co-sponsored by Port of Tacoma; Port of Seattle; Longshore Local #23; Puyallup Tribe; Citizens for a Healthy Bay; Cities of Tacoma, Fife, Milton, Renton, Federal Way; Tacoma–Pierce County Visitor & Convention Bureau; Tacoma–Pierce County Chamber of Commerce; Pierce County Central Labor Council and Pierce County.

901-1

RESPONSE TO COMMENT
COMMENTOR NO. 901: PARKINSON, WINDSOR

Response to Comment No. 901-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 902: SMITH, ANTHONY

AMAZINGLY, YOU CAN STOP NUCLEAR WASTE FROM COMING HERE WITH JUST ONE HAND.

Here's How I Feel About Shipping Nuclear Waste Through Tacoma.

Comments:

Name: [illegible] Smith Telep[illegible] 593 3604

Address: 2128 S[illegible] Kesm City/Stat[illegible] 98405

Send To: Charles Head, Office of Spent Fuel Management (EM-37), Office of Environmental Management, U.S. Department of Energy, 1000 Independence Ave., S.W., Washington, DC 20585

DEADLINE: JUNE 30, 1995

902-1

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RESPONSE TO COMMENT
COMMENTOR NO. 902: SMITH, ANTHONY

Response to Comment No. 902-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 903: TURNER, CATHY

AMAZINGLY, YOU CAN STOP NUCLEAR WASTE FROM COMING HERE WITH JUST ONE HAND.

Here's How I Feel About Shipping Nuclear Waste Through Tacoma.

Comments: PLEASE DONT

Name: CATHY [illegible] Telephone: [illegible]97-9240

Address: 2121 [illegible] S City/State: [illegible]ner, WA

Send To: Charles Head, Office of Spent Fuel Management (EM-37), Office of Environmental Management, U.S. Department of Energy, 1000 Independence Ave., S.W., Washington, DC 20585

DEADLINE: JUNE 30, 1995

903-1

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Co-sponsored by Port of Tacoma; Port of Seattle; Longshore Local #23; Puyallup Tribe; Citizens for a Healthy Bay; Cities of Tacoma, Fife, Milton, Auburn, Federal Way; Tacoma–Pierce County Visitor & Convention Bureau, Tacoma–Pierce County Chamber of Commerce; Pierce County Central Labor Council and Pierce County.

RESPONSE TO COMMENT
COMMENTOR NO. 903: TURNER, CATHY

Response to Comment No. 903-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 904: DUNIGAN, SUE

AMAZINGLY, YOU CAN STOP NUCLEAR WASTE FROM COMING HERE WITH JUST ONE HAND.

Here's How I Feel About Shipping Nuclear Waste Through Tacoma.

Comments: [illegible]

904-1

Name: Sue [illegible] Telep[illegible] 584-8965

Address: 9801 [illegible] Wood City/Stat[illegible] Tacoma WA 98498

Send To: Charles Head, Office of Spent Fuel Management (EM-37), Office of Environmental Management, U.S. Department of Energy, 1000 Independence Ave., SW, Washington, DC 20585

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RESPONSE TO COMMENT
COMMENTOR NO. 904: DUNIGAN, SUE

Response to Comment No. 904-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 905: ANONYMOUS

AMAZINGLY, YOU CAN STOP NUCLEAR WASTE FROM COMING HERE WITH JUST ONE HAND.

Here's How I Feel About Shipping Nuclear Waste Through Tacoma.

Comments: NO Way

Name: [illegible]

Address: _____

Telep[illegible]

City/Sta[illegible]

Send To: Charles Head, Office of Spent Fuel Management (EM-37), Office of Environmental Management, U.S. Department of Energy, 1000 Independence Ave. S.W., Washington, DC 20585

DEADLINE: JUNE 30, 1995

905-1

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RESPONSE TO COMMENT
COMMENTOR NO. 905: ANONYMOUS

Response to Comment No. 905-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 906: GOOCH, DANA

AMAZINGLY, YOU CAN STOP NUCLEAR WASTE FROM COMING HERE WITH JUST ONE HAND.

Here's How I Feel About Shipping Nuclear Waste Through Tacoma.

Comments: No NOT MAKE I have kids and Do Not care for an accident that may cause harm due to the possibility of contamination. Yes it can happen that's why they are called ACCIDENTS!

Name: Dana Gooch Telephone: (206) 759-0932

Address: 3722 [illegible] City/State: Tacoma, Wa. 98406

Send To: Charles Head, Office of Spent Fuel Management (EM-37), Office of Environmental Management, U.S. Department of Energy, 1000 Independence Ave. SW, Washington, DC 20585

DEADLINE: June 30, 1995

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906-1

RESPONSE TO COMMENT
COMMENTOR NO. 906: GOOCH, DANA

Response to Comment No. 906-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 907: BALL, LISA

AMAZINGLY, YOU CAN STOP NUCLEAR WASTE FROM COMING HERE WITH JUST ONE HAND.

Here's How I Feel About Shipping Nuclear Waste Through Tacoma.

Comments: [illegible] to our [illegible] 907-1

Name: LISA [illegible] Telep[illegible] 752 7020

Address: 3357 [illegible] City/State [illegible] Tacoma 98407

Send To: Charles Head, Office of Spent Fuel Management (EM-37), Office of Environmental Management, U.S. Department of Energy, 1000 Independence Ave. SW, Washington, DC 20585

DEADLINE: JUNE 30, 1995

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RESPONSE TO COMMENT
COMMENTOR NO. 907: BALL, LISA

Response to Comment No. 907-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 908: GALLOWAY, PAULA

AMAZINGLY, YOU CAN STOP NUCLEAR WASTE FROM COMING HERE WITH JUST ONE HAND.

Here's How I Feel About Shipping Nuclear Waste Through Tacoma.

Comments: Don't D[illegible]

908-1

Name: Paula [illegible] Telep[illegible] 383 2427

Address: 1226 [illegible] City/State [illegible] TACOMA WA 98405

Send To: Charles Head, Office of Spent Fuel Management (EM-37), Office of Environmental Management, U.S. Department of Energy, 1000 Independence Ave. SW, Washington, DC 20585

DEADLINE: June 30, 1995

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RESPONSE TO COMMENT
COMMENTOR NO. 908: GALLOWAY, PAULA

Response to Comment No. 908-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 909: YU, ELYNA

AMAZINGLY, YOU CAN STOP NUCLEAR WASTE FROM COMING HERE WITH JUST ONE HAND.

Here's How I Feel About Shipping Nuclear Waste Through Tacoma.

Comments: [illegible]

909-1

Name: Elyna Yu Telep[illegible] 97[illegible]

Address: 1642 [illegible] City/Sta[illegible] Tacoma, WA

Send To: Charles Head, Office of Spent Fuel Management (EM-37), Office of Environmental Management, U.S. Department of Energy, 1000 Independence Ave., S.W., Washington, DC 20585

DEADLINE: JUNE 30, 1995

9[illegible]409

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RESPONSE TO COMMENT
COMMENTOR NO. 909: YU, ELYNA

Response to Comment No. 909-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 910: FUSKI, M.

AMAZINGLY, YOU CAN STOP NUCLEAR WASTE FROM COMING HERE WITH JUST ONE HAND.

Here's How I Feel About Shipping Nuclear Waste Through Tacoma.

Comments: NO!

Name: M. [illegible] Telep[illegible] 7[illegible]-0476

Address: E-70[illegible] Ck. Rd City/State [illegible] Fairy WA 98528

Send To: Charles Head, Office of Spent Fuel Management (EM-37), Office of Environmental Management, U.S. Department of Energy, 1000 Independence Ave. S.W., Washington, DC 20585

DEADLINE: JUNE 30, 1995

910-1

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RESPONSE TO COMMENT
COMMENTOR NO. 910: FUSKI, M.

Response to Comment No. 910-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 911: NOIM, NICKY L.

AMAZINGLY, YOU CAN STOP NUCLEAR WASTE FROM COMING HERE WITH JUST ONE HAND.

Here's How I Feel About Shipping Nuclear Waste Through Tacoma.

Comments: NO!

Name: [illegible] Telep[illegible] 593-2704

Address: 3821 [illegible] 13th [illegible] City/State/Zip Tacoma, Wa 98446

Send To: Charles Head, Office of Spent Fuel Management (EM-37), Office of Environmental Management, U.S. Department of Energy, 1000 Independence Ave. S.W., Washington, DC 20585

DEADLINE: JUNE 30, 1995

911-1

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RESPONSE TO COMMENT
COMMENTOR NO. 911: NOIM, NICKY L.

Response to Comment No. 911-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 912: LINLEY, R.

AMAZINGLY, YOU CAN STOP NUCLEAR WASTE FROM COMING HERE WITH JUST ONE HAND.

Here's How I Feel About Shipping Nuclear Waste Through Tacoma.

Comments: WHY SHOULD [illegible] WHAT ISNT BEST FOR OUR STATE?
KEEP THE WASTE THE HELL OUT OF THE STATE/COUNTRY

912-1

Name: R. LINLEY Telep[illegible]

Address: 5326 N. [illegible] City/State [illegible] WA.

Send To: Charles Head, Office of Spent Fuel Management (EM-37), Office of Environmental Management, U.S. Department of Energy-1000 Independence Ave. SW, Washington, DC 20585
DEADLINE: JUNE 30, 1995

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RESPONSE TO COMMENT
COMMENTOR NO. 912: LINLEY, R.

Response to Comment No. 912-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 913: MILLER, W.T.

AMAZINGLY, YOU CAN STOP NUCLEAR WASTE FROM COMING HERE WITH JUST ONE HAND.

Here's How I Feel About Shipping Nuclear Waste Through Tacoma.

Comments: HELL NO

Name: W-T M[illegible] Telep[illegible] 565-0015

Address: 3403 7[illegible] W. City/Sta[illegible] Tacoma

Send To: Charles Head, Office of Spent Fuel Management (EM-37), Office of Environmental Management, U.S. Department of Energy, 1000 Independence Ave., SW, Washington, DC 20585

DEADLINE: JUNE 30, 1995

913-1

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RESPONSE TO COMMENT
COMMENTOR NO. 913: MILLER, W.T.

Response to Comment No. 913-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 914: VILLA, DEXTER

AMAZINGLY, YOU CAN STOP NUCLEAR WASTE FROM COMING HERE WITH JUST ONE HAND.

Here's How I Feel About Shipping Nuclear Waste Through Tacoma.

Comments: I Don't want it here - NO, NO, NO! 914-1

Name: Dexter [illegible] Telep[illegible] 752-1978

Address: 5143 [illegible] City/Stat[illegible] Tacoma, WA 98407

Send To: Charles Head, Office of Spent Fuel Management (EM-37), Office of Environmental Management, U.S. Department of Energy, 1000 Independence Ave., S.W., Washington, DC 20585

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RESPONSE TO COMMENT
COMMENTOR NO. 914: VILLA, DEXTER

Response to Comment No. 914-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 915: WOOD, CHIARA

AMAZINGLY, YOU CAN STOP NUCLEAR WASTE FROM COMING HERE WITH JUST ONE HAND.

Here's How I Feel About Shipping Nuclear Waste Through Tacoma.

Comments: Not our State

Name: Chiara [illegible] Telephone: [illegible]

Address: Box [illegible] City/State/Zip: [illegible] Hayden [illegible]

Send To: Charles Head, Office of Spent Fuel Management (EM-37), Office of Environmental Management, U.S. Department of Energy, 1000 Independence Ave., S.W., Washington, DC 20585

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915-1

RESPONSE TO COMMENT
COMMENTOR NO. 915: WOOD, CHIARA

Response to Comment No. 915-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 916: GAFFINEY, COREY

AMAZINGLY, YOU CAN STOP NUCLEAR WASTE FROM COMING HERE WITH JUST ONE HAND.

Here's How I Feel About Shipping Nuclear Waste Through Tacoma.

Comments: [illegible] 916-1

Name: Corey [illegible] Telep[illegible] 6076

Address: 9302 [illegible] City/State [illegible] WA 98332

Send To: Charles Head, Office of Spent Fuel Management (EM-37), Office of Environmental Management, U.S. Department of Energy, 1000 Independence Ave., SW, Washington, DC 20585

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RESPONSE TO COMMENT
COMMENTOR NO. 916: GAFFINEY, COREY

Response to Comment No. 916-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 917: LARSON, KRISTEN J.

AMAZINGLY, YOU CAN STOP NUCLEAR WASTE FROM COMING HERE WITH JUST ONE HAND.

Here's How I Feel About Shipping Nuclear Waste Through Tacoma.

Comments: NO!

Name: Kristen J. Larson Telephone:

Address: City/State/Zip: Tacoma WA

Send To: Charles Head, Office of Spent Fuel Management (EM-37), Office of Environmental Management, U.S. Department of Energy, 1000 Independence Ave. S.W., Washington, DC 20585

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917-1

RESPONSE TO COMMENT
COMMENTOR NO. 917: LARSON, KRISTEN J.

Response to Comment No. 917-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 918: MOOS, JESSIE M.

AMAZINGLY, YOU CAN STOP NUCLEAR WASTE FROM COMING HERE WITH JUST ONE HAND.

Here's How I Feel About Shipping Nuclear Waste Through Tacoma.

Comments: Definately No
No
No

Name: Jessie M[illegible] Telep[illegible] 564-2453

Address: City/Stat[illegible]

Send To: Charles Head, Office of Spent Fuel Management (EM-37), Office of Environmental Management, U.S. Department of Energy, 1000 Independence Ave. S.W., Washington, DC 20585

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918-1

RESPONSE TO COMMENT
COMMENTOR NO. 918: MOOS, JESSIE M.

Response to Comment No. 918-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 919: JUAILLE, NORMA

AMAZINGLY, YOU CAN STOP NUCLEAR WASTE FROM COMING HERE WITH JUST ONE HAND.

Here's How I Feel About Shipping Nuclear Waste Through Tacoma.

Comments: NO [illegible]

Name: [illegible] Telephone: [illegible]

Address: [illegible] City/State/Zip: [illegible]

Send To: Charles Head, Office of Spent Fuel Management (EM-37), Office of Environmental Management, U.S. Department of Energy, 1000 Independence Ave., S.W., Washington, DC 20585

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919-1

RESPONSE TO COMMENT
COMMENTOR NO. 919: JUAILLE, NORMA

Response to Comment No. 919-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 920: BURNS, SUE

AMAZINGLY, YOU CAN STOP NUCLEAR WASTE FROM COMING HERE WITH JUST ONE HAND.

Here's How I Feel About Shipping Nuclear Waste Through Tacoma.

Comments: We don't want your waste here. It's too big of a chance that something going wrong. I live near the waterfront with 3 kids I want to have a good

Name: Sue B

Telephone:

Address: 3909

City/State: Tacoma WA

Send To: Charles Head, Office of Spent Fuel Management (EM-37), Office of Environmental Management, U.S. Department of Energy, 1000 Independence Ave., S.W., Washington, DC 20585

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920-1

RESPONSE TO COMMENT
COMMENTOR NO. 920: BURNS, SUE

Response to Comment No. 920-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 921: STANLEY, MELODY

AMAZINGLY, YOU CAN STOP NUCLEAR WASTE FROM COMING HERE WITH JUST ONE HAND.

Here's How I Feel About Shipping Nuclear Waste Through Tacoma.

Comments: I feel that [illegible] be detrimental to our [illegible] nuclear waste would not only be unsafe & unattractive, it would also stink. 921-1

Name: Melody [illegible] Telephone: [illegible]-9934

Address: 912 W [illegible] Ave City/State/Zip: Puyallup WA 98372

Send To: Charles Head, Office of Spent Fuel Management (EM-37), Office of Environmental Management, U.S. Department of Energy, 1000 Independence Ave. SW, Washington, DC 20585

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RESPONSE TO COMMENT
COMMENTOR NO. 921: STANLEY, MELODY

Response to Comment No. 921-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 922: STANLEY, FRANCIS D.

AMAZINGLY, YOU CAN STOP NUCLEAR WASTE FROM COMING HERE WITH JUST ONE HAND.

Here's How I Feel About Shipping Nuclear Waste Through Tacoma.

Comments: NO, Only overseas management, let Other Countries take care of their own

Name: Francis D. Stanley Telephone: 473 6425

Address: 5917 5th Ave City/State: Tacoma WA 98467

Send To: Charles Head, Office of Spent Fuel Management (EM-37), Office of Environmental Management, U.S. Department of Energy, 1000 Independence Ave., S.W., Washington, DC 20585

DEADLINE: JUNE 30, 1995

922-1

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RESPONSE TO COMMENT
COMMENTOR NO. 922: STANLEY, FRANCIS D.

Response to Comment No. 922-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

The commentor's preference for letting other countries take care of their own material is also noted. The alternatives that relate to this option are Management Alternative 2 (overseas management, discussed in Sections 2.3 and 4.4 of the EIS) and the No Action Alternative (Section 2.5 of the EIS).

COMMENTOR NO. 923: GULFT, CLARESA

AMAZINGLY, YOU CAN STOP NUCLEAR WASTE FROM COMING HERE WITH JUST ONE HAND.

Here's How I Feel About Shipping Nuclear Waste Through Tacoma.

Comments: No!

Name: [illegible] Telephone: [illegible]-7883

Address: 9811 S[illegible] W City/State/Zip: Tacoma, WA 98467

Send To: Charles Head, Office of Spent Fuel Management (EM-37), Office of Environmental Management, U.S. Department of Energy, 1000 Independence Ave. SW, Washington, DC 20585

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923-1

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RESPONSE TO COMMENT
COMMENTOR NO. 923: GULFT, CLARESA

Response to Comment No. 923-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 924: ROSS, PATRICIA

AMAZINGLY, YOU CAN STOP NUCLEAR WASTE FROM COMING HERE WITH JUST ONE HAND.

Here's How I Feel About Shipping Nuclear Waste Through Tacoma.

Comments: NOT IN

924-1

Name: PATRICIA [illegible] Telep[illegible] 565-2052

Address: 1233 [illegible] City/Sta[illegible] FIRCREST WA

Send To: Charles Head, Offi[illegible] of Spent Fuel Management (EM-37), Off[illegible] Environmental Management, U.S. Department of [illegible] 1000 Independence Ave. S[illegible] Washington, DC 20585

DEA[illegible] 1995

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RESPONSE TO COMMENT
COMMENTOR NO. 924: ROSS, PATRICIA

Response to Comment No. 924-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 925: NUT, CARLENE

AMAZINGLY, YOU CAN STOP NUCLEAR WASTE FROM COMING HERE WITH JUST ONE HAND.

Here's How I Feel About Shipping Nuclear Waste Through Tacoma.

Comments: No!! Too Dangerous!!

925-1

Name: Carlene [illegible] Telephone: [illegible]

Address: 5124 [illegible] Ct City/State/Zip: Tacoma WA 98406

Send To: Charles Head, Office of Spent Fuel Management (EM-37), Office of Environmental Management, U.S. Department of Energy, 1000 Independence Ave., S.W., Washington, DC 20585

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RESPONSE TO COMMENT
COMMENTOR NO. 925: NUT, CARLENE

Response to Comment No. 925-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 926: ADAMS, AMANDA

Here's How I Feel About [illegible] Nuclear Waste Through Tacoma.

Comments: DUE TO [illegible] DIVERSITY AND URBAN DENS[illegible] IS NOT AN APPROPRIATE PLACE [illegible]/UNLOAD SPENT NUCLEAR [illegible]ATERIAL

(NO!)

Name: Am[illegible] Telep[illegible] (206) 752-4639

Address: 2809 NO[illegible] SOUND City/Stat[illegible] TACOMA, WA 98407

Send To: Charles Head, Off[illegible] Spent Fuel Management (EM-37), Off[illegible] Environmental Management, U.S. Department of [illegible] 1000 Independence Ave. [illegible] Washington, DC 20585

DEAD[illegible] 1995

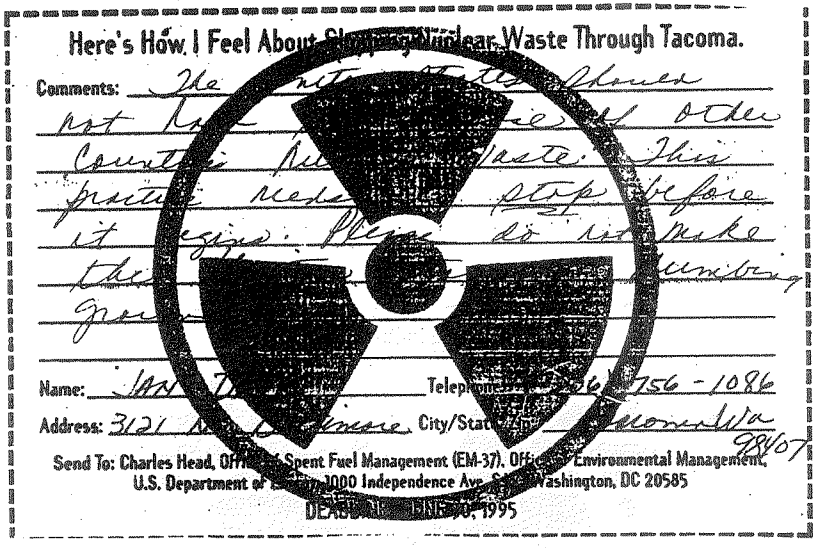
926-1

RESPONSE TO COMMENT
COMMENTOR NO. 926: ADAMS, AMANDA

Response to Comment No. 926-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 927: DAVIS, JAN



Here's How I Feel About [illegible] Nuclear Waste Through Tacoma.

Comments: The [illegible] other Countries [illegible] waste. This practice needs to stop before it begins. Please do not make the [illegible] suffering your [illegible]

Name: JAN [illegible] Telephone: [illegible] 756-1086

Address: 3121 [illegible] City/State/Zip: [illegible] Wa 98407

Send To: Charles Head, Office of Spent Fuel Management (EM-37), Office of Environmental Management, U.S. Department of Energy, 1000 Independence Ave., S.W., Washington, DC 20585

DEADLINE: [illegible] 30, 1995

927-1

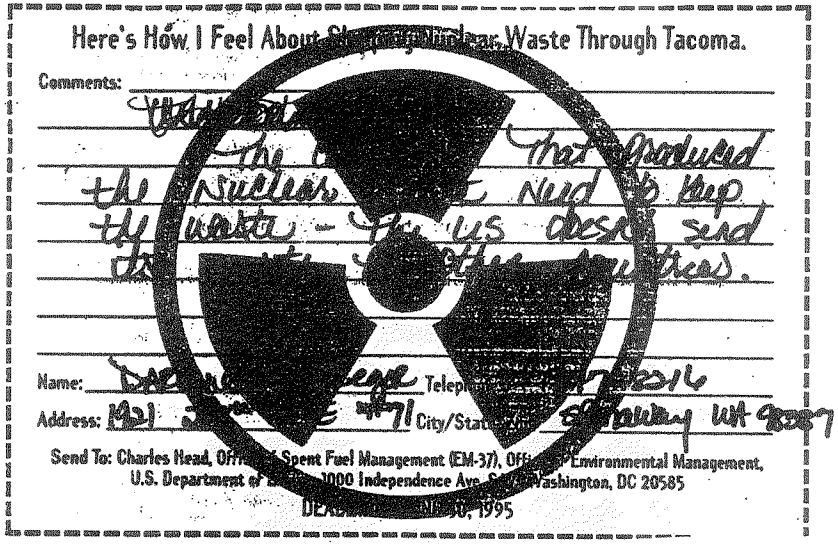
RESPONSE TO COMMENT
COMMENTOR NO. 927: DAVIS, JAN

Response to Comment No. 927-1

The commentor's opposition to acceptance of spent nuclear fuel from foreign research reactors in the United States is noted. As discussed in Section 1.1 of the EIS, foreign research reactor spent nuclear fuel has been accepted for disposition in the United States for over 30 years. During that time, no radiological release from a transportation cask containing foreign research reactor spent nuclear fuel has occurred (Section 4.2.3 of the EIS).

This EIS evaluates three alternatives for management of foreign research reactor spent nuclear fuel: management in the United States (Management Alternative 1, Section 2.2), overseas management (Management Alternative 2, Section 2.3), and a combination of domestic and overseas management (Management Alternative 3, Section 2.4). None of these management alternatives compel the United States to permanently serve as a repository for foreign research reactor spent nuclear fuel.

COMMENTOR NO. 928: MCGREGOR, DARLENE


Here's How I Feel About Shipping Nuclear Waste Through Tacoma.

Comments: [illegible] that produced the Nuclear [illegible] Need to keep the waste - [illegible] US doesn't send [illegible] other countries.

Name: [illegible] Telep[illegible]

Address: [illegible] City/State [illegible] WA 98287

Send To: Charles Head, Off[illegible] Spent Fuel Management (EM-37), Off[illegible] Environmental Management, U.S. Department of [illegible] 1000 Independence Ave. [illegible] Washington, DC 20585

DEA[illegible] 1995

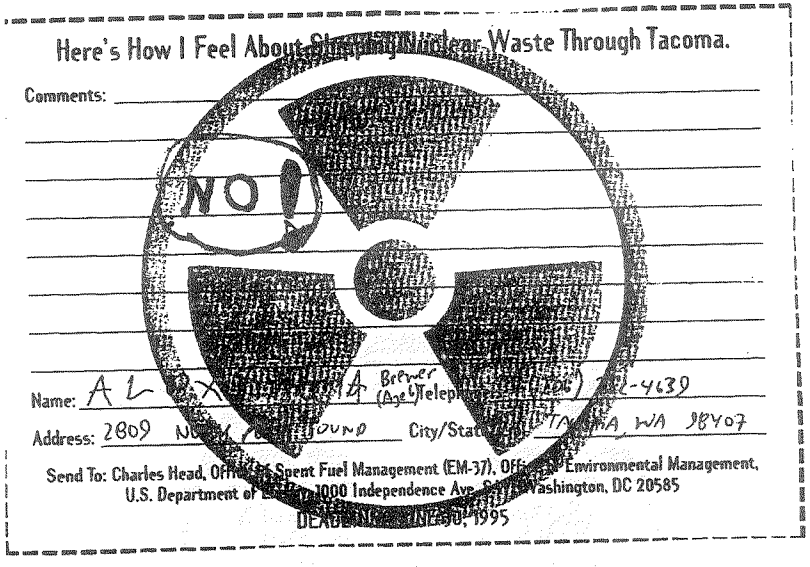
928-1

RESPONSE TO COMMENT
COMMENTOR NO. 928: MCGREGOR, DARLENE

Response to Comment No. 928-1

The commentor's preference for overseas management of spent nuclear fuel from foreign research reactors is noted (Section 2.3 of the EIS). As discussed in Section 1.2 of the EIS, many of the foreign research reactor operators cannot store their spent nuclear fuel in their country due to existing regulatory or financial constraints. Thus, the intent of the proposed policy is to remove as much U.S.-origin HEU as possible from civil programs worldwide and give foreign research reactor operators time to convert their reactors to the use of LEU fuels and to make arrangements for disposition of their LEU spent nuclear fuel (Section 1.2 of the EIS).

COMMENTOR NO. 929: BREWER, ALEXANDREA


Here's How I Feel About Shipping Nuclear Waste Through Tacoma.

Comments:

NO!

Name: A L [illegible] A. Brewer (Age [illegible]) Telep[illegible] [illegible]-4639

Address: 2809 N[illegible] Sound City/State [illegible]TA[illegible]A, WA 98407

Send To: Charles Head, Off[illegible] Spent Fuel Management (EM-37), Off[illegible] Environmental Management, U.S. Department of [illegible] 1000 Independence Ave. [illegible] Washington, DC 20585

DEAD[illegible] JUNE 30, 1995

929-1

RESPONSE TO COMMENT
COMMENTOR NO. 929: BREWER, ALEXANDREA

Response to Comment No. 929-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 930: BREWER, DOUG

Here's How I Feel About [illegible] Nuclear Waste Through Tacoma.

Comments: Tacoma is not an appropriate setting to unload/load spent nuclear material, due to its environmental diversity and urban density.

NO!

Name: BREWER, DOUG [illegible] Telep[illegible] (206) 752-4639

Address: NORTH 2009 PUGET SOUND City/State [illegible] TACOMA, WA 98407

Send To: Charles Head, Off[illegible] Spent Fuel Management (EM-37), Off[illegible] Environmental Management, U.S. Department of [illegible] 1000 Independence Ave. S[illegible] Washington, DC 20585

DEA[illegible] JANUARY 30, 1995

930-1

RESPONSE TO COMMENT
COMMENTOR NO. 930: BREWER, DOUG

Response to Comment No. 930-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 931: BECKENDORF, JERRY

AMAZINGLY, YOU CAN STOP NUCLEAR WASTE FROM COMING HERE WITH JUST ONE HAND.

Here's How I Feel About Shipping Nuclear Waste Through Tacoma.

Comments: As a [illegible] worker dealing with radioactive [illegible] concerned about shipping nuclear waste through [illegible] While shipping containers may have a 80% safety [illegible] I would be more concerned with a 20% accident rating (I'm unsure of current figures) It appears [illegible] to handle the waste.

I'm AGAINST [illegible] PORT for Nuclear waste

Name: Jerry Beckendorf Telephone: 206-591-6237

Address: 12118 206th Ave CTE City/State/Zip: Puyallup WA 98374-2607

Send To: Charles Head, Office of Spent Fuel Management (EM-37), Office of Environmental Management, U.S. Department of Energy, 1000 Independence Ave. SW, Washington, DC 20585

DEADLINE: JUNE 30, 1995

The strongest weapon against nuclear waste is right at your fingertips.
Here's your chance to let the Department of Energy know how you feel about their possible plan to ship 19.2 tons of weapons-grade nuclear waste through the Port of Tacoma over the next 13 years. So, pick up a pen, fill out this form and send it to the address above by June 30, 1995. And let them know that Tacoma is not a place for nuclear waste.
For more information call the Port of Tacoma Hot Line at 597-7575.

Co-sponsored by Port of Tacoma; Port of Seattle; Longshore Local #23; Puyallup Tribe; Citizens for a Healthy Bay; Cities of Tacoma, Fife, Milton, Ruston, Federal Way; Tacoma–Pierce County Visitor & Convention Bureau, Tacoma–Pierce County Chamber of Commerce; Pierce County Central Labor Council and Pierce County.

931-1

RESPONSE TO COMMENT
COMMENTOR NO. 931: BECKENDORF, JERRY

Response to Comment No. 931-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 932: MANN, HAROLD R.

Here's How I Feel About Shipping Nuclear Waste Through Tacoma.

Comments: LET [illegible] OF THEIR OWN WASTE [illegible] 932-1

Name: HAROLD [illegible] Telep[illegible] (206) 463 2186

Address: 11805 SU[illegible] RD City/State [illegible] WA 98070

Send To: Charles Head, Office of Spent Fuel Management (EM-37), Office [illegible] Environmental Management, U.S. Department of [illegible] 1000 Independence Ave. [illegible] Washington, DC 20585

DEADLINE: JUNE 30, 1995

The strongest weapon against nuclear waste is right at your fingertips.
Here's your chance to let the Department of Energy know how you feel about their possible plan to ship 19.2 tons of weapons-grade nuclear waste through the Port of Tacoma over the next 13 years. So, pick up a pen, fill out this form and send it to the address above by June 30, 1995. And let them know that Tacoma is not a place for nuclear waste.
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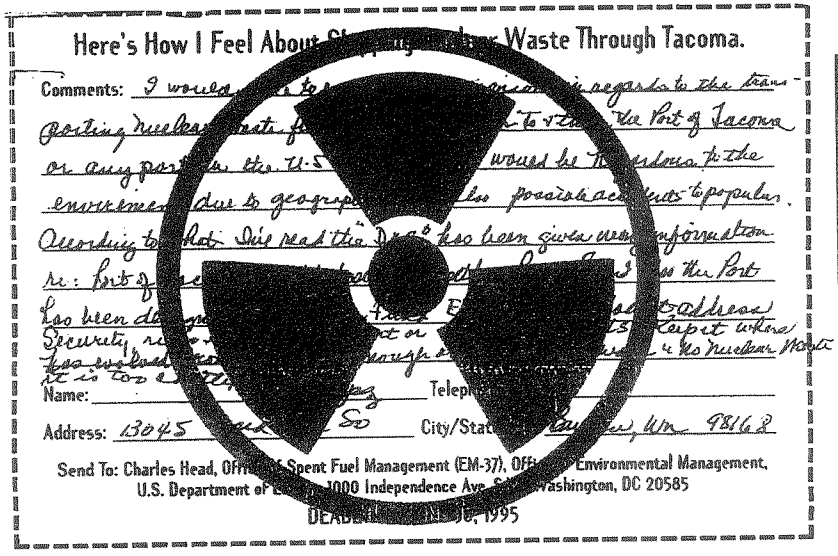
Co-sponsored by Port of Tacoma; Port of Seattle; Longshore Local #23; Puyallup Tribe; Citizens for a Healthy Bay; Cities of Tacoma, Fife, Milton, Renton, Federal Way; Tacoma–Pierce County Visitor & Convention Bureau, Tacoma–Pierce County Chamber of Commerce; Pierce County Central Labor Council and Pierce County.

RESPONSE TO COMMENT
COMMENTOR NO. 932: MANN, HAROLD R.

Response to Comment No. 932-1

The commentor's preference for overseas management of spent nuclear fuel from foreign research reactors is noted (Sections 2.3 and 4.4 of the EIS). As discussed in Section 1.2 of the EIS, many of the foreign research reactor operators cannot store their spent nuclear fuel in their country due to existing regulatory or financial constraints. Thus, the intent of the proposed policy is to remove as much U.S.-origin HEU as possible from civil programs worldwide and give foreign research reactor operators time to convert their reactors to the use of LEU fuels and to make arrangements for disposition of their LEU spent nuclear fuel (Section 1.2 of the EIS).

COMMENTOR NO. 933: LOPEZ, G.A.



Here's How I Feel About [illegible] Waste Through Tacoma.

Comments: I would [illegible] in regards to the trans-porting nuclear [illegible] to the Port of Tacoma or any port [illegible] the U.S. [illegible] would be [illegible] to the environment due to geograp[illegible] possible acc[illegible] to populas. According to [illegible] I've read the [illegible] has been given wr[illegible] information re: Port of [illegible] the Port has been de[illegible] address Security, re[illegible] Carpet where has evolved [illegible] nuclear Waste it is too [illegible]

Name: [illegible] Telep[illegible]

Address: 13045 [illegible] So City/Stat[illegible] Wn 98168

Send To: Charles Head, Off[illegible] Spent Fuel Management (EM-37), Off[illegible] Environmental Management, U.S. Department of [illegible] 1000 Independence Ave. S[illegible] Washington, DC 20585

DEADL[illegible] 30, 1995

The strongest weapon against nuclear waste is right at your fingertips.
Here's your chance to let the Department of Energy know how you feel about their possible plan to ship 19.2 tons of weapons-grade nuclear waste through the Port of Tacoma over the next 13 years. So, pick up a pen, fill out this form and send it to the address above by **June 30, 1995**. And let them know that Tacoma is not a place for nuclear waste.
For more information call the Port of Tacoma Hot Line at 597-7575.

Co-sponsored by Port of Tacoma; Port of Seattle; Longshore Local #23; Puyallup Tribe; Citizens for a Healthy Bay; Cities of Tacoma, Fife, Milton, Ruston, Federal Way; Tacoma–Pierce County Visitor & Convention Bureau, Tacoma–Pierce County Chamber of Commerce; Pierce County Central Labor Council and Pierce County.

933-1

RESPONSE TO COMMENT
COMMENTOR NO. 933: LOPEZ, G.A.

Response to Comment No. 933-1

The commentor's opposition to the use of the Port of Tacoma for receipt of foreign research reactor spent nuclear fuel is noted. Based on the port selection process described in Appendix D of the EIS, the Port of Tacoma is among the ten candidate ports listed in Section 2.2.1.6 of the EIS which could receive foreign research reactor spent nuclear fuel under Management Alternative 1 or 3. The analyses provided in the EIS indicate that the use of any of the ports indicated by the port selection process, including Tacoma, would not pose any significant risk to either the port personnel, local environment, or the population near the port. The analysis in the EIS indicates that the risks associated with an accident are low (Sections 4.2.2.3 and 4.5 of the EIS) and that the risks associated with incident-free handling of the foreign research reactor spent nuclear fuel casks are also low (Sections 4.2.2.2 and 4.5 of the EIS).

Updated information on the terminals at the Port of Tacoma has been incorporated into Appendix D, Section D.2.1.9 of the EIS. The evaluated data on populations are from the 1990 census.

In the unlikely event that a transportation cask loaded with foreign research reactor spent nuclear fuel were to sink in any U.S. coastal waters, it would be recovered, even from the deepest portions of Puget Sound, which reaches depths of 305 meters (1,000 feet). Section 4.2.1.3 of the EIS has been modified to include this assurance of recovery in coastal waters. See Appendix C, Section C.5.5 of the EIS for information on the probability of a cask sinking in coastal and deep ocean waters. The impacts of a foreign research reactor spent nuclear fuel transportation cask sinking in coastal and deep waters were estimated in the EIS (Appendix C, Section C.5). The results of this analysis show that both the consequences and the risk of these accidents are low (Appendix C, Sections C.5.4 and C.5.5).

The acceptance of foreign research reactor spent nuclear fuel through the Port of Tacoma would neither affect the activities being conducted in Commencement Bay as a result of being a "Superfund Site," nor would it add any additional burden to this designation. The transport of the spent nuclear fuel on the Bay would not add any hazardous material to the Bay or the environment. DOE has added a sentence to Appendix D, Section D.2.1.9 of the EIS recognizing the designation of the Commencement Bay as a Superfund Site. The notion that the spent nuclear fuel shipments, but not other more hazardous material shipments, passing through the Port of Tacoma would add to the designation "stigma" is an unjustified fear.

COMMENTOR NO. 933: LOPEZ, G.A. (CONT'D.)

RESPONSE TO COMMENT
COMMENTOR NO. 933: LOPEZ, G.A. (CONT'D.)

Section 2.8 of the EIS addresses the security measures that would be taken to ensure that there would be no unacceptable risks of terrorism or theft of materials. DOE considers that foreign research reactor spent nuclear fuel could safely be received at commercial ports, as it has in the past, without additional security such as might be present at military bases. The security measures employed at any port would meet or exceed all the security requirements in the Code of Federal Regulations (10 CFR Part 73). If the port did not already provide security sufficient to satisfy these requirements, it would be the responsibility of the shipper to provide additional security. DOE supports these regulations as being adequate to protect the foreign research reactor spent nuclear fuel in any commercial port. To better describe the security and emergency preparedness associated with transportation of the foreign research reactor spent nuclear fuel, Appendix H has been added to the final EIS in response to public comments. This appendix presents the general provisions of the Transportation Plan, which is a document that provides all of the details associated with the transportation of the foreign research reactor spent nuclear fuel, including the security arrangements in port and in transit to the management site.

COMMENTOR NO. 936: GILMORE, KEVIN

June 25, 1995

Charles Head
Office of Spent Nuclear Fuel Mgmt.
U.S. Department of Energy
Washington DC 20585

Dear Mr. Head:

I absolutely do not want radioactive nuclear waste shipped through the Port of Tacoma. 936-1

Thank you.

Kevin Gilmore

Kevin Gilmore
928 East 55th Street
Tacoma WA 98404-2621

RESPONSE TO COMMENT
COMMENTOR NO. 936: GILMORE, KEVIN

Response to Comment No. 936-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 937: LEONARD, EILEEN M.

JUNE 26, 1995

CHARLES HEAD
PROGRAM MANAGER
OFFICE OF SPENT NUCLEAR FUEL
MANAGEMENT (EM-37)

WE DO NOT WANT
NUCLEAR WASTE SHIPPED
THROUGH THE PORT OF
TACOMA 937-1

Thomas R. Leonard
THOMAS R. LEONARD
6042 SO. PROSPECT
TACOMA WA 98409

Eileen M Leonard

RESPONSE TO COMMENT
COMMENTOR NO. 937: LEONARD, EILEEN M.

Response to Comment No. 937-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 938: BOWMAN, CHILTON A.

Jan 26-95

Charles Head
Program Manager
Spent Nuclear Fuel Management

Dear Sir:

As a property owner living in the Tacoma area, we protest the shipping of nuclear waste through the Port of Tacoma or via Railroads in the City. We are opposed to it being sent to Hanford also. 938-1

Please find some other way and place to dispose of it. 938-2

Very truly,

Jeanne K. Bowman
Chilton A. Bowman

RESPONSE TO COMMENT
COMMENTOR NO. 938: BOWMAN, CHILTON A.

Response to Comment No. 938-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma or using rail transport within the City of Tacoma, is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low. Also, Section 4.2.3 demonstrates that the risk associated with ground transport is also low.

Response to Comment No. 938-2

As explained in Section 1.5 of the EIS, the selection of the site or sites at which the foreign research reactor spent nuclear fuel would be managed is based on the analysis in the Department of Energy Programmatic Spent Nuclear Fuel Management and Idaho National Engineering Laboratory Environmental Restoration and Waste Management Programs Environmental Impact Statement. The Record of Decision for this EIS was released on May 30, 1995. In accordance with this Record of Decision, all of the aluminum-based foreign research reactor spent nuclear fuel managed by DOE will be managed at the Savannah River Site in South Carolina. Any other foreign research reactor spent nuclear fuel to be managed by DOE will be managed at the Idaho National Engineering Laboratory. Accordingly, no foreign research reactor spent nuclear fuel would be shipped to the Hanford Site.

COMMENTOR NO. 939: DUDLEY, OLIVIA J.

To Whom It May Concern:

RE: Transportation of Nuclear Wastes Through Tacoma

Since 1975 I have been a resident and taxpayer in this city. I do not consider myself to be an 'activist' but I am very fond of my home, have raised my sons here and participated in community and school events in the process. I hope to see my grandchildren raise yet another generation. However, during the last two decades, I have witnessed the death of my mother and her sister, both as a result of diseases related to ecological toxicity.

At best, our region's environment has been tenuous for nearly half a century. Why else would we have been designated as a Super-Fund cleanup site?

To even consider transporting highly toxic chemical and/or waste materials across our county at this point, after all our efforts to maintain a better quality of air, water and life, goes beyond ambiguity -- it is sheer hypocrisy! The risks involved far outweigh any possible benefit to the citizens of our area. 939-1

Very truly yours,

Olivia J. Dudley

O. J. Dudley
2021 East Sherman Street
Tacoma, WA 98404

RESPONSE TO COMMENT
COMMENTOR NO. 939: DUDLEY, OLIVIA J.

Response to Comment No. 939-1

The risks and consequences of the proposed action are discussed in Section 4.2 of the EIS. The analysis indicates that the risk associated with implementation of the proposed action to human health, safety, or the environment would be low. As discussed in Section 1.2 of the EIS, the proposed action would provide national and global benefits by reducing the risks of nuclear weapons proliferation.

COMMENTOR NO. 940: CLEMENS, NANCY D.

June 26, 1995

Dept of Energy.

Please drop Tacoma from The plan to store nuclear waste. 940-1

It will impact many areas in many ways all negative

Thank you
Nancy D. Clemens

RESPONSE TO COMMENT
COMMENTOR NO. 940: CLEMENS, NANCY D.

Response to Comment No. 940-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 941: MAEL, VIRGINIA

6202-57th St. Ct. W.
Tacoma, WA 98467
6-26, 1995

Dear Mr Head:
Please, please, please
Mr. Head don't allow
the nuclear waste to come
through the Port of Tacoma.
Our children have to
worry about earthquakes,
floods and gangs but
not give them something
else to worry about.
If it is so safe that
it doesn't have to go
through military protection
let it be buried over
seas.
Please Mr Head
consider Tacoma your
city and don't send us
any nuclear waste through
our Port of Tacoma.
Thank you, Virginia Mael

941-1

RESPONSE TO COMMENT
COMMENTOR NO. 941: MAEL, VIRGINIA

Response to Comment No. 941-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

* This is the best available copy of this comment document.

June 1995

Mr. Charles Head;

My husband and I have four beautiful children. Our family is blessed to live in the lovely, clean Pacific Northwest. We have our choice of waterfront, coastline of the ocean or mountains to enjoy as a family. Right now all these areas are safe and free from radioactive nuclear waste. We want our environment to remain clean and free from any and all nuclear waste. We want to raise our children in a clean healthy environment - free to enjoy the "Great Outdoors!" Do not send nuclear waste through the Port of Tacoma! 943-1

Thank you,

Sincerely,

Tim and Sedra Balding

RESPONSE TO COMMENT
COMMENTOR NO. 943: BALDING, TIM & SEDRA

Response to Comment No. 943-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 944: HARTOUGH, J.H.

To: Charles Head
Office of Spent Nuclear Fuel Management

June 22, 1995

If you were listening, you heard a resounding "No!" to the question of Nuclear Waste through Tacoma's Port. 944-1

In the preamble to the constitution it says "We the people..." in order to ..."promote the general welfare"... establish government.

When government arrogantly disregards the will of the people, it serves no purpose. It is the case of the tail wagging the dog.

Future generations are now silent on this issue; but your right decision can protect them. We must learn how to re-process nuclear waste to make it harmless. Make that your focus. 944-2

Sincerely,
J.H. Hartough
Teacher of 23 years.

RESPONSE TO COMMENT
COMMENTOR NO. 944: HARTOUGH, J.H.

Response to Comment No. 944-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

Response to Comment No. 944-2

The commentor's support for the chemical separation alternative is noted. This is Management Alternative 1, Implementation Alternative 6, which is discussed in Sections 2.2.2.6 and 4.3.6 of the EIS. It is also part of Management Alternative 3, which is discussed in Sections 2.4 and 4.5 of the EIS.

COMMENTOR NO. 945: HARTOUGH, MARY

June 21, 1995

To the Washington Beurocrats:

Dear Sirs - - -

As the mother of 6 children, grandmother of 7 children and as a Washington Born native since 1933 I am opposed to the shipment of Nuclear Waste into our beautiful Puget Sound.

945-1

let the countrys that use the power of nuclear fission to dispose of the waste in their own countrys. NOT OUR Rospansibility!!!

945-2

The great Northwest is one of America's final frontiers - DON'T contaminate it due to some politicians stuped narrowsighted old treaty.

America should have a treaty of Health with its own sons & daughters first!!

Mary Hartough R.N. B.S.N.

RESPONSE TO COMMENT
COMMENTOR NO. 945: HARTOUGH, MARY

Response to Comment No. 945-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

Response to Comment No. 945-2

The commentor's preference for the alternative of overseas storage as described in Sections 2.3 and 4.4.1 of the EIS is noted. Foreign research reactors are not used for generation of commercial power or development of nuclear weapons. They do have research, medical, industrial, and agricultural applications (Section 1.1 of the EIS). Many of the foreign research reactor operators cannot store their spent nuclear fuel in their country due to regulatory or financial constraints (Section 1.2 of the EIS). Thus, the intent of the proposed policy is to remove as much U.S.-origin HEU as possible from civil programs worldwide and give foreign research reactor operators time to convert their reactors to the use of LEU fuels and to make arrangements for disposition of their LEU spent nuclear fuel (Section 1.2 of the EIS).

COMMENTOR NO. 946: PETERSON, SHAWN

To: Charles Head,

As a child of the United States of America, I think that the children should also have a say in this since when we grow up, well be the ones dealing with nuclear waste in our lakes, rivers, and waterways. I am ~~already~~ 946-1
much agint moving the waste into the Puget Sound. For one reason: I have an uncle that works at the port what happens if just one of those containers brakes open? my uncle, along with hundreds of others will probly die. For another reason what 946-2
if one of them breaks open ~~in~~ the Sound? Every living creature that lives in or around the Sound will die. Plus there will be no more diving. And what about the fishermen? They'll be pretty mad. ~~[illegible]~~ Think about it. Is this really worth it?

Sincerely,

Shawn ~~Peterson~~ Age: 10

RESPONSE TO COMMENT
COMMENTOR NO. 946: PETERSON, SHAWN

Response to Comment No. 946-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

Response to Comment No. 946-2

Spent nuclear fuel transportation casks are designed and built to preclude release of radioactive material. To date, after more than 30 years of spent nuclear fuel shipments, no radiation has ever released from a spent nuclear fuel transportation cask, nor has a spent nuclear fuel transportation cask ever been punctured, even as a result of an accident. A paragraph has been added to the EIS (Section 4.2.2.2) to make this point and to emphasize the no-impact nature of these shipments on air and water quality. In the unlikely event of a severe accident, the analysis in Section 4.2.2.3 and Appendix D, Section D.5 of the EIS determined that no decontamination, interdiction, or condemnation of property would result from the worst plausible accident.

COMMENTOR NO. 947: PFEIFFER, MEGHAN

from Meghan Pfeiffer
Tacoma is Where
I live. Just because
There is little
countries and Big
city ie that doesnt
mean That nuclear
wast has To come here
you want my Dad to
unload it. 947-1

age 7
6.25.95

RESPONSE TO COMMENT
COMMENTOR NO. 947: PFEIFFER, MEGHAN

Response to Comment No. 947-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 948: PETERSON, COURTNEY

Charles head

Just because we live in a bigger Country then sweden, france, ingland, Canada etc. gives you no rite to ship it here 948-1

for instence if just one of the Contaners leaks it could almost Kill everthing in its path for 25 miles 948-2

there are many people that live near the sound another words you'v never been here before ☺ I don't think the longshoremen are willing to bring it in to the contry There contry! 948-3

enough pollution probloms all ready we have

thank you very much. We don't need you to mak them bigger for us

the point is don't ship it here any more I don't think its nessasery.

Sincerly,

Courtney Peterson
age 9

RESPONSE TO COMMENT
COMMENTOR NO. 948: PETERSON, COURTNEY

Response to Comment No. 948-1

The intent of the proposed action is to support U.S. nuclear weapons nonproliferation policy seeking to reduce, and eventually eliminate, the use of highly enriched (weapons-grade) uranium in civil programs worldwide (Section 1.2 of the EIS). Prior to 1989, it was United States policy to accept spent nuclear fuel containing uranium enriched in the United States (Section 1.1 of the EIS). Thus, the intent of the resultant proposed policy is to remove as much U.S.-origin HEU as possible from civil programs worldwide and give foreign research reactor operators time to convert their reactors to the use of LEU fuels and to make arrangements for disposition of their LEU spent nuclear fuel (Section 1.2 of the EIS).

Response to Comment No. 948-2

If one of the spent nuclear fuel transportation casks released its radioactive contents, it would not kill everything in its path for 25 miles, as suggested by the commentor. The analysis in Section 4.2 of the EIS indicates that transporting the foreign research reactor spent nuclear fuel would cause very low impacts to persons living near a port of entry or along a transportation route.

Response to Comment No. 948-3

The possibility of longshoremen refusing to offload the foreign research reactor spent nuclear fuel was not considered in the port selection process (Appendix D, Section D.1.9 of the EIS) since that factor does not impact the capability to safely receive containers carrying foreign research reactor spent nuclear fuel. The decision as to which port or ports would be used, in the case that foreign research reactor spent nuclear fuel is accepted into the United States, will be made in the Record of Decision. In any case, the possibility described here is one of the many factors that would have to be considered in determining which ports to use.

COMMENTOR NO. 950: GRAHAM, MR. & MRS. H.

June 25, 1995

Charles Head
Program Manager
U.S. Dept. of Energy
1000 Independence Ave. SW
Wash. D.C. 20585

Dear Mr. Head,

For those of you who don't live in the Seattle/ Tacoma area, we have enough trouble already ! We have gangs, traffic, air and noise pollution, murderers, the list is endless.

Please DO NOT bring the nuclear waste here. We don't need it and we don't want it !! 950-1

KEEP IT OUTTA HERE !!!!!

Mr. & Mrs. H. Graham
3203-40th Ave. Ct. Ea.
Tacoma, Wa. 98443

RESPONSE TO COMMENT
COMMENTOR NO. 950: GRAHAM, MR. & MRS. H.

Response to Comment No. 950-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 951: BENNETT, RACHEL R.

Rachel R. Bennett
1511 South 40th Street
Tacoma WA 98408
(206) 472-4899

Mr. Charles Head
Office of Spent Nuclear Fuel Management (EM-37)
U.S. Department of Energy
1000 Independence Ave. SW.
Washington, D.C. 20585

Dear Mr. Head:

I am writing in regards to the idea of highly radioactive nuclear waste being shipped through the Port of Tacoma, WA.

My family and I hope and pray that when you give your report to the director of the Office of Spent Nuclear Fuel Management, that it includes the true voice of the "City of Destiny", Tacoma, WA. Which we believe is that as a citizen of Tacoma we do not want radioactive nuclear waste being shipped here. We don't want low-level or middle-level or high-level radioactive waste in the Port Of Tacoma, Port of Seattle, Port Of Long Beach, CA or The Port of San Fransico. In fact if you can recommend the Port of Washington, D.C. for the Port of delivery I am sure you will see that our countries leaders don't want it near them or their families. 951-1

Thank you for listening and your time. We hope that you see that The City of Destiny and many more cities would like to be excluded from this plan.

Thank you,

Rachel R. Bennett

Rachel R. Bennett

RESPONSE TO COMMENT
COMMENTOR NO. 951: BENNETT, RACHEL R.

Response to Comment No. 951-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Ports of Tacoma, Seattle, Long Beach, and San Francisco is noted. The ports of Seattle, Long Beach, and San Francisco do not meet all of the evaluation criteria used in the EIS to identify candidate ports for the potential receipt of foreign research reactor spent nuclear fuel. The analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 952: JENNINGS, MR. & MRS. ROBERT V.

1) 6/26/95

In regards to shipping Nuclear Waste materials through the Port of Tacoma Positively No. 952-1

Why ship it through our town or any other, let them take care of their own Nuclear Waste. 952-2

People worry about our atmosphere already. They want us not to burn outside, We can't even burn in our fireplaces.

They want us to Recycle everything, we Recycle garbage, we can't use certain hairsprays + deodorants, these things affect the ozone layer.

Well, what do you think this radio active Nuclear Waste is going to do to the people of Tacoma. 952-1 (Cont'd.)

What about the dessicon you can get from Radio active materials?

Do we the people have

RESPONSE TO COMMENT
COMMENTOR NO. 952: JENNINGS, MR. & MRS. ROBERT V.

Response to Comment No. 952-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

Response to Comment No. 952-2

The commentor's preference for the No Action Alternative which is described in Section 2.5 of the EIS is noted. As discussed in Section 4.6 of the EIS, implementation of the No Action Alternative would not support policies of the United States that are intended to prevent the spread of nuclear weapons. The intent of the proposed action is to support U.S. nuclear nonproliferation policy seeking to reduce, and eventually eliminate, the use of highly enriched (weapons-grade) uranium fuels in civil programs worldwide (Sections 1.2 of the EIS).

Candidate ports for receipt of foreign research reactor spent nuclear fuel were chosen on the basis of selection criteria described in Appendix D of the EIS. Analyses presented in Section 4 (See especially Table 4-7) of the EIS indicate that risks associated with implementation of the proposed action to health or the environment at any of the candidate ports, including the Port of Tacoma, would be low.

COMMENTOR NO. 952:
JENNINGS, MR. & MRS. ROBERT V. (CONT'D.)

2/

to worry about our Children & Grandchildren in later years, suffering horrible deaths from breathing this Radio active material.

Remember Chernobyl, Hanford, & the Space shuttle Challenger? Even agent orange.

How many more stupid mistakes have to be made before a lesson is learned.

Ask we the people to vote on this subject & let the voice of the people Count, then you'll see what everyone really wants.

Mr. & Mrs. Robert V. Jennings
Tacoma, Wa.

Michael a. Jennings TACOMA WA.

RESPONSE TO COMMENT
COMMENTOR NO. 952:
JENNINGS, MR. & MRS. ROBERT V. (CONT'D.)

COMMENTOR NO. 953: NELSON, DAYLE

Charles Head, Program Manager
Office of Spent Nuclear Fuel Management
U.S. Department of Energy
1000 Independence Avenue S.W.
Washington D.C. 20585

June 25, 1995

Dear Mr. Head,

I am writing to let you know that I strongly oppose the proposal to make the Port of Tacoma a port of entry for nuclear waste from other countries. If you heard the voice of the people at the Tacoma Public Utilities meeting on June 19th, you must realize the widespread outrage over this idea. It's not just a handful of Greenpeacers and some idealistic student activists that are standing up against your department's plan. It is the entire city of Tacoma and the surrounding Puget Sound communities. We are not alarmists or panic mongers. We are average tax paying, law abiding citizens who believe we have a say in what happe ns in our state. 953-1

The Draft Environmental Impact Statement is based on outdated information, and fails to address important security and safety concerns. No amount of reassurrance as to the safety of shipping nuclear waste through our port and over our streets can over ride the fact that accidents happen. You, and the Department of Energy cannot guarantee that this proposal is risk free.

I do not want to allow a risk of this magnitude to be imposed upon myself, my children, my neighbors, or this beautiful part of our country. The Puget Sound area is a jewel. We will not permit it to be compromised.

The Department of Energy is a office of government that is supposed to SERVE THE PEOPLE. It seems as if this notion of "serving the people" has been lost in the shuffle. I urge you to listen to the voice of the people of Tacoma before you make a decision on this critical issue.

Sincerely,

Dayle Nelson

Mrs. Dayle Nelson
3220 North 9th Street
Tacoma, WA 98406
PH (206)752-7719

RESPONSE TO COMMENT
COMMENTOR NO. 953: NELSON, DAYLE

Response to Comment No. 953-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

Some information on the Port of Tacoma (including the map) in the draft EIS was found to be outdated. This information and the map have been updated in Appendix D, Section D.2.1.9 of this final EIS.

The security provided for the spent nuclear fuel shipments is required to meet or exceed all the applicable security requirements in the Code of Federal Regulations (10 CFR Part 73). If any port did not already provide security sufficient to satisfy these requirements, it would be the responsibility of the shipper to provide the required additional security.

Neither acts of terrorism nor theft of materials by a determined group or individual can be completely precluded. However, proper security measures greatly reduce the risk of such actions. Security would be provided for all shipments of foreign research reactor spent nuclear fuel, as required by the Code of Federal Regulations (10 CFR Part 73). The security provisions are summarized in the new Appendix H that has been added to the final EIS in response to public comments. This appendix presents the general provisions of the Transportation Plan, which is a document that would be prepared for each foreign research reactor spent nuclear fuel shipment to specify details of the transportation process, including security provisions in port and during transit.

DOE considers that all safety concerns have been addressed in the EIS. More specific information is needed to address the commentor's concern for safety.

COMMENTOR NO. 954: HAUGE, HELENA

Mr Charles Head,

I strongly object to the idea of shipping highly radioactive (or any degree of radioactive) nuclear waste through the Port of Tacoma. Kindly find a less pristine area to transport this waste through. Washington State has enough to contend with, with its human growth problems + Hanford. Thank-you. 954-1

Helena Hauge

RESPONSE TO COMMENT
COMMENTOR NO. 954: HAUGE, HELENA

Response to Comment No. 954-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 955: JENNINGS, SCOTT & RENEE M.

26 June, 1995

Charles Head
U.S. Dept. of Energy (EM-37)
1000 Independence Ave.
Wash. D.C. 20585

Subject: Shipping of Nuclear Waste to Tacoma Washington

Dear Sir,
I was unable to attend the meeting held Monday 6/19, but I am writing to express my deep concern and strong protest against such a plan.

My first objection is with your, and the administrations, desire to use the U.S. as a world dumping ground for nuclear waste. I do not understand why you would ever desire to accept this potentially grave burden. You stated at the meeting you desired to hear only technical reasons why waste should not be shipped, but never offered a sound technical reason why it should. It is my position that if a country cannot properly dispose of spent nuclear waste and adequately safeguard against terrorists acts, it is not worthy of producing nuclear based products in the first place. Shouldn't this safeguarding be subject to a global commission in charge of regulation in this area, keeping the nuclear waste in the country that produced it? In addition, certainly the shipping of these containers over vast distances increases the danger of not only accidents but also terrorist acts. 955-1

Secondly, I strongly submit that the Port of Tacoma should not be used for this potentially catastrophic endeavor. First of all, the data used in the initial analysis is unacceptably flawed. As stated at the meeting, the population data used is 15 years old! Few places have experienced the amount of population growth over the last 15 years as the Tacoma area and specifically the area surrounding the waterway leading to Commencement Bay. In order to arrive at the port, the route would take this nuclear waste through the Puget Sound area, a very populated and abundant in wildlife route. An accident in this area would be catastrophic to both humans and the wildlife ecosystem. In addition, the Port of Tacoma does not have adequate structure to handle such a task. No nuclear expertise exists in this area. 955-2

Last, I bring up a subject I did not her discussed at the meeting and that is, the extreme loss of land value that would result from this poor decision. Surrounding the Puget Sound waterway, and specifically Commencement Bay which houses the port, is a huge area of high value homes. These high value homes are burdened with a large amount of property taxes used to fuel the area's education system. This tax revenue would be lost as homes and land become worthless at the hand of such a hasty decision. The area's education system would be left in ruin as a result. As I stated earlier, this area has experienced huge growth over the last few years and I conservatively estimate over a million homes would be stripped of any significant value. A million homes at an average loss of $200, 000 each would result in a value loss of some $20 billion. Who will pay for this loss? Is the taxpayer willing to pick up the tab in light of the huge budget deficit challenges our country is faced with? I think not! Am I, as an individual, expected to shoulder the burden? I vehemently protest. I am not sure of what legal recourse I would have, but I would pursue a lawsuit with all my efforts. 955-3

In summary please, please reconsider this potentially devastating decision.

Concerned Citizens

Scott Jennings / Renee M Jennings

Scott & Renee Jennings
4650 Lighthouse Dr. N.E.
Tacoma Wa. 98422 (206)952-7594

RESPONSE TO COMMENT
COMMENTOR NO. 955: JENNINGS, SCOTT & RENEE M.

Response to Comment No. 955-1

As discussed in Sections 1.1 and 1.2 of the EIS, the proposed action is intended to reduce the amount of weapons-grade enriched uranium available for potential diversion to the manufacture of nuclear weapons. Many of the foreign research reactor operators cannot store their spent nuclear fuel in their own country due to financial or regulatory constraints. Thus the intent of the proposed policy is to remove as much U.S.-origin HEU as possible from civil programs worldwide and give foreign research reactor operators time to convert their reactors to the use of LEU fuels and to make arrangements for disposition of their LEU spent nuclear fuel (Section 1.2 of the EIS).

Radiological health and other environmental risks were evaluated during preparation of this EIS. The analysis demonstrates that the risks associated with implementation of the proposed action to human health or the environment at candidate ports (Table 4-7 of the EIS), along transportation routes, or at interim management sites would be low (Sections 4.2.2, 4.2.3, and 4.2.4 of the EIS, respectively).

Response to Comment No. 955-2

DOE regrets any misunderstanding of the date and accuracy of the population data used for the Port of Tacoma analysis. The date of the population data used for the analysis was 1990, not 1980 as may have been indicated at the public hearing. Secondly, the population data centered on a 10-mile radius around the port, not around the city of Tacoma, which could account for a difference in the population data used for the port selection process. Appendix D, Section D.2.1.9 of the EIS presents a detailed discussion of Port of Tacoma population.

The Port of Tacoma has excellent facilities to handle containers. Appendix D, Section D.1.9.3 of the EIS presents a discussion of the "port facilities" selection criterion (Criterion 3).

As the port selection process section (Appendix D, Section D.1 of the EIS) explains in detail, Tacoma and the other nine ports all meet the criteria and hence are considered to be able to safely handle the foreign research reactor spent nuclear fuel. The experience criterion used in the port selection process (Appendix D, Section D.1.9.1 of the EIS) evaluates the port's experience in handling containerized cargo, such as would be the case for any spent nuclear fuel shipments. Although the foreign research reactor spent nuclear fuel is radioactive material, the dose rates from the casks used to transport it would be low, so no special handling is required.

COMMENTOR NO. 955: JENNINGS, SCOTT & RENEE M. (CONT'D.)

RESPONSE TO COMMENT
COMMENTOR NO. 955: JENNINGS, SCOTT & RENEE M. (CONT'D.)

Response to Comment No. 955-3

The EIS evaluates the risk to the environment and the public health and safety associated with port activities in Section 4.2.2. The risk is evaluated for both incident-free operations and accident conditions. As discussed in Section 4.2.2, the risk from incident-free operations is low.

Several accident scenarios including a breach of the cask and fire sufficient to oxidize the contents were also analyzed. Results of the accident analysis at the ports are given in Section 4.2.2 of the EIS with supporting detail in Appendix D, Section D.5. No catastrophic effects were found to result from severe accidents involving foreign research reactor spent nuclear fuel.

DOE acknowledges that, in many instances, the perception by the public of the risks associated with spent nuclear fuel may be greater than the actual risk, or the risk from other even more hazardous activities. Under NEPA regulations, the socioeconomic effects evaluated for this EIS do not include those associated with psychological fear of receiving spent nuclear fuel, which would include the hypothetical loss of property values raised in the comment.

COMMENTOR NO. 956: OTIS, MR. & MRS. GLENN

6-27-95

We are appalled that you would even consider having Nuclear waste being shipped through Port of Tacoma and we are absolutely against it. Please, please, do not let this happen. We love our Pacific Northwest and want to keep it free from such things. 956-1

Thank you for taking the time to read this.

Sincerely,

Mr. and Mrs. Glenn Otis
3921 Boise St. W.
Tacoma, Wa. 98466

RESPONSE TO COMMENT
COMMENTOR NO. 956: OTIS, MR. & MRS. GLENN

Response to Comment No. 956-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 957: SUNDE, JUDI

June 20, 1995

Charles Head, Program Manager
Office of Spent Nuclear Fuel Management
US Department of Energy - MS EM-37
1000 Independence Avenue SW
Washington DC 20585

Dear Mr. Head:

This letter is being written to voice my concerns and objections to the proposal to move spent nuclear fuel shipments through the Port of Tacoma.

It is my understanding that the following facts regarding the Department of Energy's proposal are true:

- Outdated information regarding the impact on the Port of Tacoma resulting from fires/explosions occurring on a ship carrying spent nuclear fuel and whether the Port has the means to adequately contain/overcome such an incident was used. *957-1*

- Incorrect data regarding the depth of the major shipping lanes to and from the Port was used in determining whether it was possible to recover spent fuel casks in case of a ship breaking up and the casks sinking to the bottom of the Sound. *957-2*

- The Port area is located on a Superfund site. How can it be environmentally logical to contribute to a problem already recognized and designated for clean up? *957-1 (Cont'd.)*

- The DEIS does not address proper security measures to avoid theft of this material by "crazies."

RESPONSE TO COMMENT
COMMENTOR NO. 957: SUNDE, JUDI

Response to Comment No. 957-1

Updated information on the terminals at the Port of Tacoma has been incorporated into Appendix D, Section D.2.1.9 of the EIS. In regard to fire, Appendix D, Section D.5.3.1 of the EIS describes several accident scenarios that involve fire. The results of the analysis of these accidents can be found in Appendix D, Section D.5.4 of the EIS. The analysis shows that even in the event of a severe ship fire, neither the consequences nor risks are great (Appendix D, Section D.5.5 of the EIS). Although the nonradiological effects of such a catastrophic accident would obviously impact the local environment, no additional impacts are predicted due to the presence of foreign research reactor spent nuclear fuel. The input to these analyses is all current data, including the population data, which was based on the 1990 census, so the DOE considers that the results are accurate.

DOE considers that there is adequate regulatory and emergency preparedness infrastructure to ensure the safe acceptance and transport to designated management sites if the foreign research reactor spent nuclear fuel is managed in the United States. Federal funding to State, Tribal, and local governments for maintaining emergency response programs is discussed in Section 2.7.1. There are three national emergency response plans under which DOE provides radiological monitoring and assessment assistance. Under these plans, DOE provides technical advise and assistance to the State, Tribal and local agencies involved with a radiological incident. Emergency preparedness, security, and coordination of DOE with local emergency response authorities, and security are discussed in general in Sections 2.7 and 2.8 of the EIS. Details would be contained in the Transportation Plan, that would be prepared prior to any individual spent nuclear fuel shipment and coordinated with State and local officials. The general provisions of the Transportation Plan are included in Appendix H, which was added to the final EIS in response to public comments.

The acceptance of foreign research reactor spent nuclear fuel through the Port of Tacoma would neither affect the activities being conducted in Commencement Bay as a result of being a "Superfund Site," nor would it add any additional burden to this designation. The transport of the spent nuclear fuel on the Bay would not add any hazardous material to the Bay or the environment. DOE has added a sentence to Appendix D, Section D.2.1.9 of the EIS recognizing the designation of the Commencement Bay as a Superfund Site. The notion that the spent nuclear fuel shipments, but not other more hazardous material shipments, passing through the Port of Tacoma would create a "stigma" is an unjustified fear. The analysis of impacts, as documented in Section 4 of the EIS, shows that there would be no significant adverse impacts on the port, people, or natural environment from shipments of foreign research reactor spent nuclear fuel through any of the ports of entry. Historically, there were no adverse economic or cultural impacts to the ports that received foreign research reactor spent nuclear fuel for the 30 plus years it was received.

COMMENTOR NO. 957: SUNDE, JUDI (CONT'D.)

Charles Head
June 20, 1995
Page - 2 -

The Department doesn't say what would happen to the Port and surrounding areas -- both on land and water -- in case a serious incident were to happen. The major tax base for the Port and Tacoma is located in the very area that would be adversely affected should an incident happen. There are many communities that front the Sound, impacting a large population. Is the Department going to come in and make the Port and surrounding areas "whole" again in case of an incident? I think not! *957-3*

The bottom line is the **Department of Energy used outdated and incorrect information to determine whether the Port of Tacoma would be a good candidate for the shipping of spent fuel casks through Commencement Bay to the Port.** The Port of Tacoma is not a sound/logical/feasible site for the shipping of this material and should be removed from the candidate list. *957-1 (Cont'd.)*

Truly yours,

Judi Sunde

Judi Sunde
17419 - 15th Avenue East
Spanaway WA 98387

cc: Port of Tacoma

RESPONSE TO COMMENT
COMMENTOR NO. 957: SUNDE, JUDI (CONT'D.)

DOE considers that foreign research reactor spent nuclear fuel could safely be received at any of the candidate commercial ports, as it has in the past, without additional security such as might be present at military bases. The security measures employed at any port would be required to meet or exceed all of the applicable security requirements in the Code of Federal Regulations (10 CFR Part 73). If any port did not meet the security requirements of 10 CFR Part 73, the shipper would be responsible for providing the required additional security. DOE supports these regulations as being adequate to protect the foreign research reactor spent nuclear fuel in any commercial port.

Response to Comment No. 957-2

In the unlikely event that a transportation cask loaded with foreign research reactor spent nuclear fuel were to sink in any U.S. coastal waters, it would be recovered, even from the deepest portions of Puget Sound, which reaches depths of 305 meters (1000 feet). Appendix C, Section C.5.5 of the EIS presents information on the probability of a cask sinking in coastal and deep ocean waters.

Response to Comment No. 957-3

Several accident scenarios including a breach of the cask and fire sufficient to oxidize the contents were also analyzed for all ports considered. Results of the accident analysis at the ports are given in Section 4.2.2 of the EIS with supporting detail in Appendix D, Section D.5. No catastrophic effects were found to result from severe accidents involving foreign research reactor spent nuclear fuel.

COMMENTOR NO. 958: HARRIS, DIANE

23116 46th Avenue East
Spanaway, WA 98387
June 30, 1995

Charles Head, Program Manager
Office of Spent Nuclear Fuel Management, EM-37
U.S. Department of Energy
1000 Independence Avenue SW
Washington, DC, 20585

Re: Draft Environmental Impact Statement - March 1995
Involving Shipping Nuclear Fuel via Port of Tacoma

Dear Mr. Head:

The D.E.I.S. referenced above is terribly inaccurate and vague. Tacoma is only 30 some miles from Seattle (the city you chose not to use because of its population). What the researchers of this document failed to notice is that there is one continuous mass of humanity stretching several hundred miles north and south of the Seattle-Tacoma area, and more than a hundred miles east and west of this megatropolis. Puget Sound is a very densely populated area now, and it is growing extremely rapidly. Seattle's city center falls well within the 50 mile "danger" range of the Port of Tacoma, which would indeed put its population in harms way in the insanely frightening event of a nuclear accident while transporting nuclear waste through Tacoma. Bear in mind that the highway system in this area is the fourth worse congested in the entire United States and expected to worsen. We have been warned that it is just a matter of time until we experience a 6.0 or better earthquake in this area because we sit over several major faults. Also, there's a 14,000 foot volcano sitting about 50 miles southeast of Tacoma which geologists tell us is due to "go off" at anytime. This doesn't sound like a very safe place to be transporting nuclear waste through, does it? Or does the Department of Energy even care? We've certainly been given that impression. As a matter of fact, there are more than a half million people in Tacoma and Pierce County, Seattle, Tacoma, Everett, Olympia, and the area directly around south Puget Sound (approximately 3 1/2 millions folks) is virtually exploding with growth. I get the distinct impression that whoever compiled the census data for your document wasn't using anything current. 958-1

As a Washingtonian, I emphatically do no want any additional nuclear garbage in this state or passing through this state. Personally, I don't see the reasoning for any more in the United States, period. We cannot be the world's garbage dump any more than we have been able to be the world's peace keeper. Both ideas are ludicrous! Washington is still trying to clean up the horror that Hanford has become. What a deadly and hideous can of worms Dr. Oppenheimer opened back in 1945. Unfortunately, for the world's population, it's a can that can't be resealed. However, just because the U.S. was the first to perfect and use nuclear energy, doesn't mean that the U.S. must or should be the collection point for all of the toxic waste that is used by and spread over the world. We have military personnel who can be stationed in the current storage locations for the express purpose of insuring its 958-2

06-30-95 01:52PM FROM NBR 1701 P02

RESPONSE TO COMMENT
COMMENTOR NO. 958: HARRIS, DIANE

Response to Comment No. 958-1

The Port of Tacoma was one of ten ports that was determined to be acceptable to receive the foreign research reactor spent nuclear fuel, if the material is to be accepted into the United States. Population of the port and surrounding areas to a radius of 10 miles (16 km) is one of the considerations of the port selection criteria, and one of the reasons the Port of Seattle was not included in the final list of ports. The population criterion for port selection (Criterion 5) is discussed in more detail in Appendix D, Section D.1.9.5 of the EIS. The date of the population data used for the analysis was 1990, not 1980 as may have been indicated at the public meeting.

All population within a 50-mile radius of the Port of Tacoma was considered when analyzing the impact of a range of hypothetical port accidents. The risks were found to be low (Section 4.2.2.3 of the EIS). Earthquakes were not analyzed separately in the EIS because seismic activity would not result in greater damage to a transportation cask than that caused by a ship collision and subsequent fire. Rather, the consequences from the worst plausible accidents involving foreign research reactor spent nuclear fuel transportation casks were evaluated, regardless of what initiated them. An earthquake could be the initiator of either a ship or road accident, and thus affect the probability of such accidents; however, the number of earthquake-induced ship and road accidents is small compared to other causes.

Response to Comment No. 958-2

Management alternatives described in the EIS include management of spent nuclear fuel from foreign research reactors in the United States (Management Alternative 1, Section 2.2), overseas management (Management Alternative 2, Section 2.3), and a combination of domestic and overseas management (Management Alternative 3, Section 2.4). The intent of the proposed policy is to remove as much U.S.-origin HEU as possible from civil programs worldwide and give foreign research reactor operators time to convert their reactors to the use of LEU fuels and to make arrangements for disposition of their LEU spent nuclear fuel (Section 1.2 of the EIS).

As discussed in Section 1.1 of the EIS, spent nuclear fuel is not an attractive target for theft or sabotage. The greater risk is that, through international commerce, HEU might fall into the hands of a government with the means and intent to develop a nuclear weapons capability. Stationing military personnel at the reactor sites would have little practical effect on the potential for diversion of HEU to a weapons program.

The commentor's support for overseas reprocessing as described in (Section 2.3 of the EIS) is noted. From the viewpoint of nuclear weapons nonproliferation, overseas reprocessing does not result in a safer product (Section 2.3 of the EIS).

Charles Head
June 30, 1995
page two

need to bring it to the U.S. to "store." Instead of spending money to transport and store it here; build reprocessing plants, or assist the Scots in enlarging theirs. There surely must be a more reasonable and intelligent solution to this problem. Nuclear waste is no safer here than where it is now, providing we can supply personnel to watch over it until it can be reprocessed into a safer form. 958-3

We, the citizens of the world, have learned slowly and painfully not to believe all that we've been told by our governments about "safety" relative to using and storing radioactive materials. There are hordes of sick and dead in this state, in this country and worldwide who are the horrifying reality behind this "truth stretching" by our leaders and governmental agencies.

Undeniably, Washington State has already shouldered more than its fair share. I implore you to quit gambling with our lives. If you and the others at the Department of Energy don't think this garbage is dangerous, then I highly encourage each of you to take a cask home and bury it in your own backyard. Allow a cask or two tumble off of a train into your yard or pasture. Have your family sit in a parked car next to a truckload on a freeway during rush hour gridlock. We don't want it passing through here. Not now, not ever. Leave it where it is, and leave us alone.

Very truly yours,

Diane Harris

Diane Harris

copies to: Governor Mike Lowry
Senator Patty Murray
Senator Slade Gorton

Response to Comment No. 958-3

The commentor's preference for overseas reprocessing is noted. This is Management Alternative 2, Subalternative 1b, which is discussed in Section 2.3 and 4.4.2 of the EIS.

COMMENTOR NO. 959: BARBER, HAZEL

Office of Spent Nuclear
Fuel management -

Charles Head:

I do not like the idea of
highly radioactive waste
being shipped through the Port
of Tacoma.

959-1

Hazel Barber
Wash. resident (former
boat owner) - Kenne.
owner + teacher - -
Resident since 1961

RESPONSE TO COMMENT
COMMENTOR NO. 959: BARBER, HAZEL

Response to Comment No. 959-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 960: HASEN, NAJEEA F.

Mr. Charles Head, 6/23/95

I am a resident of Tacoma, WA. I strongly object to having radioactive nuclear waste shipped through the Port of Tacoma. Please do not allow this dangerous situation to threaten the lives of all the people here as well as our beautiful home. 960-1

Sincerely,

Najeea F. Hasen

NAJEEA F. HASEN, LMP
319 Tacoma Ave No. #202
Tacoma, WA 98403

RESPONSE TO COMMENT
COMMENTOR NO. 960: HASEN, NAJEEA F.

Response to Comment No. 960-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 961: PETERSON, SHARON

To: Charles Head;

I am writing to express my opposition to the idea of nuclear waste being slipped through the Port of Tacoma. 961-1

The idea of this happening produces a good deal of anxiety on the part of residents on the water who regard "living" near the water as a tranquil & pleasurable experience.

Please regard this as a vote from my entire family.

Sincerely,

Sharon Peterson

RESPONSE TO COMMENT
COMMENTOR NO. 961: PETERSON, SHARON

Response to Comment No. 961-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 962: RONALD, SHANNON

June 24, 1995

Charles Head
Office of Spent Nuclear Fuel Management
US Department of Enargy
1000 Independence Ave SW
Washington, DC 20585

Dear Mr. Head,

I don't know if you need another letter to be convinced that Tacoma does not want radioactive nuclear waste being shipped through our port, but I wanted to be sure that you heard my voice. I do not want our port being used for shipping radioactive nuclear waste! Please listen to the people of this city. 962-1

Sincerely,

Shannon Ronald

Shannon Ronald
1243 So. Grant
Tacoma, WA 98405

RESPONSE TO COMMENT
COMMENTOR NO. 962: RONALD, SHANNON

Response to Comment No. 962-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 963: COOL, MRS. JEAN

June 24, 1995

Mr. Head -

This is to inform you that I am ~~[illegible] AGAINST~~ nuclear waste being shipped through the Port of Tacoma.

I also ~~STRONGLY RESENT~~ the idea that somehow Tacoma citizens are of lesser value than Seattle should there be an accident! What NERVE!! 963-1

I fully intend to protest this matter anywhere, anyway and how that I can.

Mrs. Jean Cool
408 S. 46th St.
Tacoma, Wash.
98408

RESPONSE TO COMMENT
COMMENTOR NO. 963: COOL, MRS. JEAN

Response to Comment No. 963-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 964: HAMMETT, EVELYN

Office of Spent Nuclear Mgmt
Charles Head

Dear Sir,

Puget Sound should not have such dangerous substances passing through. We have areas of depth too great for recovery of in case of spilled casks. 964-1

The information given about Puget Sound and Tacoma and Seattle ports is incomplete. 964-2

Sincerely,

Evelyn Hammett

Evelyn Hammett (206) 941-1682
27423-36th So.
Kent, Wa 98032

RESPONSE TO COMMENT
COMMENTOR NO. 964: HAMMETT, EVELYN

Response to Comment No. 964-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through Puget Sound is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

In the unlikely event that a spent nuclear fuel transportation cask loaded with foreign research reactor spent nuclear fuel were to sink in any U.S. coastal waters, it would be recovered, even from the deepest portions of Puget Sound, which reaches depths of 305 meters (1,000 feet). Appendix C, Section C.5.5 of the EIS presents information on the probability of a cask sinking in coastal and deep ocean waters.

Response to Comment No. 964-2

Updated information on the Port of Tacoma has been incorporated into Appendix D, Section D.2.1.9 of the EIS.

COMMENTOR NO. 965: LEWIS, PAMELA S.

Charles Head
Ofc. of Spent Nuclear Fuel Mgmt.
U S Dept. of Energy
1000 Independence Ave. SW
Washington D.C. 20585

Charles Head;

I am seriously opposed to the plan to ship spent nuclear fuel to or even through the port of Tacoma! My prime concern is Tacoma, but I don't want this proposed substance going through any U.S. ports. *965-1*

According to information printed in our local newspaper, both Scotland and Japan WANT the spent fuel for reprocessing. Let those countries take it!! Why are we involved anyway? *965-2*

Sincerely,

Pamela S. Lewis

Pamela S. Lewis
2022 S. 18th
Tacoma, Wa. 98405

RESPONSE TO COMMENT
COMMENTOR NO. 965: LEWIS, PAMELA S.

Response to Comment No. 965-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

Response to Comment No. 965-2

The commentor's preference for overseas reprocessing is noted. This is Management Alternative 2, Subalternative 1b, which is discussed in Section 2.3 and 4.4.2 of the EIS.

COMMENTOR NO. 967: KOSCHE, CHARLENE

June 27, 1995

Charles Head
Office of Spent Nuclear Fuel Management
(EM-37)
U.S. Department of Energy
1000 Independence Avenue S.W.
Washington, D.C. 20585

Dear Mr. Head,

It is said that as human beings we have a fear of the unknown. I feel that not enough is known about nuclear waste and the long term effects of it's disposal. I therefore am afraid of having radioactive nuclear waste shipped through the Port of Tacoma, my home. Please rethink this option. 967-1

Thankyou.

Sincerely,

Charlene Kosche

Charlene Kosche
5615 - 43rd Avenue East
Tacoma, Washington 98443
206-922-6804

RESPONSE TO COMMENT
COMMENTOR NO. 967: KOSCHE, CHARLENE

Response to Comment No. 967-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 968: PYFROM, MARY

Mary Pyfrom
5240 1st Ave E
Puyallup, WA
98372
6-26-93

Dear Charles Head,

I am strongly opposed to having nuclear waste from other countries brought to Tacoma or any part of the U.S.A. Other countries can get rid of their own waste. It is unbelievable that we'd even consider doing this. 968-1

Some people high up must have gotten a big payoff for this. 968-2

Yours Truly
Mary Pyfrom

RESPONSE TO COMMENT
COMMENTOR NO. 968: PYFROM, MARY

Response to Comment No. 968-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma or any U.S. port is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

Response to Comment No. 968-2

The commentor's preference for the No Action Alternative as described in Section 2.5 of the EIS is noted. As discussed in Section 4.6 of the EIS, the No Action Alternative does not support policies of the United States that are intended to prevent the spread of nuclear weapons. The intent of the proposed action is to support U.S. nuclear weapons nonproliferation policy seeking to reduce, and eventually eliminate, the use of highly enriched (weapons-grade) uranium fuels in civil programs worldwide (Sections 1.2 of the EIS). This objective is a substantive consideration in reducing the peril of nuclear weapons proliferation because a relatively small amount of HEU can be used to make a nuclear weapon. As discussed in Section 4 of the EIS, the risks associated with implementation of the proposed action to human health or the environment would be low.

COMMENTOR NO. 971: CANZLER, RON G.

June 27, 1995
Charles Head
Office of Spent Nuclear Fuel
(EM-37)
U.S. Department of Energy
1000 Independence Ave. S.W.
Washington D.C. 20585

Dear Mr. Head:

I am writing this letter to let you know that I am against shipping Nuclear Waste through the Port of Tacoma. I think that Nuclear Waste is too hazardous to ship through a populated area like Tacoma. Citizens of the U.S.A. should not be exposed to this unseen hazard. 971-1

Mr. Head, I urge you to recommend an alternate plan that dose not require transporting hazardous waste through our town.

Thanks for your time and consideration.

Sincerely:

Ron G. Canzler
1006 E. 61st St.
Tacoma, Wa. 98404

RESPONSE TO COMMENT
COMMENTOR NO. 971: CANZLER, RON G.

Response to Comment No. 971-1

The commentor's opposition to the use of the Port of Tacoma for receipt of foreign research reactor spent nuclear fuel is noted. Based on the port selection process described in Appendix D of the EIS, the Port of Tacoma is among the ten candidate ports listed in Section 2.2.1.6 of the EIS which could receive foreign research reactor spent nuclear fuel under Management Alternative 1 or 3. The analyses provided in the EIS indicate that the use of any of the ports indicated by the port selection process, including Tacoma, would not pose any significant risk to either the port personnel, local environment, or the population near the port. The analysis in the EIS indicates that the risks associated with an accident are low (Section 4.2.2.3 of the EIS) and that the risks associated with incident-free handling of the foreign research reactor spent nuclear fuel are also low (Section 4.2.2.2 of the EIS).

COMMENTOR NO. 972: TARANOVSKI, T.

The University of Puget Sound

Mr. Charles Head
Program Manager
Office of Spent Nuclear Fuel
Management (EM-37)
U.S. Department of Energy
1000 Independence Ave, SW
Washington, D.C. 20585

June 29, 1995

Dear Mr. Head:

I was unable to attend the recent hearing on shipment of nuclear waste via the port of Tacoma, but I would like to add my voice to those who are unalterably opposed to it. 972-1

I do not consider it sound national policy to receive and store spent nuclear waste from foreign reactors on U.S. soil. I am not impressed by the claim that national security requires this step since there are greater worries than that in regard to nuclear proliferation. I am, however, impressed by potential dangers to our community from possible spillage or nuclear accident, and, with all due respect, I am not convinced by reassurances provided by the Department of Energy. In short, the risks, to my mind, clearly outweigh potential benefits to the United States and to my community. 972-2

I hope that Tacoma will be taken off the list of ports for such shipment, and, in fact, I hope that all U.S. ports are taken of the list. This is a bad policy and I will work my with community leaders and congressional representatives to make sure that the citizens of Tacoma are not placed in danger from such acts.

Sincerely yours,

T. Taranovski
Prof. of History

P.S. The above views reflect my position as an individual, and I am not speaking as a representative of the University of Puget Sound (although I would not be surprised to find most of my colleagues sharing the above sentiments).

Department of History ■ 1500 North Warner ■ Tacoma, Washington 98416-0040 ■ (206) 756-3166

RESPONSE TO COMMENT
COMMENTOR NO. 972: TARANOVSKI, T.

Response to Comment No. 972-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

Response to Comment No. 972-2

The proposed action is intended to reduce international commerce in highly enriched (weapons-grade) uranium (Section 1.2 of the EIS). Because relatively small amounts of HEU could be used to manufacture a nuclear weapon, it is prudent to remove as much of this weapons-grade material as possible from international commerce (Sections 1.1 and 1.2 of the EIS). As shown in Tables 4-6 and 4-7 of the EIS, the risks associated with implementation of the proposed action to human health or the environment at the Port of Tacoma or any other candidate port would be low.

COMMENTOR NO. 974: HUNT, BRIDGET & ROSS

Dear Charles Head,
My husband and I are definately opposed to any shipping of nuclear waste into this country, and especially in the Tacoma area. I'm quite surprised to hear that this idea is even a possibility. How can people of this country even conceive of shipping in nuclear waste from other countries? It's sad to even contemplate the possible outcomes here. All I can say is use your heart in this matter, please, as well as your head. Again absolutely no nuclear waste in Tacoma Washington, or in this country. 974-1

Respectfully Yours;
Bridget & Ross
Hunt

RESPONSE TO COMMENT
COMMENTOR NO. 974: HUNT, BRIDGET & ROSS

Response to Comment No. 974-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma and into the United States is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing foreign research reactor spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low. Likewise, analysis in Sections 4.2.3 and 4.2.4 indicates that the risks associated with ground transportation and site management are low.

The benefit to the citizens of the United States from the proposed action, including those in potential ports of entry, along transportation routes, or near potential management sites, is less risk that weapons grade uranium from civil programs could be diverted into the production of nuclear weapons that might be used against us or our allies.

DOE would like to point out that shipments of foreign research reactor spent nuclear fuel have been received at ports in the United States for over 30 years, safely and without incident.

COMMENTOR NO. 975: KENNEDY, DENISE

June 21,1995

Dear Mr. Head,
I am writing in response to the proposal of transporting high level nuclear waste through Puget Sound. I am sure that you are not really all that interested in my reasons why, just that I am a taxpayer and a business owner in Tacoma. My business is not dependent on tourist is relies on the people of the community. I really don't think that when people are planning a move to this area they will consider Tacoma if the bay glows in the dark. I am sure you are aware that this community is plagued by violence. In a time when you can't even let your kids play in a neighborhood park by themselves do you really think I an comfortable with the largest body of water in this area becoming even more polluted.
*PLEASE COUNT ME OPPOSED TO THIS IDEA!!!

COMMENTOR NO. 977: KELLER, BEVERLY E.

Office of Spent Nuclear Fuel Management(EM-37)
US Department of Energy
1000 Independence Ave. SW.
Washington, DC. 90585

6/23/95

To: Charles Head
cc: Mike Lowry(WA. ST. Governor)
cc: Slade Gordon(US Senator)
cc: Patty Murray(US Senator)

Dear Mr Head,

I am writing this letter because I feel that you need to hear as many voices as possible about the decision to send 'spent fuel' through the Port of Tacoma. I was at the meeting at the Public Utilities Building in Tacoma on Monday, June 19, 1995. I found out I was quite ignorant to what was being asked of the people of Tacoma and the state of Washington. But now I am clear of the issues and believe that you are about to do the citizens of the city and surrounding communities a great deal of harm. People are scared to death of this kind of poison. I know you understand that fact. I am tired of the government dictating what I have to live with. I believe I have the "God given right" to say NO to such a harmful substance going by my home. Do you have nuclear 'spent fuel' in your backyard? Probably not. So who are you to say I have to live with this kind of danger in mine. How do I protect my children and family from the kind of toxic exposure you are so willing to subject them to, in the event of an accident? Can you or anyone guarantee that there will never be an accident? You and I know that this cannot be done. With this letter, (and hopefully many like this one) WE WILL SPEAK LOUD ENOUGH FOR YOU TO HEAR! 977-1

All I am trying to do is protect my family and community from even the slightest possibility of ever becoming exposed to any type of nuclear waste.

I also think the United States does not need to take 'spent fuel' from any other countries! Why does it have to always be us? Are we the worlds watchdogs for everything? We have our own problems right here. We don't need to add to it the greatest threat of all. I would rather pay for helping the homeless or stopping the violence in out streets, than to help some other country poison us. We are not cattle, to be led to our slaughter. 977-2

I am a mother of two small children(3 and 1). What will it take for you to realize that you or the government have NO RIGHT to make that decision for us.

I believe that it probably comes down to money. How much is the US. going to get paid to take the 'fuel'? I do not believe it will benefit anyone here. Just the countries that don't have to deal with it. 977-3

I have become very heavy-hearted about the way in which our country's government has of listening to it's people it has sworn to protect.

If you, Mr. Head, decide to go ahead with using the Port of Tacoma or any Puget Sound port and we have an accident, I hope you will be tried as a murderer!!!!! 977-4

Thank you and I hope to God "that you have time to listen!!"

Sincerely,

Beverly E. Keller

Beverly E. Keller
21721 130th St. E.
Sumner, Wa. 98390

RESPONSE TO COMMENT
COMMENTOR NO. 977: KELLER, BEVERLY E.

Response to Comment No. 977-1

DOE shares the commentor's concern about limiting radioactive exposures to the lowest levels achievable. Sections 4.2, 4.3, and 4.5 of the EIS discuss potential impacts to workers and the general population from foreign research reactor spent nuclear fuel handling and transport. This analysis indicates that risks and impacts would be low. The analyses performed in the EIS used very conservative assumptions about radiation exposures and the actual effects would probably be much lower.

Response to Comment No. 977-2

The United States has played in the past, and continues to play a leadership role in the world community in matters of nuclear weapons nonproliferation. This leadership role ensures that our national interest is protected. The intent of the proposed policy is to remove as much U.S.-origin HEU as possible from civil programs worldwide and give foreign research reactor operators time to convert their reactors to the use of LEU fuels and to make arrangements for disposition of their LEU spent nuclear fuel (Section 1.2 of the EIS).

Response to Comment No. 977-3

As discussed in Section 2.2.1 of this EIS, the Port of Tacoma is one of ten candidate ports selected for receipt of spent nuclear fuel from foreign research reactors. The selection process is described in Appendix D of this EIS. Radiological consequences and risks were evaluated for severe accidents (See Tables 4-6 and 4-7 of the EIS). No significant radiological risks were found to result from implementation of the acceptance policy at any of the candidate ports, including the Port of Tacoma (Section 4 of the EIS).

Response to Comment No. 977-4

The commentor's opposition to the use of the Port of Tacoma for receipt of foreign research reactor spent nuclear fuel is noted. Based on the port selection process described in Appendix D of the EIS, the Port of Tacoma is among the ten candidate ports listed in Section 2.2.1.6 of the EIS which could receive foreign research reactor spent nuclear fuel under Management Alternative 1 or 3. The analyses provided in the EIS indicate that the use of any of the ports indicated by the port selection process, including Tacoma, would not pose any significant risk to either the port personnel, local environment, or the population near the port. The analysis in the EIS indicates that the risks associated with an accident are low (Section 4.2.2.3) and that the risks associated with incident-free handling of the foreign research reactor spent nuclear fuel casks are also low (Section 4.2.2.2).

COMMENTOR NO. 978: GRAMENZ, ROBERT

Mr. Charles Head
Office of Spent Nuclear Fuel Management, EM-37
US Department of Energy
1000 Independence Ave., SW
Washington, DC

June 28,1995

Dear Mr. Head,

I thank you for extending the period during which comments can be accepted regarding the plan to bring spent nuclear fuel into the US I had the opportunity to attend the public meeting in Tacoma on June 13. I have the following concerns:

1. Before any new policies are adopted that will result in more nuclear materials being brought into our facilities, the US must have a clearly stated non-proliferation policy, and the final disposition option for these materials must be implemented. Bringing these materials in and putting them into existing temporary storage sites means that further "carting around" will take place. The disposition question should be answered first. Transportation of SNF should be for the sole purpose of final storage, under international control. *978-1*
2. The US needs to take a clear position on the issue of reprocessing this fuel. Until we do so, using fears of reprocessing as a justification for importing the spent fuel into the US is questionable. *978-2*
3. DOE is still using High Enriched Uranium in its own reactors, while leaning on others to switch to LEU. We need to lead by example. *978-3*
4. We could adhere to our treaty obligations regarding FRR SNF by committing ourselves to finding the best long term and /or permanent solutions to the problem of SNF, while including other nations in the process. *978-4*

The risks of exposure to damaging radiation for Port workers and other citizens is low, but real. There is also the stigma that could be attached to a port that is handling nuclear wastes. Until the broad, long term commitments and clarifications that I enumerate above and that have been emphasized by Physicians for Social Responsibility after a review of the draft EIS, we oppose moving these materials through ports in the U. S. *978-5*

Sincerely,

Robert Gramenz, D.O

(Member of the Board, Physicians for Social Responsibility, Washington State Chapter)

RESPONSE TO COMMENT
COMMENTOR NO. 978: GRAMENZ, ROBERT

Response to Comment No. 978-1

The United States has a clearly stated policy on nuclear weapons nonproliferation which is summarized in Sections 1.1 and 1.2 of the EIS.

The impacts of ultimate disposition of the foreign research reactor spent nuclear fuel are discussed qualitatively in Section 4.2.7 of the EIS. DOE is currently evaluating the feasibility of construction of a disposal site at Yucca Mountain, NV. In the meantime, support for U.S. nuclear weapons nonproliferation policy requires DOE and the Department of State to consider other means of dealing with the foreign research reactor spent nuclear fuel (Section 1.1. of the EIS). As stated in Sections 2.1 and 4.2.7 of the EIS, if a geologic repository was not prepared to accept the foreign research reactor spent nuclear fuel or the high level radioactive waste form resulting from the chemical separation or other processing of such spent nuclear fuel, by the end of the 40 year program period, DOE would continue to manage the spent nuclear fuel, or the high level waste forms, until such a geologic repository were available.

Each foreign research reactor operator is responsible for transport of their spent nuclear fuel. The health and safety standards for the transport, however, are international in nature. As discussed in Appendix B, Section B.2.1.1 of the EIS, the international community has adopted regulations for the transport of radioactive materials and the authority for these regulations is the International Atomic Energy Agency.

Response to Comment No. 978-2

At this time, the U.S. is not chemically separating any spent nuclear fuel. The U.S. position on chemical separation of the foreign research reactor spent nuclear fuel is one of the implementation decisions that will be made based on the analysis in this EIS.

The justification for accepting the foreign research reactor spent nuclear fuel into the U.S. is to support U.S. nuclear weapons nonproliferation policy objectives. There is some fear of chemical separation only if the reprocessing is performed by a nation that intends to use the separated nuclear material in a nuclear weapon.

Response to Comment No. 978-3

The potential tritium production facility would be a part of the U.S. nuclear weapons production complex and would not be a "research reactor", such as those addressed by the Reduced Enrichment for Research and Test Reactors (RERTR) program. Thus, the use of HEU in a tritium production facility has no relationship to the proposed action. Rather, the intent of the proposed action is to support U.S. nuclear weapons nonproliferation

policy seeking to reduce, and ultimately eliminate, the use of highly enriched (weapons grade) uranium in civil programs worldwide (Section 1.2 of the EIS) in order to assist in precluding the spread of nuclear weapons to nonnuclear weapons states.

In any case, the draft EIS for tritium supply and recycling analyzed a number of different technologies for tritium production, including the Heavy Water, Modular High Temperature Gas-Cooled Reactor, Accelerator Production of tritium, and Advanced Light Water Reactor. Of these, only the Heavy Water Reactor and the Modular High Temperature Gas-Cooled Reactor would be fueled by highly enriched uranium. The preferred alternative for that final EIS is not to select a tritium supply source that is fueled by HEU.

Response to Comment No. 978-4

As discussed in Section 4.2.7, ultimate disposition of spent nuclear fuel from foreign research reactors is a priority consideration. Foreign research reactor spent nuclear fuel could be safely stored at one or more of the candidate management sites pending final disposition (Section 4.2.4 of the EIS).

Response to Comment No. 978-5

The potential impacts (including radiation exposure) to port workers are discussed in Section 4 of the EIS. Although the foreign research reactor spent nuclear fuel is radioactive material, the dose rates from the casks used to transport it would be low. Appendix D, Section D.4 of the EIS demonstrates that the radiation dose that anyone would receive handling or near a cask is less than the limit that is allowed to the public in an unrestricted area by NRC regulations (Title 10 CFR Part 20). As discussed in Section 4.2.2.5 of the EIS, to avoid radiation doses which may exceed public dose limits, DOE would establish administrative procedures and maintain records to track individual exposures. Otherwise, no special handling or loading/unloading procedures would be required for the foreign research reactor spent nuclear fuel when it is contained in approved shipping containers.

Shipment of foreign research reactor spent nuclear fuel would not contribute to any "stigma" because the analysis in the EIS indicates that there would be no significant adverse impacts to any of the ports or bays, or the quality of water or air (Section 4.2.1.1 and Appendix C, Section C.2 of the EIS). Spent nuclear fuel transportation casks are designed and built to preclude release of radioactive material. Based on over 30 years experience shipping spent nuclear fuel, DOE considers that spent nuclear fuel transportation casks passing through the Port of Tacoma, Commencement Bay, or any other port or waterway would not affect air or water quality. A paragraph has been added to Section 4.2.2.2 of the EIS to make this point and to emphasize the no-impact nature of these shipments on air and water quality.

COMMENTOR NO. 979: TROCCOLI, VINCENT P. & ANNE MARIE

June 1995

Charles Head
Office of Spent Nuclear Fuel Management (EM-37)
U.S. Department of Energy
1000 Independence Avenue S.W.
Washington, D.C. 20585

Dear Mr. Head,

Simply put, we don't like the idea of highly radioactive nuclear waste being shipped through the Port of Tacoma. *979-1*

Thank you for your attention.

Sincerely,

V.P. and A.M. Troccoli

Vincent P. and Anne Marie Troccoli
4420 102nd Avenue E.
Puyallup, WA 98371

RESPONSE TO COMMENT
COMMENTOR NO. 979: TROCCOLI, VINCENT P. & ANNE MARIE

Response to Comment No. 979-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 980: MAIURA, SHERRILL

June 27, 1995

Dear Mr. Head:

This letter is to advise you that I am apposed to having spent nuclear fuel be shipped through Tacoma port. Please listen to U.S. Rep. Norm Dicks on reprocessing the waste oversees. Please seek a alternative rout to for shipping this nuclear waste product through. 980-1

Sincerely,
Sherrill Maiura
Sherrill Maiura
1013 Mt View N
Tacoma, WA 98406

RESPONSE TO COMMENT
COMMENTOR NO. 980: MAIURA, SHERRILL

Response to Comment No. 980-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low. With respect to the comment from Congressman Norm Dicks on reprocessing foreign research reactor spent nuclear fuel overseas, please see the response to Comment 312.

COMMENTOR NO. 981: CUNNINGHAM, KATHRYN A.

30 June 1995

Mr. Charles Head
Office of Spend Fuel Management
EM-37 U.S. Department of Energy
1000 Independence Ave. SW
Washington, DC 20585-0001

Dear Mr. Head:

As a resident of Galveston Island and a faculty member at the University of Texas Medical Branch, I believe that it is a serious mistake to consider bringing spent nuclear fuel through our waters, particularly based upon the argument published in our newsprint: "The DOE plan would bring used nuclear fuel to the US for processing and storage to prevent the possibility of the materials being used in nuclear weapons." This is truly bizarre reasoning based upon archaic cold war ideals. Our community around the U.S. are struggling to surviv environmental destruction and we do not need foreign nuclear fuel to add to the already serious toxicity of the Texas Gulf Coast. 981-1 981-2

I believe that the entire philosophy and rationale behind this plan should be reexamined.

Cordially,

Kathryn A. Cunningham, Ph.D.
4520 Avenue R
Galveston, TX 77551

RESPONSE TO COMMENT
COMMENTOR NO. 981: CUNNINGHAM, KATHRYN A.

Response to Comment No. 981-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Galveston is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Galveston, or to any of the ports analyzed in the EIS, is low.

Response to Comment No. 981-2

As evidenced by the renewal of the Treaty on the Non-Proliferation of Nuclear Weapons, which was extended indefinitely under the auspices of the United Nations in May 1995, the proliferation of nuclear weaponry is a current and serious concern worldwide. During preparation of this EIS, environmental effects of the proposed action and management alternatives were evaluated in detail (Appendices A through F of the EIS). Based on the analyses in Section 4.2.2, the risks associated with implementation of the proposed action to human health and the environment at the candidate ports, including the Port of Galveston would be low.

COMMENTOR NO. 982: OATES, ROSE M.

June 28, 1995

DEAR SIR

I DONT WANT Nuclear WASTE PASSING through our AREA. ~~I DO~~ Even if its SPENT WASTE it should be kept out of the entire U.S. 982-1

TACOMA should NOT EVEN BE A CONSIDERATION

THANK you for your ATTENTION,

Rose M Oates #13-9
776 S. Commerce Street
Tacoma; Washington
98402

RESPONSE TO COMMENT
COMMENTOR NO. 982: OATES, ROSE M.

Response to Comment No. 982-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel to Tacoma or any part of the United States, is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, would be low. Likewise, analysis in Sections 4.2.3 and 4.2.4 of the EIS indicates that the impacts of ground transportation and storage at DOE management sites would be low.

COMMENTOR NO. 983: ROMING, DONALD C.

P.O. Box 88251
Steilacoom, WA 98388
June 27, 1995

Charles Head, Program Manager
Office of Spent Nuclear Fuel Management (RW-31)
U.S. Department of Energy
1000 Independence Ave. S.W.
Washington, DC. 20585

Dear Mr Head,

We do not believe that the United States should be importing spent nuclear fuel from other countries. 983-1

Other countries are rejecting the "Monitor-Lift" than also accept the responsibilities of the disposition as well.

Please keep this contained out of our waters in the U.S. as a whole. *

Thank you.

Sincerely
Donald & Helen Roming.

RESPONSE TO COMMENT
COMMENTOR NO. 983: ROMING, DONALD C.

Response to Comment No. 983-1

The commentor's opposition to management of spent nuclear fuel from foreign research reactors in the United States is noted (Management Alternatives 1 or 3; Sections 2.2 and 2.4 of the EIS, respectively). Sections 2.3, 2.5, and 4.4 of the EIS describe other alternatives under consideration.

* This is the best available copy of this comment document.

COMMENTOR NO. 984: WACHLEURA, MILDRED

Dec 27. '95

Dear Mr. Hall:

We are strongly opposed to the shipping of any nuclear material to the Port of Tacoma, Washington. We oppose also its transport through our state by any method to any U.S. destination. 984-1 984-2

Surely, nuclear materials are best dealt with where they are. We do not need to put populations at risk by moving them around the globe. 984-3 *

Find another way.

Sincerely yours,

Mildred Josephine Wachleura
3001 N. 26th St.
Tacoma, WA 98407

RESPONSE TO COMMENT
COMMENTOR NO. 984: WACHLEURA, MILDRED

Response to Comment No. 984-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

Response to Comment No. 984-2

The commentor's opposition to transporting any nuclear material through the State of Washington by any method is noted. The analysis presented in Section 4.2.3, however, shows that the risks associated with this activity would be very low.

Response to Comment No. 984-3

The commentor's support for Management Alternative 2 (Section 2.3 of the EIS) or the No Action Alternative (Section 2.5 of the EIS) is noted. The intent of the proposed policy is to remove as much U.S.-origin HEU as possible from civil programs worldwide and give foreign research reactor operators time to convert their reactors to the use of LEU fuels and to make arrangements for disposition of their LEU spent nuclear fuel (Section 1.2 of the EIS). As discussed in Section 4 of the EIS, the proposed action and management alternatives would result in no significant benefits or risks to human health and the environment.

* This is the best available copy of this comment document.

COMMENTOR NO. 985: CITIZENS (TACOMA AREA)

Petition Against the Nuclear Waste Proposal:

June 26, 1995

Dear Mr. President & Congress & Mr. Head:

Isn't it burden enough being the World's police man? Now America has to also be the World's "Nuclear Waste dump"? No!!! 985-1

Please DO NOT ship nuclear waste material through the heart of a city and heavily populated area (Tacoma). If an accident were to occur, it could jeopardize the city, port, economy, thousands of jobs, and nearby hospitals. 985-2

Please reconsider this inappropriate location and flawed logic. Please DO NOT ruin Paradise (Washington State).

Kathlene E. Smith
17508 76 St. KPS
Longbranch, Washington 98351

Like Minded Fellow Citizens:

Inga L. Robbins
Josh Wilderbrand
Kari Martin

RESPONSE TO COMMENT
COMMENTOR NO. 985: CITIZENS (TACOMA AREA)

Response to Comment No. 985-1

Management alternatives evaluated in the EIS for foreign spent nuclear fuel include management in the United States (Management Alternative 1, Section 2.2 of the EIS), overseas management (Management Alternative 2, Section 2.3), and a combination of domestic and overseas management (Management Alternative 3, Section 2.4). The EIS also provides an evaluation of a No Action Alternative (adopt no policy for management of foreign research reactor spent nuclear fuel). None of these alternatives would compel the United States to serve as a permanent repository for foreign research reactor spent nuclear fuel.

As discussed in Section 1.2 of the EIS, the management alternatives evaluated in this EIS are intended to support nuclear weapons nonproliferation policies of the United States.

Response to Comment No. 985-2

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low. The analysis of impacts associated with an accident involving foreign research reactor spent nuclear fuel also determined that no decontamination, interdiction, or condemnation of property would result from the worst plausible accident (Section 4.2.2.3 and Appendix D, Section D.5 of the EIS).

COMMENTOR NO. 988: NIEBRUGGE, DAN

AMAZINGLY, YOU CAN STOP NUCLEAR WASTE FROM COMING HERE WITH JUST ONE HAND.

Here's How I Feel About [illegible] Waste Through Tacoma.

Comments: I [illegible] Nuclear Waste shipp[illegible] resident in that [illegible] be [illegible] damage[illegible] the Port itself could lose business [illegible] generated by this [illegible] Tacoma [illegible] not make [illegible]

Name: Dan [illegible] Telep[illegible]-9976

Address: 2829 [illegible] City/Stat[illegible] Tacoma, WA 98407

Send To: Charles Head, Off[illegible] Spent Fuel Management (EM-37), Off[illegible] Environmental Management, U.S. Department of E[illegible] 1000 Independence Ave. S[illegible] Washington, DC 20585

DEAD[illegible], 1995

988-1

The strongest weapon against nuclear waste is right at your fingertips.
Here's your chance to let the Department of Energy know how you feel about their possible plan to ship 19.2 tons of weapons-grade nuclear waste through the Port of Tacoma over the next 13 years. So, pick up a pen, fill out this form and send it to the address above by **June 30, 1995**. And let them know that Tacoma is not a place for nuclear waste.
For more information call the Port of Tacoma Hot Line at 597-7575.

Co-sponsored by Port of Tacoma; Port of Seattle; Longshore Local #23; Puyallup Tribe; Citizens for a Healthy Bay; Cities of Tacoma, Fife, Milton, Ruston, Federal Way; Tacoma–Pierce County Visitor & Convention Bureau, Tacoma–Pierce County Chamber of Commerce; Pierce County Central Labor Council and Pierce County.

RESPONSE TO COMMENT
COMMENTOR NO. 988: NIEBRUGGE, DAN

Response to Comment No. 988-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 989: KIMBALL, JOYCE

Here's How I Feel About Shipping Nuclear Waste Through Tacoma.

Comments: We do not [illegible] nuclear waste coming [illegible] through our Tacoma Port. The surrounding areas places far more [illegible] & are able to take care of their waste. I do not want [illegible] to live in a [illegible] near a nuclear [illegible] cargo.

989-1

Name: Joyce Kimball Telephone: (206) 564-8617

Address: 1518 [illegible] Road City/State/Zip: Tacoma, WA 98465

Send To: Charles Head, Office of Spent Fuel Management (EM-37), Office of Environmental Management, U.S. Department of Energy, 1000 Independence Ave., S.W., Washington, DC 20585

DEADLINE: [illegible] 30, 1995

RESPONSE TO COMMENT
COMMENTOR NO. 989: KIMBALL, JOYCE

Response to Comment No. 989-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 990: JENKINS, MATT

Here's How I Feel About Shipping Nuclear Waste Through Tacoma.

Comments: Keep [illegible] OF TACOMA !!
We Don't NEED THAT [illegible] IN TACOMA !!!

Name: MATT [illegible] Telephone: 206-539-[illegible]426

Address: 1519 [illegible] E City/State/Zip: TAC WA. 98445

Send To: Charles Head, Office of Spent Fuel Management (EM-37), Office of Environmental Management, U.S. Department of Energy, 1000 Independence Ave., S.W., Washington, DC 20585

DEADLINE: JUNE 30, 1995

990-1

RESPONSE TO COMMENT
COMMENTOR NO. 990: JENKINS, MATT

Response to Comment No. 990-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 991: POWELL, TONDIS

Here's How I Feel About [illegible] Waste Through Tacoma.

Comments: I don't like the idea of shipping Nuclear Was[illegible] Tacoma, I feel It is a [illegible] to us. How can you [illegible] say. If something happens to it whi[illegible] its going [illegible] the ideal. [illegible] back good. [illegible] Waste

Name: Tond[illegible] Telep[illegible] 5699

Address: 3707 [illegible] Blond Ave City/Stat[illegible] Bremerton, WA 98312

Send To: Charles Head, Off[illegible] Spent Fuel Management (EM-37), Off[illegible] Environmental Management, U.S. Department of E[illegible] 1000 Independence Ave. S[illegible] Washington, DC 20585

I Don't want to Here!!

DEAD[illegible] 1995

991-1

RESPONSE TO COMMENT
COMMENTOR NO. 991: POWELL, TONDIS

Response to Comment No. 991-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 992: THORALDSON, LINDA J.

AMAZINGLY, YOU CAN STOP NUCLEAR WASTE FROM COMING HERE WITH JUST ONE HAND.

Here's How I Feel About Shipping Nuclear Waste Through Tacoma.

Comments: I do not [illegible] Through Tacoma. [illegible] is for this plan. It is [illegible] and not [illegible].

Name: Linda [illegible] Telephone: [illegible] 849-2478

Address: 126 [illegible] Rd City/State/Zip: [illegible] Island, WA 98333

Send To: Charles Head, Office of Spent Fuel Management (EM-37), Office of Environmental Management, U.S. Department of Energy, 1000 Independence Ave. SW, Washington, DC 20585

FAX 202 586-5256 DEADLINE: June 30, 1995 Phone 202 586-9441

The strongest weapon against nuclear waste is right at your fingertips.
Here's your chance to let the Department of Energy know how you feel about their possible plan to ship 19.2 tons of weapons-grade nuclear waste through the Port of Tacoma over the next 13 years. So, pick up a pen, fill out this form and send it to the address above by **June 30, 1995**. And let them know that Tacoma is not a place for nuclear waste.
For more information call the Port of Tacoma Hot Line at 597-7575.

Co-sponsored by Port of Tacoma; Port of Seattle; Longshore Local #23; Puyallup Tribe; Citizens for a Healthy Bay; Cities of Tacoma, Fife, Milton, Ruston, Federal Way; Tacoma–Pierce County Visitor & Convention Bureau, Tacoma–Pierce County Chamber of Commerce; Pierce County Central Labor Council and Pierce County.

992-1

RESPONSE TO COMMENT
COMMENTOR NO. 992: THORALDSON, LINDA J.

Response to Comment No. 992-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 993: MILLS, SCOTT

AMAZINGLY, YOU CAN STOP NUCLEAR WASTE FROM COMING HERE WITH JUST ONE HAND.

Here's How I Feel About Shipping Nuclear Waste Through Tacoma.

Comments: Please [illegible]

993-1

Name: Scott [illegible] Telep[illegible] 564-3774

Address: 422 St. [illegible] City/State [illegible] Tacoma WA 98402

Send To: Charles Head, Off[illegible] Spent Fuel Management (EM-37), Off[illegible] Environmental Management, U.S. Department of [illegible] 1000 Independence Ave. [illegible] Washington, DC 20585

DEA[illegible] 1995

The strongest weapon against nuclear waste is right at your fingertips.
Here's your chance to let the Department of Energy know how you feel about their possible plan to ship 19.2 tons of weapons-grade nuclear waste through the Port of Tacoma over the next 13 years. So, pick up a pen, fill out this form and send it to the address above by **June 30, 1995**. And let them know that Tacoma is not a place for nuclear waste.
For more information call the Port of Tacoma Hot Line at 597-7575.

Co-sponsored by Port of Tacoma; Port of Seattle; Longshore Local #23; Puyallup Tribe; Citizens for a Healthy Bay; Cities of Tacoma, Fife, Milton, Ruston, Federal Way; Tacoma–Pierce County Visitor & Convention Bureau, Tacoma–Pierce County Chamber of Commerce; Pierce County Central Labor Council and Pierce County.

RESPONSE TO COMMENT
COMMENTOR NO. 993: MILLS, SCOTT

Response to Comment No. 993-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 994: FRYE, CAROLYN

Here's How I Feel About Shipping Nuclear Waste Through Tacoma.

Comments: Tacoma is [illegible] a superfund area for cleanup d[illegible] pollution and contamination from toxic [illegible]. Accidents do happen! Send such w[illegible] with military ships, through military ports who are trained and equipped [illegible] this material [illegible] and storage [illegible] taxpayers.

994-1

994-2

994-3

Name: Carolyn [illegible] Telephone: 756-0132

Address: 3314 [illegible] 24th City/State/Zip: Tacoma, WA 98407

Send To: Charles Head, Office of Spent Fuel Management (EM-37), Office of Environmental Management, U.S. Department of Energy, 1000 Independence Ave. S.W., Washington, DC 20585

DEADLINE JUNE 30, 1995

RESPONSE TO COMMENT
COMMENTOR NO. 994: FRYE, CAROLYN

Response to Comment No. 994-1

DOE has added a sentence to Appendix D, Section D.2.1.9 of the EIS regarding Commencement Bay being a Superfund Site. The analysis of impacts for Management Alternatives 1 and 3 in Section 4 of the EIS indicates that there would be no significant adverse impacts on the ports, people, or natural environment from shipments of foreign research reactor spent nuclear fuel and the overall impacts to Commencement Bay would be unchanged by the various management alternatives.

Response to Comment No. 994-2

The commentor's preference for the use of military ships and military ports to transport foreign research reactor spent nuclear fuel is noted. The analyses of impacts associated with accidents and incident-free operations involving foreign research reactor spent nuclear fuel demonstrate that commercial ports and facilities represent an acceptable option for the transportation of foreign research reactor spent nuclear fuel (Section 4.2.2.3 of the EIS presents the consequences of port accidents and Section 4.2.2.2 presents impacts of incident-free operation).

Whether the shipments come as cargo on a scheduled carrier or on a chartered ship, no special precautions are expected to be required by the Coast Guard or any other authority. As such, there need be no additional requirements to use dedicated or military ships, nor any adverse consequences to the use of the commercial ships or facilities.

Response to Comment No. 994-3

As discussed in Section 2.2.1.2 and 2.2.2.3 of the EIS, several financing options have been considered, ranging from collection of fees from the research reactor operators that would pay all of the costs of the program to full subsidization of the program by DOE. A compromise between these extremes would be for developed countries to be charged a competitive fee, U.S. taxpayers would absorb the full costs of the program for developing countries and absorb the amount above a competitive fee for developed countries to accept and manage their spent nuclear fuel. The reasons the United States would pay some of the costs for other countries are: 1) some countries would be unable to afford the costs of the proposed action and would have no safe alternative means of managing their spent nuclear fuel (i.e., the developing countries); and 2) some countries would continue to use and trade weapons-grade nuclear material indefinitely unless the United States charges a competitive fee and absorbs any costs above that fee (i.e., most of the Western European countries). Costs borne by DOE for this program would ultimately be borne by the U.S. taxpayers.

COMMENTOR NO. 996: MCINTIRE, ROSE L.

847 E. 52nd
Tacoma, WA 98404
28 June 1995

Charles Head
Office of Spent Nuclear Fuel Mgmt (EM-37)
US Department of Energy
1000 Independence Ave. S.W.
Washington, DC 20585

Dear Mr. Head:

The plan to possibly use Tacoma as a port for spent fuel rods is totally unacceptable. Especially, in light of the fact there are places that can use the materials. We in Tacoma do not want that type of material coming through our area. 996-1

In addition, Hanford is hazardous enough without adding more to the pile. Funds for the clean up have been cut which leaves the Pacific Northwest more vulnerable to disaster than ever. 996-2

Do not bring that fuel here.

Sincerely,
Rose L. McIntire

RESPONSE TO COMMENT
COMMENTOR NO. 996: MCINTIRE, ROSE L.

Response to Comment No. 996-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

Response to Comment No. 996-2

As explained in Section 1.5 of the EIS, the selection of the site or sites at which the foreign research reactor spent nuclear fuel would be managed is based on the analysis in the Department of Energy Programmatic Spent Nuclear Fuel Management and Idaho National Engineering Laboratory Environmental Restoration and Waste Management Programs Environmental Impact Statement. The Record of Decision for this EIS was released on May 30, 1995. In accordance with this Record of Decision, all of the aluminum-based foreign research reactor spent nuclear fuel managed by DOE will be managed at the Savannah River Site in South Carolina. Any other foreign research reactor spent nuclear fuel to be managed by DOE will be managed at the Idaho National Engineering Laboratory. Accordingly, no foreign research reactor spent nuclear fuel would be shipped to the Hanford Site.

COMMENTOR NO. 997: PETERSON, MARVEN & LOIS

July 1, 1995

Mr. Charles Head,

We learned with great interest to the final hearing on the shipping of high level nuclear waste thru the Port of Tacoma, and are very much opposed to the idea. We do not need our waters and air subjected to this. Keep it out of our Commencement Bay.

Sincerely

Marvin & Lois Peterson

1918 No. Madison

Tacoma, Wa 98406

997-1

RESPONSE TO COMMENT
COMMENTOR NO. 997: PETERSON, MARVEN & LOIS

Response to Comment No. 997-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 998: SPAULDING, KENT E.

2801 Narrows Dr.
Tacoma, WA 98407
June 26, 1995

Dept of Energy:

Sirs:

The proposal to bring foreign radioactive material through our port in the U.S. is wrong. We do not need their waste. We are not a dump! The proposal to bring it through the Port of Tacoma will be fought to the bitter end by all of us who live here. Store it at your house! Not mine!

998-1

998-2

Sincerely,

Kent E. Spaulding

RESPONSE TO COMMENT
COMMENTOR NO. 998: SPAULDING, KENT E.

Response to Comment No. 998-1

The commentor's opposition to management of spent nuclear fuel from foreign research reactors in the United States is noted (Management Alternative 1 or 3, Sections 2.2 and 2.4 of the EIS, respectively). Sections 2.3, 2.5, and 4.4 of the EIS describe other alternatives under consideration.

Response to Comment No. 998-2

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 999: FULLER, MARIE B.

June 28, 1995

Dear Mr. Head:

I am writing in protest against the Nuclear Waste that your Department wants to ship through the Port of Tacoma. No Way — Please do not use our city.

As a senior citizen living in the northern part of the city I worry about too many things taking place in and around my town. I have children and grandchildren and last week twin great grandchildren. I pray you can some how assure people like a safe place in the future to grow up in.

As a bitter senior I hope you never have this kind of thing to worry about.

Marie B. Fuller
401 No. G St.
309
Tacoma, Wa
98403

999-1

RESPONSE TO COMMENT
COMMENTOR NO. 999: FULLER, MARIE B.

Response to Comment No. 999-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 1000: PRIOR, RITA

June 27. 1995

Dear Mr. Head.

My husband & I settled in tacoma in 1952 - We purchased our present home in 1959, and raised our 2 daughters, and now are very active in helping them raise our 3 grand-children. Their families live close to us in the North end of tacoma.

Since I retired from nursing several years ago, I walk 3-4 mi. every morning along a beautiful waterfront path, that our city built & maintains. I take my grand children with me whenever possible, and my husband often accompanies me, since he retired 3 yrs. ago.

I am writing on behalf of my husband, our daughters & son-in-laws, and grand children, when I plead with you to not to ship nuclear waste into Puget Sound. 1000-1

I don't feel our country is the only one with a conscience, or 1000-2

RESPONSE TO COMMENT
COMMENTOR NO. 1000: PRIOR, RITA

Response to Comment No. 1000-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through Puget Sound and the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

Response to Comment No. 1000-2

As evidenced by the indefinite extension of the Treaty on the Non-Proliferation of Nuclear Weapons in May 1995, there is a worldwide concern about the potential spread of nuclear weaponry. This EIS evaluates three management alternatives for spent nuclear fuel from foreign research reactors: management in the United States (Management Alternative 1, Section 2.2), overseas management (Management Alternative 2, Section 2.3), and combined domestic and overseas management (Management Alternative 3, Section 2.4). The intent of the proposed action is to support U.S. nuclear weapons nonproliferation policy seeking to reduce, and eventually eliminate, the use of HEU in civilian programs worldwide (Section 1.2 of the EIS).

This EIS does not state that if Management Alternative 1 is not adopted, then HEU would be sold to Iran or any other nation. Sections 1.1 and 1.2 of the EIS describe nuclear weapon nonproliferation efforts and concerns of the United States.

COMMENTOR NO. 1000: PRIOR, RITA (CONT'D.)

that we should have to store the worlds radioactive wastes. We've created enough monsters of our own that we have to be responsible for. It seems like a form of black mail to say if we don't take it and store it safely, they'll sell it to Iran! If any country considers this, it should be dealt with by all of the countries in the U.N. 1000-2 (Cont'd.)

It should be stored in a most isolated part of each country that created it. I think we all feel vulnerable enough to terrorists, without having Radioactive waste being shipped through our port. 1000-3

Please don't ship it through the Port of Tacoma 1000-1 (Cont'd.)

Thank you -
Rita Prior

RESPONSE TO COMMENT
COMMENTOR NO. 1000: PRIOR, RITA (CONT'D.)

Response to Comment No. 1000-3

The commentor's preference for overseas storage in isolated areas is noted. Overseas storage of foreign research reactor spent nuclear fuel is discussed in Sections 2.3 and 4.4.1 of the EIS.

COMMENTOR NO. 1001: PRITCHETT, BARBARA

Dear Sir: 6-25-95

I do have a vote I would say no to nuclear waste coming in through or around the Port of Tacoma or any other port in the state of Washington.

[redacted]

Sincerely,

Barbara Pritchett
Registered voter
3201 So. Fawcett #15
Tacoma, Wa.
98408

1001-1

RESPONSE TO COMMENT
COMMENTOR NO. 1001: PRITCHETT, BARBARA

Response to Comment No. 1001-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 1002: WATSON, MARIE

6/28/95

I can not believe that any country, especially, mine would be Dumb Stupid ** enough to bring nuclear waste into enclosed waters. Please Please do not bring on another catastrophe like the Alaska Oil disaster to Puget Sound

Marie Watson
Harold + Watson
3565 Lakeridge Dr. E
Sumner WA 98390

1002-1

RESPONSE TO COMMENT
COMMENTOR NO. 1002: WATSON, MARIE

Response to Comment No. 1002-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low. The analysis of impacts associated with an accident involving foreign research reactor spent nuclear fuel also determined that no decontamination, interdiction, or condemnation of property would result from the worst plausible accident (Section 4.2.2.3 and Appendix D, Section D.5 of the EIS).

COMMENTOR NO. 1003: HALL, CAROL M.

Mr. Charles Head

PLEASE DO NOT allow the world wide nuclear waste to enter our waterways & the Port of Tacoma. It is very upsetting to even think of this terrible & horrible thing happening here. Why pick on us? Direct this mess to the waterways into Washington D.C., after all that is where the whole darn mess started. You make us sound like a bunch of idiots on our West coast, especially in the Pacific N.W. Its like so what do we care here in Tacoma We do care!! And you make us sound unimportant to the rest of your Washington D.C. people.

Grow up & keep this whole mess out of our area.

Thank you for listening

Carol M. Hall 9883 E. "F" ST Tacoma, WA 98445

1003-1

RESPONSE TO COMMENT
COMMENTOR NO. 1003: HALL, CAROL M.

Response to Comment No. 1003-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low. The Washington, DC area does not have the facilities required to safely manage the spent nuclear fuel.

The DOE representative's comment that their bosses in Washington "don't have time to listen" was taken in the wrong context. While it would be impractical for the Secretary of Energy to personally review and respond to all of the written and oral comments concerning this EIS, this information was reviewed by the Program Manager and his staff. The Program Manager is responsible for relaying public concerns and issues to the Secretary of Energy and her staff. As indicated by this document, all comments received from the public were noted and taken seriously. Under NEPA and DOE's environmental regulations (Section 5 of the EIS), public participation and comments are an integral component of the environmental process.

COMMENTOR NO. 1004: CONLEY, D. JEANNE

June 26, 1995

Dear Mr. Head,

I was not at the meeting you attended here in Tacoma, but I would like to add my voice to the many, many other residents of this city. I do not want nuclear waste shipped through the Port of Tacoma, WA. 1004-1

Sincerely,

D. Jeanne Conley
1021 E. Morton St.
Tacoma, WA. 98404

RESPONSE TO COMMENT
COMMENTOR NO. 1004: CONLEY, D. JEANNE

Response to Comment No. 1004-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 1005: THOMAS, YVONNE ISAACSON

I am opposed to the use of the Port of Tacoma through which to ship the spent nuclear waste! 1005-1

Yvonne Thomas

RESPONSE TO COMMENT
COMMENTOR NO. 1005: THOMAS, YVONNE ISAACSON

Response to Comment No. 1005-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 1006: SCOGGIN, MARY A.

Mary A. Scoggin
Riverside Villa
7208 53rd St. A. East
Puyallup, Wa 98371

June 29, 1995

Charles Head
Off. of Spent Nuclear Fuel Management (F.M.-3)
U.S Dept. of Energy
1000 Independence Ave., SW
Washington, D.C. 20585

NO to nuclear waste being shipped through the Port of Tacoma. 1006-1

Very sincerely,
Mary A. Scoggin

RESPONSE TO COMMENT
COMMENTOR NO. 1006: SCOGGIN, MARY A.

Response to Comment No. 1006-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 1007: NORTON, GERALDINE

Dear Mr. Head:

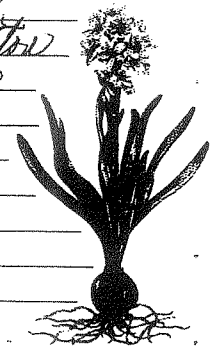
Please, no nuclear waste through Tacoma! 1007-1

Also America should not take any waste from foreign countries! They should get rid of it in their own country. 1007-2

Sincerely,

G. Geraldine Norton

Loyal H. Norton



RESPONSE TO COMMENT
COMMENTOR NO. 1007: NORTON, GERALDINE

Response to Comment No. 1007-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

Response to Comment No. 1007-2

The commentor's opposition to management of spent nuclear fuel from foreign research reactors in the United States is noted. Sections 2.3, 2.5, and 4.4 of the EIS describe other alternatives under consideration.

COMMENTOR NO. 1008: BARNES, MRS. LYNN

Please dont bring the
Spent Nuclear into the
State of Washington
Thanks
Mrs Lynn Barnes

1008-1

Mr & Mrs Lynn Barnes
5901-117th Ave Ct E Sp 54
Puyallup, WA 98372-5875
206-845-1180

RESPONSE TO COMMENT
COMMENTOR NO. 1008: BARNES, MRS. LYNN

Response to Comment No. 1008-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 1009: BARNES, LYNN

Please no nuclear waste in wa 1009-1

Mr & Mrs Lynn Barnes
5801-117th Ave Ct E Sp 54
Puyallup, WA 98372-5875
206-845-1180

RESPONSE TO COMMENT
COMMENTOR NO. 1009: BARNES, LYNN

Response to Comment No. 1009-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 1010: TURYA, DONALD & CHARLOTTE

no, no, no, no, no, no, no, no,
on the nuclear waste issue
for the Port of Tacoma.
The Tacoma area is doing
their part for our country,
we have Fort Lewis and
McChord Air Base nearby.

1010-1

Donald and Charlotte Turya
5003 - 66th Ave. West
Tacoma, Wa. 98466-2221

RESPONSE TO COMMENT
COMMENTOR NO. 1010: TURYA, DONALD & CHARLOTTE

Response to Comment No. 1010-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 1011: MYRVIK, MRS. NORMAN J.

6-27-95

Dept of Energy
Gentlemen:
Just a line to inform you that my family and myself are very much opposed to your plan to ship nuclear waste through our harbor.
We can't take the risk of doing this in our fine city.
Ship it elsewhere where less populated.
Thank you.
Sincerely
Mrs. N. Myrvik
4334-So-D
Tacoma, WA 98408.

1011-1

RESPONSE TO COMMENT
COMMENTOR NO. 1011: MYRVIK, MRS. NORMAN J.

Response to Comment No. 1011-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

The population in close proximity to the terminal, as well as those as far away as 50 miles, was considered when the effects of possible accidents were calculated (Appendix D, Section D.5 of the EIS). These calculations demonstrate that the risk from accidents to all individuals is low. Likewise, the incident-free radiation exposure to people nearer to the cask than those living outside the fence around the port was calculated and found to pose no significant risk (Section 4.2.3.2 of the EIS). The dose rate at 100 feet from a cask containing foreign research reactor spent nuclear fuel is essentially zero. For these reasons, the close-in population near the Port of Tacoma would not be subjected to any significant risk from the use of the terminal to receive foreign research reactor spent nuclear fuel.

COMMENTOR NO. 1013: TORGERSON, L.

June 27, '95

Dear Mr. Head—

I advertised the June 19th meeting in my church bulletin because it is so shocking that 41 countries want to use us as a nuclear dumping ground — and our government is open to it.

1. What politicians and their cronies are profiting from this? There can be no other reason than under-the-table payoffs & over-the-table profiteering. This adds to public cynicism which is widespread about political corruption. 1013-1

2. We have enough debate in our own country as to where we can dispose of our own waste. 1013-2

3. This is another example of no regard for the devastating effects nuclear waste will have on future generations. # now is their only concern. 1013-3

4. Whoever promotes this will suffer at election time.

Sincerely,

Rev. L. Torgerson

For Island
U.C.C. Church.

RESPONSE TO COMMENT
COMMENTOR NO. 1013: TORGERSON, L.

Response to Comment No. 1013-1

The proposed action and management alternatives do not result from bribery or any other illegal activity. Rather, the proposed action supports the nuclear weapons nonproliferation objectives of the United States. Alternatives evaluated in this EIS include management of foreign research reactor spent nuclear fuel in the United States (Management Alternative 1, Section 2.2 of the EIS), overseas management (Management Alternative 2, Section 2.3), and combined domestic and overseas management (Management Alternative 3, Section 2.4). The No Action Alternative (adopt no policy for management of foreign research reactor spent nuclear fuel) is also evaluated (Section 2.5). As demonstrated by the analyses in Section 4 of the EIS, the risks associated with implementation of the proposed action to human health or the environment would be low.

Response to Comment No. 1013-2

The impacts of ultimate disposition of the foreign research reactor spent nuclear fuel are discussed qualitatively in Section 4.2.7 of the EIS. A detailed, quantitative discussion of these impacts would have to be the subject of future NEPA documentation. In the meantime, support for U.S. nuclear weapons nonproliferation policy requires DOE and the Department of State to consider other means of dealing with the spent nuclear fuel (Section 1.1. of the EIS).

Response to Comment No. 1013-3

Contrary to the commentor's assertion, the purpose of preparing this EIS is to evaluate and determine what significant impacts to the environment would occur if the proposed action were implemented. Sections 4.2, 4.3, and 4.5 of the EIS present discussions of the risks and impacts, which demonstrates that the risks and impacts would be low, for proposed ports of entry, along ground transportation routes, as well as for any potential management site. The intent of the proposed action is to support U.S. nuclear weapons nonproliferation policy seeking to reduce, and eventually eliminate, the use of highly enriched (weapons-grade) uranium in civil programs worldwide (Section 1.2 of the EIS), not to economically benefit anyone.

COMMENTOR NO. 1016: LEVINE, MAXINE

Maxine Levine

1721 Alhambra Avenue
Martinez, CA 94553
(510) 229-4320

BY FAX TO (202) 586-5256

July 7, 1995

Mr. Charles Head
Office of Spent Nuclear Fuel Management (EF-7)
U.S. Department of Energy
1000 Independence Avenue SW
Washington, D.C.

Dear Mr. Head:

The purpose of this letter is to express the strong opposition of my husband and myself to the proposal to store nuclear waste, even temporarily, at the Concord Naval Weapons Station. 1016-1

We are also very opposed to even trans-shipping nuclear waste through the County of Contra Costa to the Concord Naval Weapons Station. From time to time the newspapers have reported accidents involving vehicles transporting weapons. The main highway routes into Contra Costa County are among the busiest, most heavily traveled and most congested in this state, if not the nation. The Delta and the Bay water ways are heavily used by ships transporting oil and chemicals to and from the numerous refineries and chemical plants in this county. The earthquake threats also make this a dangerous concept. 1016-2 1016-3

Contra Costa County is a highly industrialized urban area and a part of the San Francisco Bay area which is one of the largest population areas in California. There are more people in this county than there are in most of the other metropolitan areas in this nation. I am appalled that the Department, which is a part of my federal government, would even consider a scheme which clearly could endanger the citizens of this area.

The concept of purposefully bring nuclear waste from other nations into the United States is horrific. It is my urgent hope that my representatives will do their utmost to change this misguided federal policy. 1016-4

Very truly yours,

Maxine Levine

cc: President Bill Clinton
Senator Barbara Boxer
Senator Diane Feinstein
Rep. George Miller
Contra Costa County Board of Supervisors

RESPONSE TO COMMENT
COMMENTOR NO. 1016: LEVINE, MAXINE

Response to Comment No. 1016-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Concord NWS is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing foreign research reactor spent nuclear fuel to the Concord NWS, or to any of the ports analyzed in the EIS, is low.

If the foreign research reactor spent nuclear fuel is accepted into the United States (Management Alternatives 1 or 3) there would be no storage of this material in the Port of Concord NWS, any other port, or anyplace except for DOE management sites. Under normal circumstances, it would remain at a port for only a few hours. In the event of a major disruption of ground transportation systems due to adverse weather, seismic activity, or other situation, DOE's goal is to minimize holding times at the ports and to provide safe transport of the spent nuclear fuel to its destination as quickly as possible.

Response to Comment No. 1016-2

The commentor's opposition to transshipping foreign research reactor spent nuclear fuel through Contra Costa County is noted. During preparation of the EIS, environmental effects which could result from implementation of Management Alternative 1 or 3 (acceptance and management in the United States) were evaluated at candidate ports and along representative transportation routes. As discussed in Sections 4.2.2 and 4.2.3 of the EIS, the risks to human health or the environment at candidate ports or along transportation routes are low. Foreign and domestic spent nuclear fuel has been transported along truck and rail routes for over four decades. During that time, no transportation cask containing spent nuclear fuel has been breached, including those involved in traffic accidents (Section 4.2.3 of the EIS).

Response to Comment No. 1016-3

The physical constraints of the passage from San Francisco Bay to Concord NWS were considered as part of the port selection process. The passage meets the requirements of Criterion 2 (Favorable Transit From Open Ocean) for port selection (Appendix D, Section D.1.9.2 of the EIS). The port selection process does not, however, consider the existence of land-based facilities such as refineries because the addition of some mishap at a land-based facility would not add to the severity of the worst plausible accident, which is considered to be the collision of the ship carrying the foreign research reactor spent nuclear fuel with a petroleum tanker.

The volume or size of the local marine traffic (present or future) was not considered in the calculation of risk associated with the shipment of foreign research reactor spent nuclear fuel. In general, the number of ship mishaps is not proportional to the amount of ship traffic because port ship traffic is slow, and even when heavy, is normally a small

number of ships per hour. Historically, increasing the volume does not significantly increase the probability of an accident. Rather, the number of ship mishaps is associated with navigational hazards and distances from the port to the open ocean or a large bay (port selection Criterion 2; Appendix D, Section D.1.9.2 of the EIS). Appendix D, Section D.5.3.1.3 of the EIS presents a discussion of the determination of the probability of ship accidents used in the EIS.

The risk of releasing radioactive material from a foreign research reactor spent nuclear fuel transportation cask as the result of a seismic event is low. Transportation casks are designed and built to withstand significant punishment without releasing their contents (Section 2.6.2 of the EIS). Therefore, a seismic event, even if it caused structures at Concord NWS to fail, is not expected to compromise the transportation cask.

Response to Comment No. 1016-4

The intent of the proposed policy is to support U.S. nuclear weapons nonproliferation policy seeking to reduce, and eventually eliminate, the use of highly enriched (weapons-grade) uranium in civil programs worldwide (Section 1.2 of the EIS).

COMMENTOR NO. 1017: BOEKHOLT, CONRAD J. & BARBARA M.

1721 North Mildred Street
Tacoma, Wa 98406

June 27, 1995

Mr. Charles Head,
Program Manager
Office of Spent Nuclear Fuel Management (EM-37).
U.S. Department of Energy
1000 Independence Avenue S.W.
Washington D.C. 20585

Re: Nuclear Waste

Dear Mr. Head.

This letter is being written to express our deep concern that foreign nuclear waste may be shipped through the Port of Tacoma. 1017-1

We realize the importance of the waste not ending up in the hands of any nation who might use it to make nuclear weapons, but from what we understand, there are countries who have shown a great interest in accepting it and with no threat to the Free World.

Washington is a beautiful state. We are proud of our Puget Sound, our clean waters and beaches. Shipping waste through the Puget Sound is an "accident waiting to happen". Our concern is for our grandchildren. Who can guarantee that no accident will happen during their lifetime?. 1017-2

While our concern for Tacoma and Washington State is a personal one, we also feel that as long as there are willing receivers in other parts of the world, no American Port should be used. We ask that you consider all options before you allow this to happen.

Sincerely yours,

Conrad J. Boekholt.

Barbara M. Boekholt.

RESPONSE TO COMMENT
COMMENTOR NO. 1017: BOEKHOLT, CONRAD J. & BARBARA M.

Response to Comment No. 1017-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

Response to Comment No. 1017-2

The commentor's preference for overseas management of foreign research reactor spent nuclear fuel is noted. Section 2.3 of the EIS provides a discussion of the advantages and disadvantages of overseas management.

Although a no-accident guarantee is not feasible, Section 4.2 of the EIS determines that the risks associated with an accident in port are low, as are the consequences of such accidents.

COMMENTOR NO. 1018: WILSON, THERESA

Dear Charles 7-1-95

It has been brought to my knowlege that toxic waste is going to be brought into my state - Washington. I thought I'd write and let you know I don't want it brought here. Our environment needs to be preserved not destroyed. 1018-1

Thank you

Theresa Wilson

RESPONSE TO COMMENT
COMMENTOR NO. 1018: WILSON, THERESA

Response to Comment No. 1018-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 1020: NOVOSAD, BETH

June 30, 1995

Mr. Charles Head
Office of Spent Nuclear Fuel Management (EM-37)
US Department of Energy
1000 Independence Avenue SW
Washington DC 20585

Dear Mr. Head:

As a long-time resident of Pierce County, and soon-to-be-homeowner within Tacoma city limits, I must voice my protests to the proposal that the Department of Energy ship high-level nuclear waste through the Port of Tacoma. *1020-1*

In my opinion, it makes much more sense to ship this waste to a location that has the facilities to reprocess the waste. There are facilities already in existence, close to ports, that could do this job. *1020-2*

With Hanford already in Washington state, as well as mothballed nuclear power plants costing the taxpayers millions, hasn't Washington state already done our fair share and accepted enough responsibility for other nuclear projects?

Please do not saddle us with accepting high-level waste. We want our families to be able to grow and prosper without the threat of a nuclear mishap occurring in our backyard.

Thank you for listening. I sincerely hope that we will soon hear news that Tacoma has been removed from the list of sites being considered to accept this waste.

Sincerely,

Beth Novosad

Beth Novosad
PO Box 353
Tacoma WA 98401

RESPONSE TO COMMENT
COMMENTOR NO. 1020: NOVOSAD, BETH

Response to Comment No. 1020-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

Response to Comment No. 1020-2

The commentor's opinion that foreign research reactor spent nuclear fuel should be reprocessed at existing facilities, close to ports, is noted. Chemical separation is Implementation Alternative 6 to Management Alternative 1, and is discussed in Section 2.2.2.6 of the EIS. Facilities for chemical separation of spent nuclear fuel exist at the Savannah River Site and the Idaho National Engineering Laboratory. Port identification is based on criteria discussed in Section 2.6.3.1 of the EIS. Proximity to the management site(s) does not directly affect the identification of a port of entry.

COMMENTOR NO. 1023: WYDRA, BEVERLY J.

AMAZINGLY, YOU CAN STOP NUCLEAR WASTE FROM COMING HERE WITH JUST ONE HAND.

Here's How I Feel About Shipping Nuclear Waste Through Tacoma.

Comments: I do not want this atomic material coming thru Tacoma. It should go a more direct route to Utah.

Name: Beverly J. Wydra Telephone: 759-8732

Address: 6322 [illegible] City/State/Zip: TACOMA WA 98407-4334

Send To: Charles Head, Office of Spent Fuel Management (EM-37), Office of Environmental Management, U.S. Department of Energy, 1000 Independence Ave. SW, Washington, DC 20585

DEADLINE: ~~June 30~~ 7-20-1995

The strongest weapon against nuclear waste is right at your fingertips.
Here's your chance to let the Department of Energy know how you feel about their possible plan to ship 19.2 tons of weapons-grade nuclear waste through the Port of Tacoma over the next 13 years. So, pick up a pen, fill out this form and send it to the address above by ~~June 30~~ 7-20, 1995. And let them know that Tacoma is not a place for nuclear waste.
For more information call the Port of Tacoma Hot Line at 597-7575.

Co-sponsored by Port of Tacoma; Port of Seattle; Longshore Local #23; Puyallup Tribe; Citizens for a Healthy Bay; Cities of Tacoma, Fife, Milton, Ruston, Federal Way; Tacoma–Pierce County Visitor & Convention Bureau, Tacoma–Pierce County Chamber of Commerce; Pierce County Central Labor Council and Pierce County.

1023-1

RESPONSE TO COMMENT
COMMENTOR NO. 1023: WYDRA, BEVERLY J.

Response to Comment No. 1023-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 1024: MEARS, BETTY

Tacoma Wa
June 25-1998

Dear Sirs -
I do not approve of your sending the nuk. waste through the Pt. of Tacoma. - Nelson & Betty Mears 1024-1

NELSON O MEARS
3508 SHR CLF DR NE
TACOMA WA 98422

RESPONSE TO COMMENT
COMMENTOR NO. 1024: MEARS, BETTY

Response to Comment No. 1024-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 1028: MAEL, CHARLES

763 S. 94
Tacoma WA.
98408

Dear Mr Head:

We are just two people concerned over the idea of the high level nuclear waste coming into our Port of Tacoma.

We would kindly appreciate you not allowing Tacoma to be the receiver of this. Please see to it being buried over seas.

Thank you -
Charlie Mael
Nicole Thomas

1028-1

*

RESPONSE TO COMMENT
COMMENTOR NO. 1028: MAEL, CHARLES

Response to Comment No. 1028-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

* This is the best available copy of this comment document.

COMMENTOR NO. 1032: HAUGE, GUDRUN

6-23-95

Dear Mr. Head,

I would like to voice my STRONG objection to the proposal of shipping radioactive nuclear waste through the Port of Tacoma, Wa. Please, reconsider!! 1032-1

Sincerely,
Gudrun Hauge
GUDRUN HAUGE
4317 FOREST BCH. DR.
GIG HARBOR, WA. 98335

RESPONSE TO COMMENT
COMMENTOR NO. 1032: HAUGE, GUDRUN

Response to Comment No. 1032-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 1033: SCHAEFER, SANDRA DEE

Sandra Schaefer
1015 96 Stevens St.
Tacoma, WA 98406

6/28/95

Dear Program Managers;

I would really appreciate a policy preventing any shipment of nuclear waste through our Washington Oregon Ports. I want this to be a safe environment to do business and raise a family. I hope you wont allow this area to become more hazardous than it already is. 1033-1

Thanks,

Sandra Dee Schaefer

RESPONSE TO COMMENT
COMMENTOR NO. 1033: SCHAEFER, SANDRA DEE

Response to Comment No. 1033-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma or the Port of Portland is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, the Port of Portland, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 1035: FAIRBURN, M.K.

June 25. 95

Attn Charles Hall

Dear Sir,

How fortunate you are to have an office so far from where nuclear fuel will be unloaded. I reside in a hill above the port & most of the time wind blows this way. You will never know the fear I my grandson, grandchildren & great grandchildren feel. Please all of you think before your put all of us on the west coast under such unnecessary threat. You have our lovely countryside. Please spare us from this waste.

Sincerely

M. Fairburn & family

1035-1

RESPONSE TO COMMENT
COMMENTOR NO. 1035: FAIRBURN, M.K.

Response to Comment No. 1035-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 1036: CONNELLY, PHYLIS E. & JERRY E.

CHARLES HEAD
PROGRAM MANAGER
OFFICE OF SPENT NUCLEAR FUEL MNGMT.
U.S. DEPT. OF ENERGY
1000 INDEPENDENCE AVE. S.W.
WASHINGTON DC 20585

THIS LETTER IS SENT TO VOICE OUR OBJECTION TO STOCK PILING NUCLEAR WASTE IN THE U.S.

IT MIGHT COST A LITTLE MORE TO SEND IT TO SCOTLAND, FRANCE, OR JAPAN, BUT IT IS A SOLUTION TO THE PROBLEN THAT IS IN OUR BEST INTERESTS. 1036-1

WE DO NOT WANT IT IN OUR PORT OF TACOMA OR ANY-WHERE IN OUR U.S. 1036-2

SINCERELY,

Phylis E. Connelly
Jerry E. Connelly

RESPONSE TO COMMENT
COMMENTOR NO. 1036: CONNELLY, PHYLIS E. & JERRY E.

Response to Comment No. 1036-1

The commentor's preference for overseas management of foreign research reactor spent nuclear fuel is noted. Section 2.3 of the EIS (Management Alternative 2) discusses the advantages and disadvantages of overseas management.

Response to Comment No. 1036-2

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 1037: POSTLETHWAITE, M.J.

G.J. POSTLETHWAITE
3936 N.W. 46th St.
Oklahoma City, OK 73112

July 5, 1995

Charles Head, Program Manager
U.S. Dept. of Energy EM/37
1000 Independence Avenue
Washington, DC 20585

Dear Mr. Head;

Since the media is my only source for news about the plan to move nuclear fuel through our ports and stockpile it, I wonder if I've been misinformed about this strange idea to hoard the spent stuff in the states.

I understand that Scotland and Japan have facilities to reprocess this waste, and actually need to receive it in order to keep operating. Assuming that these countries are reliable, shouldn't we be sending it to those who are using it? 1037-1

I can find no justification for ignoring the obvious and jeopardizing our own spaces, when there is a solution so fitting to the need.

The Port of Tacoma is a lovely place, and should not be placed in such a hazardous situation when it is unnecessary. 1037-2

Please give more consideration to the Japanese and the Scotsmen who want this dangerous byproduct.

Sincerely,

M. J. Postlethwaite

M. J. Postlethwaite

RESPONSE TO COMMENT
COMMENTOR NO. 1037: POSTLETHWAITE, M.J.

Response to Comment No. 1037-1

The commentor's preference for overseas reprocessing is noted. This is Management Alternative 2, Subalternative 1b, which is discussed in Sections 2.3 and 4.4.2 of the EIS.

Response to Comment No. 1037-2

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 1038: ALLEN, CHRISTY

From the desk of . . .
Christy

Please do not
Send nuclear
waste through
the Port of
Tacoma.
Sincerely,
Christy Allen

1038-1

RESPONSE TO COMMENT
COMMENTOR NO. 1038: ALLEN, CHRISTY

Response to Comment No. 1038-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 1040: BUNDY, CAROL

NO

~~spent Nuclear Fuel~~

NO

1040-1

RESPONSE TO COMMENT
COMMENTOR NO. 1040: BUNDY, CAROL

Response to Comment No. 1040-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 1041: FOREMAN, PAULA S.

July 6, 1995

Dear Mr. Head,

I am writing to oppose any shipping of nuclear waste through the Port of Tacoma. Please do whatever you can to prevent the risk of nuclear contamination to this port which is so vital to Tacoma's economy and environment. Thank you. 1041-1

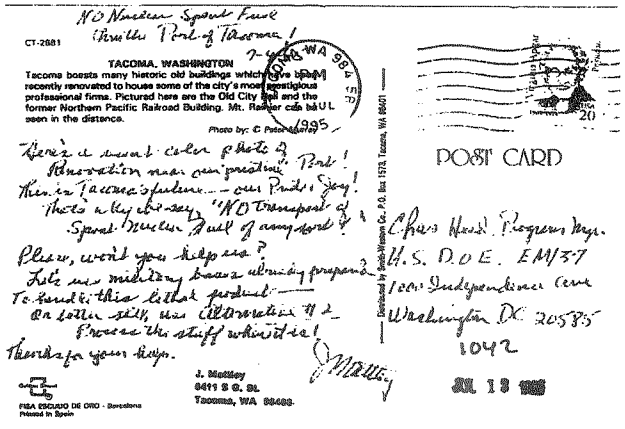
Sincerely,
Paula S. Foreman

RESPONSE TO COMMENT
COMMENTOR NO. 1041: FOREMAN, PAULA S.

Response to Comment No. 1041-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 1042: MATTLEY, J.


NO Nuclear Spent Fuel
through Port of Tacoma!

CT-2881

TACOMA, WASHINGTON

Tacoma boasts many historic old buildings which have been recently renovated to house some of the city's most prestigious professional firms. Pictured here are the Old City Hall and the former Northern Pacific Railroad Building. Mt. Rainier can be seen in the distance.

Photo by: C. Peterson

1995

POST CARD

1042-1 There's a recent color photo of Renovation near our previous Port! This is Tacoma's future — our Pride, Joy! That's why the very "NO Transport of Spent Nuclear Fuel of any kind!"

1042-2 Please, won't you help us? Take us military bases already prepared. To handle this lethal product — or better still, use alternative #2 — Process the stuff where it is!

1042-3 Thanks for your help.

J. Mattley
6411 S G. St.
Tacoma, WA 98408

C. Fran Head. Program Mgr.
U.S. DOE. EM/37
1000 Independence Ave
Washington DC 20585

1042

JUL 13

FISA ESCUDO DE ORO - Barcelona
Printed in Spain

Distributed by Artist Winters Co., P.O. Box 1578, Tacoma, WA 98401

RESPONSE TO COMMENT
COMMENTOR NO. 1042: MATTLEY, J.

Response to Comment No. 1042-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

Response to Comment No. 1042-2

DOE considers that foreign research reactor spent nuclear fuel could safely be received at commercial ports, as it has in the past, without additional security that might be present at military bases. The security provided for the spent nuclear fuel shipments would be required to meet or exceed all the applicable security requirements in the Code of Federal Regulations (10 CFR Part 73). If any port did not already provide security sufficient to satisfy these requirements, it would be the responsibility of the shipper to provide the required additional security. Nevertheless, the commentor's preference for the use of military ports is noted. Sections 4.2.2.2 and 4.2.2.3 of the EIS provide the analysis on impacts of incident-free operation and consequences of port accidents, respectively.

Response to Comment No. 1042-3

The commentor's preference for overseas reprocessing is noted. This is Management Alternative 2, Subalternative 1b, which is discussed in Sections 2.3 and 4.4.2 of the EIS.

COMMENTOR NO. 1043: BERRY, MARIAM M.

Please add my name to the list of those opposed to shipping nuclear waste through Tacoma. Isn't there a less populated, less environmentally fragile place? I don't like to see chances taken of a disaster to this beautiful place that is my home.
Marian Berry

1043-1

RESPONSE TO COMMENT
COMMENTOR NO. 1043: BERRY, MARIAM M.

Response to Comment No. 1043-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

The population in close proximity to the terminal, as well as those as far away as 50 miles, was considered when the effects of possible accidents were calculated (Appendix D, Section D.5 of the EIS). These calculations demonstrate that the risk from accidents to all individuals is low. Likewise, the incident-free radiation exposure to people nearer to the cask than those living outside the fence around the port was calculated and found to pose no significant risk (Section 4.2.3.2 of the EIS). The dose rate at 100 feet from a cask containing foreign research reactor spent nuclear fuel is essentially zero. For these reasons, the close-in population near the Port of Tacoma would not be subjected to any significant risk from the use of the terminal to receive foreign research reactor spent nuclear fuel.

COMMENTOR NO. 1044: DOUGHTRY, WALTER L.

Dear Mr Head
This card is small, however my concerns for Puget Sound is LARGE. I have lived in Tacoma since 1954, from the time I got back from KOREA where I swept mines in our Navy - my son serves now in the nuclear sub fleet with 20 plus years as a leader. WE ARE BOTH KNOWLEDGEABLE ABOUT SHIPS AND NUCLEAR POWER. AN EXAMPLE OF WHAT CAN HAPPEN IS OUR FERRIES AND THE DAMAGE CAUSED BY THEM. PLEASE DO YOUR BEST TO STOP WASTE HERE. Walt Daughtry

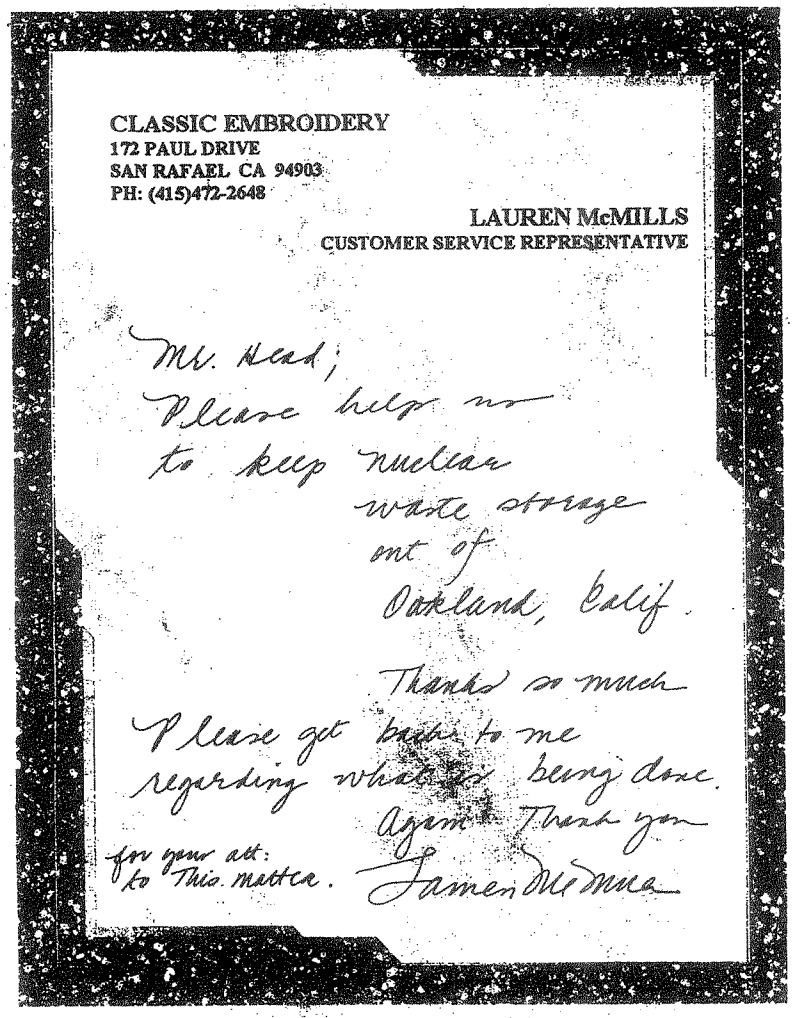
1044-1

RESPONSE TO COMMENT
COMMENTOR NO. 1044: DOUGHTRY, WALTER L.

Response to Comment No. 1044-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low. The analysis of impacts associated with an accident involving foreign research reactor spent nuclear fuel also determined that no decontamination, interdiction, or condemnation of property would result from the worst plausible accident (Section 4.2.2.3 and Appendix D, Section D.5 of the EIS).

COMMENTOR NO. 1045: MCMILLS, LAUREN



CLASSIC EMBROIDERY
172 PAUL DRIVE
SAN RAFAEL CA 94903
PH: (415)472-2648

LAUREN McMILLS
CUSTOMER SERVICE REPRESENTATIVE

Mr. Head;
Please help us
to keep nuclear
waste storage
out of
Oakland, Calif.

Thanks so much
Please get back to me
regarding what is being done.
again. Thank you
for your att:
to This matter.
James McMillan

1045-1

RESPONSE TO COMMENT
COMMENTOR NO. 1045: MCMILLS, LAUREN

Response to Comment No. 1045-1

The commentor's opposition to the use of Oakland for nuclear waste storage is noted. None of the candidate management sites considered for interim management of the foreign research reactor spent nuclear fuel are located in the State of California. Also, DOE is not proposing to use the Port of Oakland for receipt of foreign research reactor spent nuclear fuel. For those ports proposed to be used for such shipments, the analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel through the ports is low.

COMMENTOR NO. 1046: GERONTIS, GARY

JOHNNY'S SEAFOOD COMPANY, INC.
1199 DOCK STREET
TACOMA, WA 98402
(206) 627-2158 FAX: (206) 627-1322

Mr. Charles Head, Program Manager,
Office of Spent Nuclear Fuel Management (EM-37)
U. S. Department of Energy
1000 Independence Avenue, S. W.
Washington, D. C. 20585

June 30, 1995

RE: Draft Environmental Impact Statement (EIS) on a Proposed Nuclear Weapons Nonproliferation Policy Concerning Foreign Research Reactor Spent Nuclear Fuel

Dear Mr. Head:

The purpose of this letter is to express to you my unalterable opposition to the Department of Energy's proposal to make the Port of Tacoma, Washington a port of entry for spent foreign reactor fuel because I was unable to do so at the public hearing held on June 19, 1995. I very much wanted to add my voice to those opposed to the proposal, but was unable to gain entry to the hearing chambers. 1046-1

The proposal is not acceptable. As President of a small corporation engaged in the wholesale and retail seafood business, I am throughly familiar with and intimately dependant upon the seafood industry of Puget Sound and the coastal waters of Washington State. My company has been in business in Tacoma for 40 years and I have been a part of the Company all of my life.

Your proposal ignores the impact that an accidental discharge of radiation in the coastal waters, Straits of Juan De Fuca or Puget Sound proper would have on the seafood industry. In so many other areas involved in the handling of radioactive materials, safeguards have not been effective. The "accident" that could not happen, has always managed to happen. I need only cite Chernobyl, Hanford and Three Mile Island to prove my point. I strongly recommend that you not select Tacoma as a port of entry for this program. 1046-2

Sincerely,

Gary Gerontis

GARY GERONTIS, President,
Johnny's Seafood Company, Inc.

RESPONSE TO COMMENT
COMMENTOR NO. 1046: GERONTIS, GARY

Response to Comment No. 1046-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

Response to Comment No. 1046-2

DOE considers that there would be no significant adverse impacts on the natural resources or on the air and water quality at any of the ports that might be used to receive the foreign research reactor spent nuclear fuel, if accepted into the United States. Spent nuclear fuel transportation casks are designed and built to preclude release of radioactive material. To date, after more than 30 years of spent nuclear fuel shipments, no radioactive material has ever been released from a spent nuclear fuel transportation cask, nor has a spent nuclear fuel transportation cask ever been punctured, even as a result of an accident. A paragraph has been added to Section 4.2.2.2 of the EIS to make this point and to emphasize the no-impact nature of these shipments on air and water quality.

In the unlikely event of a severe accident, the analysis performed for the EIS indicates that some radioactive material could be released from the cask and distributed into the environment. However, the analysis in Sections 4.2.2.3 and Appendix D, Section D.5, determined that no decontamination, interdiction, or condemnation of property would result from the worst plausible accident. Close in to the accident, near the transportation cask would likely require some cleanup, but the overall impact on the water and air quality in the port would be low. Sections 4.2.2.3 and Appendix D, Section D.5 of the EIS detail the accident analysis and results.

COMMENTOR NO. 1047: FOGG, B.F.

Box 98505
Tacoma, WA 98498
June 22, 1995

Dear Mr. Head,

I enclose a present for you, to be shared with others as you wish.

Would you please ask the Federal powers-that-be to build their own port that would cater exclusively to the export of nuclear waste. The coast of Alaska's mainland comes to mind as a possible site. 1047-1

Thank you.

Sincerely,
Bo F. Fogg
(BO F. FOGG, M.A., M.A.)

RESPONSE TO COMMENT
COMMENTOR NO. 1047: FOGG, B.F.

Response to Comment No. 1047-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. The commentor's preference for construction of a government port that would cater exclusively to the export of nuclear waste is also noted. The analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low. DOE has no intention of building a new port to receive or export spent nuclear fuel.

COMMENTOR NO. 1048: STANFORD, MATTHEW JR.

Charles Head
Office of Spent Fuel Management
EM-37 U.S. Department of Energy
1000 Independence Ave. SW.
Washington, D.C. 20585-0001

Dear Mister Head,

Given the nature of the economy of Galveston, Texas I am completely against using the Isle Port as a pass through point for spent weapons grade nuclear waste.

I am sure you would consider it redundant for me to address the many issues for and against this proposal as you are well aware of them. The point here is to express my sentiments against the project at this time. 1048-1

If some of the final destination disposal problems could be solved along with the criteria for maintaining safety requirements, especially with the closed and relatively fragile eco-system surrounding the port, then future dialogue on the proposed plan may be warranted. But, since community objection will probably be the main judgement point, I cast my vote in the negative.

Sincerely,

Matthew Stanford Jr.

Matthew Stanford Jr.
2912 Galvez Ave. (P)
Galveston, Texas 77550

RESPONSE TO COMMENT
COMMENTOR NO. 1048: STANFORD, MATTHEW JR.

Response to Comment No. 1048-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Galveston is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing foreign research reactor spent nuclear fuel to the Port of Galveston, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 1049: BERGMAN, DARYL, RON & MAYA

July 5, 1995

Mr. Charlie Head
EM37
U.S. Dept. of Energy
1000 Independence Ave. So. West
Washington D.C. 20585

Dear Mr. Head:

I am writing to express my deep concern regarding the proposal to use Concord, CA as a transfer point for spent nuclear fuel rods. Obviously, there are many reasons why this plan is not acceptable, the proximity to our water supply, liquifaction concerns in the event of an earthquake, the population density in the Bay Area, proximity to oil refineries etc.. I would like to bring your attention to one other problem with this plan. It has come to my attention that after transfer this toxic material will be moved on our highways. I have enclosed a recent article in the Contra Costa Times that identifies the East Bay as having the worst gridlock in the Bay Area - which is the second most populated area in California. Just recently we had two incidents in which large trucks exploded on our freeways. Locating a transfer station in Concord, and using our roads to haul deadly materials makes no sense at all. We request that this plan be eliminated. 1049-1 1049-2

It's appalling to think that the United States government is even considering to cheapen the value of the lives in this community. So much for our rights to life, liberty and the pursuit of happiness. This entire program should be rethought. California has already suffered dearly from massive base closures - and now we are being singled out to be the location for a nuclear transfer site. Please read the enclosed article and strike Concord from your list of possibile locations.

Sincerely,
Daryl, Ron and Maya Bergman
510-687-7019

enc:
cc - Mr. Charlie Head
DOE
1000 Independence Ave.
Washington, D.C.

RESPONSE TO COMMENT
COMMENTOR NO. 1049: BERGMAN, DARYL, RON & MAYA

Response to Comment No. 1049-1

The commentor's opposition to the use of Concord NWS for the receipt of foreign research reactor spent nuclear fuel is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk of bringing foreign research reactor spent nuclear fuel to the Concord NWS, or to any of the ports analyzed in the EIS, is low. The EIS demonstrates that there would be no significant adverse impacts to any of the ports, bays, or waterways that the material might pass through or near. Spent nuclear fuel transportation casks are designed and built to preclude release of radioactive material. Based on over 30 years experience shipping spent nuclear fuel, DOE considers that spent nuclear fuel transportation casks passing through the Concord NWS would not release their contents, and would thereby not affect the quality of the water. As stated in Section 2.6.2 of the EIS, to date no spent nuclear fuel transportation cask has ever released any of its contents (radioactive material), even in actual highway accidents. A paragraph has been added to Section 4.2.2.2 of the EIS to make this point and to emphasize the no-impact nature of these shipments on air and water quality.

The port selection process that determined that Concord NWS was an acceptable port considered the population of the port and surrounding areas (Appendix D, Section D.1.9.5 of the EIS). Additionally, all population within a 50-mile radius of the Concord NWS was considered when analyzing the potential impact of a range of hypothetical port accidents. The risks were found to be low (Appendix D, Section D.5 of the EIS).

The passage from San Francisco Bay to Concord meets the requirements of Criterion 2 (Favorable Transit From Open Ocean) for port selection (Appendix D, Section D.1.9.2). The port selection criteria do not consider the existence of land-based facilities such as refineries because they have no direct impact on the risk associated with the shipment of foreign research reactor spent nuclear fuel. While local hazards, such as earthquakes, may slightly increase the probability of an accident, they would not increase the consequences of the accident, which were found to be very minor.

Response to Comment No. 1049-2

The commentor's opposition to truck transport from the Concord NWS is noted. The estimates of radiological health effects presented in Section 4.2.3 of the EIS are based on conservative assumptions using representative truck transportation routes from candidate ports to interim management sites, including consideration of traffic volumes and surrounding populations. Supporting detail for the calculations is given in Appendix E of the EIS. Radiological and nonradiological health effects of the alternatives were found to be low.

COMMENTOR NO. 1052: BUTKEY, TOM & GENNY

July 2, 1995

Office of Spent Nuclear Fuel Management
EM-37
U.S. Department of Energy
1000 Independence Ave. S.W.
Washington DC 20585

To: Charles Head, Program Manager

We totally reject the idea of nuclear waste of any sort being transported through or stored in the Puget Sound area -- Tacoma in particular.

There are too many possibilities for disaster. This kind of thing should definitely not be done in an area that is heavily populated with military bases, as our area is. It leaves military bases wide open to terrorist threats. It leaves us, the powerless inhabitants, as something that would just be considered an "unfortunate" bi-product should an accident occur. 1052-1

Push it through somewhere else. Park it somewhere else. Seattle had the right to say no and so does Tacoma.

Sincerely,

Tom and Genny Butkey
754 Polk Street South
Tacoma, WA 98444-5678

RESPONSE TO COMMENT
COMMENTOR NO. 1052: BUTKEY, TOM & GENNY

Response to Comment No. 1052-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

If the foreign research reactor spent nuclear fuel is accepted into the United States (Management Alternatives 1 or 3), there would be no storage of this material in the Port of Tacoma, or any other port. Under normal circumstances, it would remain at a port for only a few hours. In the event of a major disruption of ground transportation systems due to adverse weather, seismic activity, or other situation, DOE's goal is to minimize holding times at the ports and to provide safe transport of the spent nuclear fuel to its destination as quickly as possible.

Neither acts of terrorism nor theft of materials by a determined group or individual can be completely precluded. However, proper security measures greatly reduce the risk of such actions. Security would be provided for all shipments of foreign research reactor spent nuclear fuel, as required by the Code of Federal Regulations (10 CFR Part 73). If any port did not already provide security sufficient to satisfy these requirements, it would be the responsibility of the shipper to provide the required additional security. The security provisions are summarized in the new Appendix H that has been added to the final EIS in response to public comments. This appendix presents the general provisions of the Transportation Plan, which is a document that would be prepared for each foreign research reactor spent nuclear fuel shipment to specify details of the transportation process, including security provisions in port and during transit.

RESPONSE TO COMMENT NO. 1053: HODGSON, STEPHEN A.

Stephen A. Hodgson
1803 - 27th Street
Galveston, TX 77550

July 6, 1995

Charles Head
Office of Spent Fuel Management
EM-3
U.S. Department of Energy
Washington, D.C. 20585-0001

SUBJ: Nuclear Waste Transport Facility in Galveston, Texas

Dear Mr. Head:

I support the plan to permit the transport of radioactive waste through the Port of Galveston. *1053-1*

Legitimate opposition to the plan, I believe, should relate to safety issues such as to some accident theory which has perhaps been overlooked or omitted in the Environmental Impact Statement presented by the U.S. Department of Energy, (DOE).

The "Not in my backyard" type of opposition is emotional, not based on fact and should be discounted as such.

The "Not in my backyard crowd,"if taken seriously, would collectively shut down (or stop from happening) every power plant, chemical plant, land fill, prison, weapons facility, sewage treatment plant, etc., in the USA. The crowd would slowly but surely strangle the whole country. Hundreds of people in Galveston signed a petition to stop the permits and construction of the new WALMART store. But it finally got built. I would wager hard currency that many of the petition signers are now shopping at WALMART. The parking lot has cars at all hours and is very crowded at some hours.

The 40 people who braved the downpouring rain to appear at the hearing, according to the newspaper, were unanimous in their opposition to the DOE plans. But are those people representative of Galveston? I didn't show up because I hadn't yet read the Environmental Impact Statement and didn't believe myself informed enough to make a contribution.

What about the 70,000 people that didn't appear. Could we say that they were not overly concerned about the plans? Were they giving a tacit vote of approval by not appearing? Perhaps some were. Perhaps 40 or more persons were giving silent approval. Perhaps some who did not appear would have been opposed to the plan.

RESPONSE TO COMMENT COMMENTOR NO. 1053: HODGSON, STEPHEN A.

Response to Comment No. 1053-1

The commentor's support for bringing foreign research reactor spent nuclear fuel through the Port of Galveston is noted.

The port selection process only indicates ports that are acceptable for the receipt and handling of foreign research reactor spent nuclear fuel. The decision as to which port or ports might be used if foreign research reactor spent nuclear fuel were accepted into the United States will be addressed in the Record of Decision, to be issued no sooner than 30 days after issuance of this final EIS.

RESPONSE TO COMMENT NO. 1053: HODGSON, STEPHEN A. (CONT'D.)

The sun is a giant reactor which is bombarding the earth with enormous quantities of radiation, ranging from large amounts of infrared, visible, and ultraviolet radiation to smaller amounts of X-rays and gamma rays. Sunbathers expose themselves to far more radiation than the public will ever see from the occasional ships, trucks and rail cars that would transport the waste. A percent of these sunbathers will develop skin cancer and many will be sunburned right then and there. But do we talk about closing down the beach? Do we notify our tourists and prospective tourists about the hazards of solar radiation? Hardly. But should we or could we? How could we possibly reach tourists who would be coming from every city in the country? 1053-2

The paper quoted someone as saying, "If they (the tourists) found out we had nuclear waste here -- forget it." Now wait just a minute please. Do we advertise to our tourists that we transport and burn other forms of hazardous waste? Do we tell them not to wear blue or red tee shirts or risk getting shot? Do we tell them we're importing viruses for research? Hardly. Do we tell them about the pool table in Joe's bar. That stands for TROUBLE with a capital T, right here in Galveston City.

Even those who may choose to work in the docks handling the nuclear containers will wear film badges and dosimeters which measure the amount of radiation exposure. When a specified limit of dosage is reached (which is within conservative standards), the individual is not permitted any more exposure for that month. The work areas in which radiation exposure is possible would be secured and the public cannot enter except by authorization from safety officers, and with the use of film badges. They will also have a good reason to be there.

I did not see a single quote in the newspaper addressed at a specific safety issue. Were there any such? How many persons have reviewed the EIS, even perfunctorily?

Well then, how will this issue be decided? How should it be decided? By forty people who braved the rainstorm but evidently did not target specific safety issues? By vote of the Wharves Board? By the DOE or the Texas Health Department?

I believe that the hearing was not statistically significant enough to be representative of Galveston. I propose another route to decision making: An outreach program in the form of pro and con discussions by informed persons with various interested groups. Opinion surveys would then be conducted of these groups. Such groups would include the service clubs, the Fraternal clubs, the Chamber of Commerce, church and neighborhood groups, brown bag meetings at various work places and any other interested groups.

Another method would be a public hearing, similar to the last one conducted by the Wharves Board, but this time admitting only those who certify to having reviewed the Environmental Impact Statement or are otherwise knowledgeable about nuclear waste and nuclear waste handling.

RESPONSE TO COMMENT COMMENTOR NO. 1053: HODGSON, STEPHEN A. (CONT'D.)

Response to Comment No. 1053-2

The commentor's observations regarding the danger of excessive exposure to the sun is noted. Sunbathers do expose themselves to increased risk of skin cancer, but this subject is outside the scope of this EIS.

The point of this would be to inform people and get informed input. And especially to minimize the impact of the "Not in my backyard" crowd.

If I may facilitate this by making contact with various groups and determining if there is interest in such meetings, would you please advise.

I present myself as a private citizen, but with some level of expertise in nuclear waste handling by employment experience at the Idaho National Engineering Lab and at the Nevada Test Site. I was a Project Mechanical Engineer for a waste handling and storage facility as a part of the Nuclear Fuel Reprocessing facility. Enclosed is a published article regarding the project, coauthored by myself.

Very truly yours,

Stephen A. Hodgson
Professional Engineer and
Galveston Citizen, Homeowner
and taxpayer.

c., Robert Lucey
The Daily News

Dr. Elbert Whorton, member
Wharves Board

John Unbehagen, Chairman
Wharves Board

PS: Please phone me at (409) 772-3639 or contact me by FAX at (409) 772-5192

RESPONSE TO COMMENT NO. 1054: KARILANOVIC, DOROTHY L.

July 5, 1995

Mrs. Dorothy L. (McDonald) Karilanovic
4906 Crockett
Galveston Island, Tx 77551

Charles Head
Office of Spent Fuel Management
EM-37 U.S. Dept. of Energy
1000 Independence Ave., S.W.
Washington, D.C. 20585-0001

Dear Sir:

I am writing in reference to a proposal pending to transfer spent nuclear fuel through the port of Galveston, Texas. At a meeting held recently in Galveston, approximately 40 individuals attended a promotional program for the project, many voicing their opinions in opposition to the proposal.

For a number of years, the small city of Galveston (pop. approximately 61,000) located on an island only 3 miles wide has been struggling arduously to upgrade its tax base, to attract new business to the port and improve economic conditions for its citizens and small businesses. Thousands of dollars have been invested in improving the wharf sites for tourists located adjacent to Galveston's historical district - a main tourist attraction of the city - where many restaurants and shops are now located with the hope and intent of attracting thousands of visitors all year long. In spite of the money spent on the city by a few visionary wealthy philanthropists to try and build up a viable economy of tourism, middle income and lower income families are continuing to leave the island because of the paucity of well-paying jobs. In this regard, the city, therefore, does not need a deterrent to further discourage business interests from becoming established on the island, such as the Dept. of Energy's proposal to make Galveston a depot and transfer site for used nuclear waste. 1054-1

(Continued)

RESPONSE TO COMMENT
COMMENTOR NO. 1054: KARILANOVIC, DOROTHY L.

Response to Comment No. 1054-1

Based on the evaluation of impacts presented in Section 4 of the EIS, the risk associated with the shipments of foreign research reactor spent nuclear fuel through any of the ports identified is not greater than the risk associated with the handling of other hazardous cargos. DOE acknowledges that, in many instances, the perception by the public of the risks associated with spent nuclear fuel may be greater than the actual risk, or the risk from other even more hazardous activities. However, adverse impacts have not been observed during the 30 plus years foreign research reactor spent nuclear fuel was accepted into the United States in the past. Based on this past experience, DOE considers that shipping foreign research reactor spent nuclear fuel through the Port of Galveston would have no adverse economic impacts on business or tourism within the port or the surrounding communities.

Letter to Charles Head, Dept. of Energy (Cont'd) 2

The cities and towns of this country should not have to help the Government and big industry sweep the results of risky poor policy planning under the rug. Why wasn't a way developed years ago when nuclear technology was originally developed to dispose of the potentially lethal waste products? 1054-2

Ten thousand years of deadly viability! Ten thousand years of fear and shame!

God, help us.

Sincerely,

Dorothy L. Karilanovic

(Mrs.) Dorothy L. Karilanovic

cc: John Unbehagen, Board Chairman, Galveston Wharves
Elbert Whorton, Board Member, Galveston Wharves

Response to Comment No. 1054-2

Environmental management, including safe waste disposal, is one of DOE's primary missions. The impacts of ultimate disposition of spent nuclear fuel are discussed qualitatively in Section 4.2.7 of the EIS. DOE is currently evaluating the feasibility of construction of a disposal site at Yucca Mountain, NV. In the meantime, support for U.S. nuclear weapons nonproliferation policy requires DOE to consider other means of dealing with the foreign research reactor spent nuclear fuel (Section 1.1 of the EIS).

RESPONSE TO COMMENT NO. 1055: DAWSON, JEAN F.

7616 131st St. Ct. E.
Puyallup, Wa. 98373
July 4, 1995

Mr. Charles Head
Office of Spent Nuclear Fuel Management
(EM-37)
U.S. DEpartment of Energy
1000 Independence Ave. S.W.
Washington, D.C. 20585

Dear Sir:

Accepting spent nuclear fuel shipped to the United States through the Port of Tacoma would be a serious error in my opinion.

Aside from the possible hazard to human health in this densely populated area, there is the additional risk of leakage in case of a severe earthquake. This could be a problem in any west coast port, but especially so in Tacoma.

An earthquake of greater than 7 magnitude may not occur for 50 or 100 years, but we are due for one according to seismologists.

The Port is built on an old mud flow from Mt. Ranier. This soil type could be expected to liquify in a strong quake, causing severe damage to any structure--building, dock crane, or railroad--that stands on it. The Pierce County Department of Emergency Management believes the Port will become a toxic nightmare in the event of a severe quake. Radiation leaking from nuclear fuel could make the area uninhabitable for a long time.

I am enclosing a brochure with some pertinent facts marked.

1055-1

Yours truly,

Jean F. Dawson

Jean F. Dawson

RESPONSE TO COMMENT COMMENTOR NO. 1055: DAWSON, JEAN F.

Response to Comment No. 1055-1

The commentor's opposition to the use of the Port of Tacoma for receipt of foreign research reactor spent nuclear fuel is noted. The analysis in the EIS indicates that the risks associated with an accident are low (Sections 4.2.2.3) and that the risks associated with incident-free handling of the foreign research reactor spent nuclear fuel are also low (Section 4.2.2.2).

The risk of releasing radioactive material from a foreign research reactor spent nuclear fuel transportation cask as the result of a seismic event is low. Spent nuclear fuel transportation casks are designed and built to withstand significant punishment without releasing their contents (Section 2.6.2 of the EIS). To date, after more than 30 years of spent nuclear fuel shipments, no radioactive material has ever been released from a spent nuclear fuel transportation cask as a result of an accident. Therefore, a seismic event, even if it caused structures at the Port of Tacoma to fail, is not expected to compromise the spent nuclear fuel transportation cask. Further, the analyses of impacts associated with accidents involving foreign research reactor spent nuclear fuel presented in Section 4.2.2.3 demonstrate that the use of any of the selected ports would not pose any significant risk to the port personnel or the population near the ports.

RESPONSE TO COMMENT NO. 1056: PATRICK, JOHN & BARBARA

July 2, 1995

Office of Spent Nuclear Fuel Management
EM-37
U.S. Department of Energy
1000 Independence Ave. S.W.
Washington DC 20585

To: Charles Head, Program Manager

We totally reject the idea of nuclear waste of any sort being transported through or stored in the Puget Sound area -- Tacoma in particular.

1056-1

There are too many possibilities for disaster. This kind of thing should definitely not be done in an area that is heavily populated with military bases, as our area is. It leaves military bases wide open to terrorist threats. It leaves us, the powerless inhabitants, as something that would just be considered an "unfortunate" bi-product should an accident occur.

Push it through somewhere else. Park it somewhere else. Seattle had the right to say no and so does Tacoma.

Sincerely,

John and Barbara Patrick
753 Polk Street South
Tacoma, WA 98444-5678

RESPONSE TO COMMENT
COMMENTOR NO. 1056: PATRICK, JOHN & BARBARA

Response to Comment No. 1056-1

The commentor's opposition to the use of the Port of Tacoma for receipt of foreign research reactor spent nuclear fuel is noted. However, the analysis in the EIS indicates that the risks associated with an accident are low (Section 4.2.2.3 and 4.5) and that the risk associated with incident-free handling of the foreign research reactor spent nuclear fuel are also low (Section 4.2.2.2 and 4.5), and pose no significant risks to port personnel, the local population, or the environment.

If the foreign research reactor spent nuclear fuel is accepted into the United States (Management Alternatives 1 or 3), there would be no storage of this material in the Port of Tacoma, or any other port. Under normal circumstances, it would remain at a port for only a few hours. In the event of a major disruption of ground transportation systems due to adverse weather, seismic activity, or other situation, DOE's goal is to minimize holding times at the ports and to provide safe transport of the spent nuclear fuel to its destination as quickly as possible.

Neither acts of terrorism nor theft of materials by a determined group or individual can be completely precluded. However, proper security measures greatly reduce the risk of such actions. Security would be provided for all shipments of foreign research reactor spent nuclear fuel, as required by the Code of Federal Regulations (10 CFR Part 73). If any port did not already provide security sufficient to satisfy these requirements, it would be the responsibility of the shipper to provide the required additional security. The security provisions are provided in the new Appendix H that has been added to the final EIS in response to public comments. This appendix presents the general provisions of the Transportation Plan, which is a document that would be prepared for each foreign research reactor spent nuclear fuel shipment to specify details of the transportation process, including security provisions in port and during transit.

RESPONSE TO COMMENT NO. 1058: CITIZENS (TACOMA AREA)

Charles Head
Office of Spent Nuclear Fuel Management (EM-37)
U.S. Department of Energy
1000 Independence Ave. S.W.
Washington, D.C. 20585

Dear Mr. Head:

These signatures are from residents of Tacoma, WA (or nearby areas) who wish to say:

"NO!" 1058-1

to nuclear waste being shipped through the Port of Tacoma!!!!!!!!

NAME	ADDRESS
Linda Ramsey	2913 So. 19 St. Tacoma, WA 98405
Melissa McGuning	5414 So. Mason Tacoma WA 98409
G.D. Harstad	2909 So. 19th Tacoma Wa 98405
Bess M Harstad	2909 So 19th Tacoma WA 98405
[illegible]	2913 S. 19th Tacoma Wa 98405
Elva Combs	3601 So. K St Tacoma, Wa. 9840
Charles M Combs	3319 So K St Tacoma, Wa 98408
Edward W Combs	3601 So K St Tacoma Wa 98408
Lynette L Combs	3319 So. K St. Tacoma, Wash. 98408
Billie J. Seely	2917 So 19th Tacoma Wa 98405

RESPONSE TO COMMENT
COMMENTOR NO. 1058: CITIZENS (TACOMA AREA)

Response to Comment No. 1058-1

The commentors' opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

Response to Comment No. 1059: The Walker Apartments

NO NUCLEAR WASTE IN TACOMA

We strongly oppose the shipment of high-level nuclear waste through the Port of Tacoma and urge the U.S. Department of Energy to remove Tacoma as a possible entry site.

Sign with signature.

Name	Address	City	Zip
Gerald Eysaman	405 6th Ave #200	Tacoma	98402
Jennifer Hanian	405 6th Ave #[illegible]	Tacoma	98402
[illegible]	Walker Apts #508	Tacoma	98402
[illegible]	"	Tac #609	"
Barbara Smith	" #[illegible]	[illegible]	"
Gertrude	"	" #305	"
[illegible]	405 6th Ave #810	Tacoma	[illegible]
[illegible]	405 6th Ave #[illegible]	"	"
Frances [illegible]	405-6 [illegible] #406	[illegible]	[illegible]
[illegible]	405 [illegible]	Tacoma WA	98402
Ethel [illegible]	405-6th Ave #207	[illegible]	98402
[illegible]	405-6th Ave #[illegible]	Tacoma Wa	[illegible]
Robert T. Fry	405 6th Ave #711	Tacoma	Wa 98402
James [illegible]	405 6th Ave #603	Tacoma,	WA 98402
Roxanna Willis	3018 So. Windom	Tac	98409
[illegible]	1002 E. 46th St.	Tacoma	98404

THE WALKER APARTMENTS
405 6TH AVE. (OFC)
TACOMA, WA 98402-2396

1059-1

Response to Comment Commentor No. 1059: The Walker Apartments

Response to Comment No. 1059-1

The commentors' opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

RESPONSE TO COMMENT NO. 1059: THE WALKER APARTMENTS (CONT'D.)

NO NUCLEAR WASTE IN TACOMA

We strongly oppose the shipment of high-level nuclear waste through the Port of Tacoma and urge the U.S. Department of Energy to remove Tacoma as a possible entry site.

Name	Address	City	Zip
Julia M. Ayres	405 2nd Ave #[illegible]	Tacoma	[illegible]
Kimberly Kay Cronover	" " #810	Tacoma, WA	98402
Linda Geddy	405 10th Ave #306	TACOMA	98402
[illegible]	" " 608	Tacoma	98[illegible]

THE WALKER APARTMENTS
405 6TH AVE. (OFC)
TACOMA, WA. 98402-2306

RESPONSE TO COMMENT
COMMENTOR NO. 1059: THE WALKER APARTMENTS (CONT'D.)

COMMENTOR NO. 1060: STALMAKER, ROGER

AMAZINGLY, YOU CAN STOP NUCLEAR WASTE FROM COMING HERE WITH JUST ONE HAND.

Here's How I Feel About Shipping Nuclear Waste Through Tacoma.

Comments:

Name: Roger [illegible] Telephone: [illegible] 2-4030

Address: 4214 [illegible] Tacoma City/State/Zip: Tacoma Wa 98407

Send To: Charles Head, Office of Spent Fuel Management (EM-37), Office of Environmental Management, U.S. Department of Energy, 1000 Independence Ave. S.W., Washington, DC 20585

DEADLINE [redacted] 1995

The strongest weapon against nuclear waste is right at your fingertips.
Here's your chance to let the Department of Energy know how you feel about their possible plan to ship 19.2 tons of weapons-grade nuclear waste through the Port of Tacoma over the next 13 years. So, pick up a pen, fill out this form and send it to the address above by June 30, 1995. And let them know that Tacoma is not a place for nuclear waste.
For more information call the Port of Tacoma Hot Line at 597-7575.

Co-sponsored by Port of Tacoma; Port of Seattle; Longshore Local #23; Puyallup Tribe; Citizens for a Healthy Bay; Cities of Tacoma, Fife, Milton, Ruston, Federal Way; Tacoma–Pierce County Visitor & Convention Bureau, Tacoma–Pierce County Chamber of Commerce; Pierce County Central Labor Council and Pierce County.

1060-1

RESPONSE TO COMMENT
COMMENTOR NO. 1060: STALMAKER, ROGER

Response to Comment No. 1060-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 1061: STALMAKER, MILDRED L.

AMAZINGLY, YOU CAN STOP NUCLEAR WASTE FROM COMING HERE WITH JUST ONE HAND.

Here's How I Feel About Shipping Nuclear Waste Through Tacoma.

Comments: Something [illegible] be developed to defuse or [illegible] waste so its no longer [illegible] Please do not bring it here. 1061-1 1061-2

Name: Mildred [illegible] Telephone: [illegible] 752-4030

Address: 4214 No. [illegible] City/State/Zip: Tacoma Wa. 98407

Send To: Charles Head, Office of Spent Fuel Management (EM-37), Office of Environmental Management, U.S. Department of Energy, 1000 Independence Ave. S.W., Washington, DC 20585

DEADLINE: JUN 30 1995

The strongest weapon against nuclear waste is right at your fingertips.
Here's your chance to let the Department of Energy know how you feel about their possible plan to ship 19.2 tons of weapons-grade nuclear waste through the Port of Tacoma over the next 13 years. So, pick up a pen, fill out this form and send it to the address above by June 30, 1995. And let them know that Tacoma is not a place for nuclear waste.
For more information call the Port of Tacoma Hot Line at 597-7575.

Co-sponsored by Port of Tacoma; Port of Seattle; Longshore Local #23; Puyallup Tribe; Citizens for a Healthy Bay; Cities of Tacoma, Fife, Milton, Ruston, Federal Way; Tacoma–Pierce County Visitor & Convention Bureau, Tacoma–Pierce County Chamber of Commerce; Pierce County Central Labor Council and Pierce County.

RESPONSE TO COMMENT
COMMENTOR NO. 1061: STALMAKER, MILDRED L.

Response to Comment No. 1061-1

DOE is involved in various technology development programs to address and resolve nuclear waste management and disposal concerns. These programs cover a wide range of new and demonstrated technologies to advance beyond current waste management operations. The advances in high level nuclear waste separation, concentration and immobilization, and low level mixed waste characterization and disposal technologies would lead to an acceptable technique for stabilization and final disposition of spent nuclear fuel wastes.

Response to Comment No. 1061-2

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 1062: NICKELL, JEAN

Written Comments on the Draft Environmental Impact Statement on a Proposed Nuclear Weapons Nonproliferation Policy Concerning Foreign Research Reactor Spent Nuclear Fuel

If you would like to give us written comments, please feel free to use this page and drop it off at the registration table when you leave. Alternatively, you may mail your comments to the Department of Energy at the address listed below. Also, please provide us with your name, address, and telephone number for any follow-up information or any questions concerning the intent of your comments. This will also allow us to properly indicate the source of the comments in the comment response document. Thank you.

Name: Jean Nickell **Phone:** 935 0120
Title and Organization: Member Mt Diablo Unitarian Universalist Church
Address: 648 Center St.
City: Walnut Creek **State** CA **Zip** 94596

*** COMMENTS ***

I write this as an individual, not on behalf of my church. I am deeply concerned about the environment. I am also deeply concerned about the continued production of nuclear weapons, considering the current and undoubtedly permanent ~~difficulty~~ impossibility in storing it. Shipping the rods through our county and state is too scary. An accident would be devastating to the population and the environment. Your environmental impact report is not clear or complete enough. Our citizens are not satisfied that your plan is wise in any particular. Leave the rods where they are! 1062-1 1062-2 1062-3

To Mail in Comments, Address Correspondence to:

Mr. Charles R. Head
Office of Spent Fuel Management, EM-37
U.S. Department of Energy
1000 Independence Avenue, SW
Washington, DC 20585-0001

RESPONSE TO COMMENT
COMMENTOR NO. 1062: NICKELL, JEAN

Response to Comment No. 1062-1

Spent nuclear fuel can be stored safety for long periods of time, as discussed in Appendix F, Section F.1 and Section 2.6.5.1 of the EIS.

The impacts of ultimate disposition of the foreign research reactor spent nuclear fuel are discussed qualitatively in Section 4.2.7 of the EIS. DOE is currently evaluating the feasibility of construction of a disposal site at Yucca Mountain, NV. In the meantime, support for U.S. nuclear weapons nonproliferation policy requires DOE and the Department of State to consider other means of dealing with the foreign research reactor spent nuclear fuel (Section 1.1. of the EIS).

Response to Comment No. 1062-2

The commentor's opposition to the use of the Concord NWS for receipt of foreign research reactor spent nuclear fuel is noted. However, the analysis in the EIS indicates that the risks associated with an accident are low (Section 4.2.2.3) and that the risks associated with incident-free handling of the foreign research reactor spent nuclear fuel are also low (Section 4.2.2.2), and pose no significant risk to port personnel, the local population, or the environment.

Response to Comment No. 1062-3

The commentor's preference to keep the spent nuclear fuel rods where they are currently located is noted. This is Management Alternative 2 and is discussed in Sections 2.3 and 4.4 of the EIS. This preference, however, would not fulfill the U.S. nuclear weapons nonproliferation objective and would force many research reactors to shut down. This would limit their usefulness and contribution to research and medical advances. The intent of the proposed policy is to remove as much U.S.-origin HEU as possible from civil programs worldwide and give foreign research reactor operators time to convert their reactors to the use of LEU fuels and to make arrangements for disposition of their LEU spent nuclear fuel (Section 1.2 of the EIS).

COMMENTOR NO. 1067: KITTLESON, ALBERTA

308 Ea. 123rd St.
Tacoma, WA 98445
June 19, 1995

Dear Secretary Hazel R. O'Leary,

There is going to be a meeting for the public in Tacoma this evening at 6 P.M. for people to speak out against nuclear waste shipments to Tacoma.

For more information it suggested calling a Hot line, which I did, since I am having back trouble, but I will not be able to attend.

The Hot line recording had a good suggestion - Write to the Department of Energy and I got your address by calling out public library.

The 19.2 tons of weapons grade nuclear waste should not be sent thru the Port of Tacoma over the next 13 years. 1067-1

From there it would have to go by truck, no doubt, to the Hanford area. 1067-2

With such an increase in population, our roads and highways are so crowded with heavy traffic that it is extremely

RESPONSE TO COMMENT
COMMENTOR NO. 1067: KITTLESON, ALBERTA

Response to Comment No. 1067-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

Response to Comment No. 1067-2

The ground transport route options and identification process are discussed in Section 2.6.4 of the EIS. Over a hundred representative ground transport route options were analyzed in Appendix E, including routes to all of the potential foreign research reactor spent nuclear fuel management sites. The results are presented in Section 4.2.3 of the EIS. In all cases the risks were found to be low.

As explained in Section 1.5 of the EIS, the selection of the site or sites at which the foreign research reactor spent nuclear fuel would be managed is based on the analysis in the Department of Energy Programmatic Spent Nuclear Fuel Management and Idaho National Engineering Laboratory Environmental Restoration and Waste Management Programs Environmental Impact Statement. The Record of Decision for this EIS was released on May 30, 1995. In accordance with this Record of Decision, all of the aluminum-based foreign research reactor spent nuclear fuel managed by DOE will be managed at the Savannah River Site in South Carolina. Any other foreign research reactor spent nuclear fuel to be managed by DOE will be managed at the Idaho National Engineering Laboratory. Accordingly, no foreign research reactor spent nuclear fuel would be shipped to the Hanford Site.

COMMENTOR NO. 1067: KITTLESON, ALBERTA (CONT'D.)

dangerous—especially for trucks to travel on them. 1067-2 (Cont'd.)

Why does the United States have to take so much waste anyway? 1067-3

Sincerely,
Roberta Kittleson

RESPONSE TO COMMENT
COMMENTOR NO. 1067: KITTLESON, ALBERTA (CONT'D.)

Response to Comment No. 1067-3

Prior to 1989, it was a policy of the United States to accept foreign research reactor spent nuclear fuel for disposition in the United States (Section 1.1 of the EIS). Many foreign research reactor operators have no immediate means of disposing of their spent nuclear fuel (Section 1.2 of the EIS). Thus, the intent of the proposed policy is to remove as much U.S.-origin HEU as possible from civil programs worldwide and give foreign research reactor operators time to convert their reactors to the use of LEU fuels and to make arrangements for disposition of their LEU spent nuclear fuel (Section 1.2 of the EIS).

COMMENTOR NO. 1069: CITIZENS (TACOMA AREA)

June 26, 1995

The Honorable Hazel O'Leary
The Secretary of Energy
Washington, DC 20585

Dear Ms. Secretary,

*

As residents of Tacoma, Washington, we declare strong objections to the proposal to receive nuclear waste at the Port of Tacoma from overseas, for transport to storage elsewhere. 1069-1

We have the obvious safety concerns over receiving and transferring these materials to rail and carrying them through the fourth busiest corridor in the United States. 1069-2

In addition, we feel (1) this waste program is not good environmental policy, economic policy, or energy policy, (2) the United States has failed to develop procedures for safe permanent disposal of nuclear waste, and (3) instead of utilizing our hi-tech industry to resolve nuclear waste disposal problems, we are adding nuclear waste from other countries to our existing storage and disposal problems and creating a permanent blight on the region's natural and economic landscape. This is no legacy to leave the next generation. 1069-3

Mr. and Mrs. Richard A. Thompson, 1864 Hillside Dr. N.E., Tacoma, WA 98422
Mr. and Mrs. Herman Law, 1861 Hillside Dr. NE, Tacoma, WA 98422
Mr. and Mrs. Gary Fassling, 1861 Hillside Dr. NE Tacoma, WA 98422
Mr. and Mrs. [illegible] Swanson [illegible] Tacoma WA 98422
[illegible] 1865 Hillside Dr. NE Tacoma WA 98422
[illegible] Tacoma [illegible] 98422
[illegible] 1866 Fairview Dr. N.E. Tacoma 98422
Mr. & Mrs. Thomas K. Vermeersch 4714 Blewett A. Blvd. N.E. Tacoma, WA. 98422
Gail Blankenship 1863 Hillside Drive NE Tacoma Wa 98422
Kathy R. Wilson 1859 Fairview NE Tacoma Wa 98422
Jenny [illegible] 1866 Fairview Drive NE Tacoma WA 98422
David and Marcia Grimlie 2117 Hillside Dr. NE Tacoma WA 98422
John and Diane Hanson 2101 Hillside Dr. NE Tacoma WA 98422

RESPONSE TO COMMENT
COMMENTOR NO. 1069: CITIZENS (TACOMA AREA)

Response to Comment No. 1069-1

The commentors' opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

Response to Comment No. 1069-2

The commentor's concerns about safety are noted. The risks of receiving, transferring, and transporting the foreign research reactor spent nuclear fuel are discussed in Sections 4.2.2 and 4.2.3 of the EIS. In all cases, the risks were found to be low.

Response to Comment No. 1069-3

The commentor's opinion that the proposed action represents poor environmental policy, economic policy, and energy policy is noted.

The impacts of ultimate disposition of the foreign research reactor spent nuclear fuel are discussed qualitatively in Section 4.2.7 of the EIS. DOE is currently evaluating the feasibility of construction of a disposal site at Yucca Mountain, NV. In the meantime, support for U.S. nuclear weapons nonproliferation policy requires DOE and the Department of State to consider other means of dealing with the foreign research reactor spent nuclear fuel (Section 1.1 of the EIS).

DOE is using high technology to resolve nuclear waste disposal problems. Vitrification is the preferred technology for high-level waste and geologic disposal is the preferred disposal technique. Many other countries, especially developing countries, do not have these technological capabilities.

DOE agrees that the next generation should not have to clean up the existing nuclear waste inventories. That is one of the reasons that DOE issued the draft Waste Management Programmatic EIS in August, 1995, as discussed in Section 1.5 of the EIS.

* This is the best available copy of this comment document.

COMMENTOR NO. 1070: MCCLINTIC, JAMES M.

The Honorable Hazel O'Leary, Secretary,
U. S. Department of Energy
1000 Independance Avenue S.W., Rm. 7A257
Washington, D. C. 20585

June 26, 1995

Dear Secretary O'Leary:

This letter is to advise you that I am adamantly opposed to a proposal made by your staff to use the Port of Tacoma, Washington as a port of entry for spent radioactive nuclear fuel materials from foreign reactors. 1070-1

Members of your staff have prepared a draft Environmental Impact Statement on a Proposed Nuclear Weapons Nonproliferation Policy Concerning Foreign Research Reactor Spent Nuclear Fuel. This proposal envisions using the Port of Tacoma as a transshipment point for radioactive nuclear waste materials. These materials would be offloaded from seagoing cargo vessels and loaded aboard other forms of transportation and thence shipped on to storage sites here in the U. S..

Your staffer, Mr. Charles Head, who attended a public hearing on June 19th, here in Tacoma, is quoted in a local newspaper article. His words give me grave cause for concern. During the meeting, overwelming disapproval of the proposal was voiced by people from all over Western Washington. Your staffer told the Tacoma News Tribune reporter that "They don't have time to listen." I believe that he meant that you and your department don't have time to listen to the concerns of the citizens most likely to be affected by this proposal. Perhaps Mr. Head has forgotten that he and the entire department serve by the grace of the Congress and the President, and thereby, the citizens of the country. I strongly recommend that you counsel Mr. Head on his responsibilities, lest he begin to personify the National Rifle Association's recent reference to "jackbooted government thugs." I truly hope that Mr. Head was misquoted or misunderstood by the reporter. 1070-2

I also have grave concerns for the safety of the citizens of Washington and the fishery which is such a large part of the local economy should the unthinkable happen, a nuclear accident. I urge you in the strongest possible terms to ask your staff to select an alternative to Tacoma, Washington as the port of entry if this program must be adopted. Your staff has not done its homework properly. There are serious concerns not addressed by your proposed EIS. These include, but are not limited to the following: The long term effects of unrecoverable containers in Puget Sound; the security of containers during transshipment; the 1070-3

RESPONSE TO COMMENT
COMMENTOR NO. 1070: MCCLINTIC, JAMES M.

Response to Comment No. 1070-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

Response to Comment No. 1070-2

The DOE representative's comment that their bosses in Washington "don't have time to listen" was taken in the wrong context. While it would be impractical for the Secretary of Energy to personally review and respond to all of the written and oral comments concerning this EIS, this information was reviewed by the Program Manager and his staff. The Program Manager is responsible for relaying public concerns and issues to the Secretary of Energy and her staff. As indicated by this document, all comments received from the public were noted and taken seriously. Under NEPA and DOE's environmental regulations (Section 5 of the EIS), public participation and comments are an integral component of the environmental process.

Overall, DOE's public interaction related to this draft EIS has exceeded requirements set forth in NEPA and the environmental regulations of DOE. Seventeen public hearings were held in the locations determined to be most likely to be directly affected by the EIS alternatives. In addition, the period of acceptance for written comments was extended from June 20 to July 20, 1995. DOE considers that these actions have provided sufficient opportunity for the public to comment on the draft EIS.

Response to Comment No. 1070-3

In the unlikely event that a transportation cask loaded with foreign research reactor spent nuclear fuel were to sink in any U.S. coastal waters, it would be recovered, even from the deepest portions of Puget Sound, which reaches depths of 305 meters (1000 feet). Appendix C, Section C.5.5 of the EIS presents information on the probability of a cask sinking in coastal and deep ocean waters.

The security provided for the spent nuclear fuel shipments would be required to meet or exceed all of the applicable security requirements in the Code of Federal Regulations (10 CFR Part 73). If any port did not already provide security sufficient to satisfy these requirements, it would be the responsibility of the shipper to provide the required additional security. To better describe the security and emergency preparedness associated with transportation of the foreign research reactor spent nuclear fuel, Appendix H has been added to the final EIS in response to public comments. This appendix presents the general provisions of the Transportation Plan, which is a document that provides all

COMMENTOR NO. 1070: MCCLINTIC, JAMES M. (CONT'D.)

effects of a nuclear accident at the port. Please do not dismiss my concerns and those of my fellow citizens. We have been told too many times that the horrible "accident" can't happen, but Chernobyl, Hanford and Thee Mile Island tell us otherwise. There are other sites for the port of entry which do not pose the security or accident risks that exist in Tacoma. Please do not risk making the beautiful Puget Sound Region a nuclear wasteland.

Sincerely,

JAMES M. McCLINTIC
8017 65th St. Ct. W.
Tacoma, WA 98467-3944

RESPONSE TO COMMENT
COMMENTOR NO. 1070: MCCLINTIC, JAMES M. (CONT'D.)

of the details associated with the transportation of the foreign research reactor spent nuclear fuel, including the security arrangements in port and in transit to the management site(s).

The EIS includes analyses that were performed to evaluate the impact of various accidents. The consequences of port accidents, including category six accidents (the worst plausible accident), are discussed in Appendix D, Section D.5.4.2.2. In all cases the risks were found to be low.

COMMENTOR NO. 1071: CASEY, DIANA L.

Charles Head
Office of Spent Nuclear Fuel Mamagement
(EM - 37)
U.S. Department of Energy
1000 Independence Avenue S.W.
Washington, D>C> 20585

Dear Sir:

It was with great dismay that I heard about the Federal Government's consideration of Tacoma, Wa., as a possible port of entry for the transportation of nuclear waste. This is an inhabited area and for the past several years Tacoma has made a very serious effort to clean up and contain its toxic pollutants. The city has gotten better and better in its compliance with federal law and the Environmental Protection Agency. Is this now to be its reward? Our families live here, and if man's ignorance in his careless usage of nuclear facilities is ever enlightened, perhaps our great grandchildren will be able to also. Have we learned nothing from the disasters of Three Mile Island and Chernobyl? 1071-1

Tacoma, since it is the best deepwater port on the West Coast, should not even be considered for this nuclear transportation. If an accident were to foul the waters here , the entire Puget Sound fishing industry would die, and all of the large cities in the area would be in very serious danger of irreversible poisoning. Seattle, our San Francisco of the North, our capitol city,Olypmia, and many other metropolitan areas would be in jeopardy for the health and safety of its citizenry for years to come.

The Environmental Protection Act has protected the spotted owl to the detriment of the forestry industry, but the humans in this area cannot even be assured pure water, air, or soil for their offspring. I know...I know,,,EVERY precaution will be taken to preclude an accident, but nothing is fail safe. So, you ask, where should we go instead of Hanford, Washington, for storage of spent fuel? 1071-2
My suggestion would be to go back to the virtually uninhabited places that the Federal Government has used in the past to detonate nuclear warheads, like those areas in New Mexico that had the cancer rates tripled for only a few locals and their families and had the surrounding areas poisoned with a radioactive half-life of only a few thousand years. Is it not enough to poison just a part of the planet and make it unliveable? Do we really have to threaten the entire blessed globe?

RESPONSE TO COMMENT
COMMENTOR NO. 1071: CASEY, DIANA L.

Response to Comment No. 1071-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

DOE considers that there would be no significant adverse impacts on the natural resources and on the air and water quality at any of the ports that might be used to receive the material under the proposed policy of managing foreign research reactor spent nuclear fuel. Spent nuclear fuel transportation casks are designed and built to preclude release of radioactive material. To date, after more than 30 years of spent nuclear fuel shipments, no radioactive material has ever been released from a spent nuclear fuel transportation cask, nor has a spent nuclear fuel transportation cask ever been punctured, even as a result of an accident. A paragraph has been added to Section 4.2.2.2 of the EIS to make this point and to emphasize the no-impact nature of these shipments on air and water quality.

Response to Comment No. 1071-2

Candidate management sites are described in Section 3.3 of the EIS. These sites were selected for management of spent nuclear fuel from foreign research reactors because they have appropriate handling facilities and personnel as well as established security measures. The management sites are remote from populated areas. As discussed in Section 4 of the EIS, foreign research reactor spent nuclear fuel can be safely stored at one or more of these sites. Selection of new remote sites would not be cost effective.

As explained in Section 1.5 of the EIS, the selection of the site or sites at which the foreign research reactor spent nuclear fuel would be managed is based on the analysis in the Department of Energy Programmatic Spent Nuclear Fuel Management and Idaho National Engineering Laboratory Environmental Restoration and Waste Management Programs Environmental Impact Statement. The Record of Decision for this EIS was released on May 30, 1995. In accordance with this Record of Decision, all of the aluminum-based foreign research reactor spent nuclear fuel managed by DOE will be managed at the Savannah River Site in South Carolina. Any other foreign research reactor spent nuclear fuel to be managed by DOE will be managed at the Idaho National Engineering Laboratory. Accordingly, no foreign research reactor spent nuclear fuel would be shipped to the Hanford Site.

COMMENTOR NO. 1071: CASEY, DIANA L. (CONT'D.)

The Puget Sound region boasts the last natural (undeveloped) estuary in the United States; this is the Nisqually Basin area, and to put this in harm's way along with this most beautiful of living areas is unconscionable. There is enough desert the world over for the storage of nuclear waste; there is absolutely no reason at all to use a wonderfully liveable area, one of the last outside Alaska in the U.S. that still has some old growth forest and wilderness area. The idea that the Feds can foist this upon us without our even voting upon it sounds a tad like a Tea Tax to me. Is it any wonder the militia is arming itself? How about shipping the waste up the Potomac River and storing it in a nice lead- lined building on Pennsylvania Avenue instead? Or, just maybe we need to look at alternatives to nuclear energy since we seem to have created a Frankenstein that noone, not even the physicists, seem to know how to control. Will it come far too late, that knowledge that dividing the smallest thing known to man may unleash a plague of sickness and death the likes of which the world has never seen? Cannot our leaders see beyond the ends of their noses at the likely result of using so much nuclear fuel? Will we eventually have to launch the waste into space ? We in Tacoma cherish our unpolluted natural areas, our lives and our living space, and we will fight to keep it unfouled.

Sincerely,

Diana L. Casey

Diana L. Casey

RESPONSE TO COMMENT
COMMENTOR NO. 1071: CASEY, DIANA L. (CONT'D.)

Nuclear warheads are not detonated in the State of New Mexico. The first atomic bomb was detonated in July 1945 southeast of Socorro, New Mexico in a portion of what is now the Trinity Site within White Sands Missile Range, New Mexico. Since that time, no nuclear detonations have been conducted in New Mexico. The Trinity Site is now a tourist attraction. Tourism and hunting on White Sands Missile Range are controlled to minimize interference with range operations and the abundant desert wildlife now residing in the area. Cancer rates in that area are not known to significantly exceed the national average.

COMMENTOR NO. 1072: JENSEN, ROBERT J. & BEVERLY A.

Tacoma, Wa
June 27, 1995

Dear Sir
Just a few lines to let you know how terrible the majority of our Puget Sounders feel about our country even considering accepting other countries nuclear garbage — We cannot emphasize strongly enough how disastrous one small accident would be — Not only are we ill-equipped to handle such volumes of foreign nuclear waste products, but we don't even take care of our own properly. (ie: Hanford in E. Wash.)

1072-1

An alternative would be to keep the nuclear waste overseas, where it would be reprocessed in Scotland, Japan or France. All three of these countries have indicated ~~they~~ want it —

1072-2

Please don't make our

RESPONSE TO COMMENT
COMMENTOR NO. 1072: JENSEN, ROBERT J. & BEVERLY A.

Response to Comment No. 1072-1

The commentor's opposition to acceptance of foreign research reactor spent nuclear fuel in the United States is noted. Other alternatives under consideration are described in Sections 2.3 and 2.5 of the EIS.

Response to Comment No. 1072-2

The commentor's preference for overseas reprocessing is noted. This is Management Alternative 2, Subalternative 1b, which is discussed in Sections 2.3 and 4.4.2 of the EIS.

COMMENTOR NO. 1072:
JENSEN, ROBERT J. & BEVERLY A. (CONT'D.)

country, especially our beautiful Puget Sound Area, a nuclear garbage dump for foreign countries.
Thank you very much for your consideration.

Sincerely,
Robert J. Jensen
Beverly A. Jensen

RESPONSE TO COMMENT
COMMENTOR NO. 1072:
JENSEN, ROBERT J. & BEVERLY A. (CONT'D.)

COMMENTOR NO. 1073: AMDAHL, DREW

Written Comments on the Draft Environmental Impact Statement on a Proposed Nuclear Weapons Nonproliferation Policy Concerning Foreign Research Reactor Spent Nuclear Fuel

If you would like to give us written comments, please feel free to use this page and drop it off at the registration table when you leave. Alternatively, you may mail your comments to the Department of Energy at the address listed below. Also, please provide us with your name, address, and telephone number for any follow-up information or any questions concerning the intent of your comments. This will also allow us to properly indicate the source of the comments in the comment response document. Thank you.

Name: Drew Amdahl **Phone:** 206 346-9475

Title and Organization:

Address: 5301 Portview Pl. NE

City: Tacoma **State** WA **Zip** 98422

**** COMMENTS ****

I am opposed to the routing of nuclear waste thru the Port of Tacoma for a number of reasons including: possibility of shipboard fires for which temperature the nuclear containers are not designed to withstand; ill-trained & equipped city, county, state emergency workers for nuclear accidents; getting stuck in traffic in my regular trips through the Port of Tacoma next to a truck containing nuclear waste; and being downwind in a residential area a couple of miles from the Port of Tacoma. I am very concerned about the possibility of terrorist hijacking or attack on the nuclear shipments. The shipping route thru the Straits of Juan de Fuca & Puget Sound provide ample cover for small terrorist boats or even on-shore missles & weapons to be used against the ship carrying the nuclear waste. There is a lot of coast like in the many miles of inland waterways in the Port of Tacoma shipping route conducive to this activity. This should be a criteria in the selection process of a port! The shipping route also goes through some heavily populated areas. The Port of Tacoma itself is not designed to be secure against terrorist activities. In my opinion military harbor facilities should be given much greater weight than commercial ports due to security issues as well as experience in handling nuclear wastes & emergencies. 1073-1 1073-2

To Mail in Comments, Address Correspondence to:
Mr. Charles R. Head
Office of Spent Fuel Management, EM-37
U.S. Department of Energy
1000 Independence Avenue, SW
Washington, DC 20585-0001

RESPONSE TO COMMENT
COMMENTOR NO. 1073: AMDAHL, DREW

Response to Comment No. 1073-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, the analysis in the EIS indicates that the risks associated with an accident are low (Section 4.2.2.3) and that the risks associated with incident-free handling of the foreign research reactor spent nuclear fuel are also low (Section 4.2.2.2), and pose no significant risk to port personnel, the local population, or the environment.

Appendix D, Section D.5.3.1 of the EIS describes several accident scenarios that involve fire. The results of the analysis of these accidents can be found in Appendix D, Section D.5.4. The analysis indicates that even in the event of a severe ship fire, neither the consequences nor risks are great (Appendix D, Section D.5.5). Although the nonradiological effects of such a catastrophic accident would obviously impact the local environment, no additional impacts are predicted due to the presence of foreign research reactor spent nuclear fuel.

DOE considers that there is adequate regulatory and emergency preparedness infrastructure to ensure the safe acceptance and transport to designated management sites if the foreign research reactor spent nuclear fuel is managed in the United States. Federal funding to State, Tribal, and local governments for maintaining emergency response programs is discussed in Section 2.7.1 of the EIS. There are three national emergency response plans under which DOE provides radiological monitoring and assessment assistance. Under these plans, DOE provides technical advise and assistance to the State, Tribal and local agencies involved with a radiological incident. Emergency preparedness, security, and coordination of DOE with local emergency response authorities, and security are discussed in general in Sections 2.7 and 2.8 of the EIS. Details would be contained in the Transportation Plan, that would be prepared prior to any individual spent nuclear fuel shipment and coordinated with State and local officials. The general provisions of the Transportation Plan are included in Appendix H, which was added to the final EIS in response to public comments.

The radiation dose that anyone would receive handling, working or traveling near a cask is below the limit that is allowed to the public in an unrestricted area by NRC regulations (Title 10 CFR Part 20). As such, no special precaution would be required from anyone in the area of a cask carrying foreign research reactor spent nuclear fuel.

Neither acts of terrorism nor theft of materials by a determined group of individuals can be completely precluded. However, proper security measures can greatly reduce the risk of such actions. The security provided for the spent nuclear fuel shipments is required to meet or exceed all the applicable security requirements in the Code of Federal Regulations (10 CFR Part 73). If any port did not already provide security sufficient to satisfy these requirements, it would be the responsibility of the shipper to provide the required additional

COMMENTOR NO. 1073: AMDAHL, DREW (CONT'D.)

RESPONSE TO COMMENT
COMMENTOR NO. 1073: AMDAHL, DREW (CONT'D.)

Section 3.2 of the EIS presents the population within 10 miles (16 km) of each port, and the accident impact analysis takes into account population within 50 miles (80 km) of the port. Port selection Criterion 5 (Appendix D, Section D.1.9.5 of the EIS) considers population in the port and along the route to the management site.

Response to Comment No. 1073-2

The EIS evaluates the use of both military and commercial ports in Section 4.2.2 and Appendix D. The information presented demonstrates that the risks associated with using any of the ports identified by the port selection process is low.

COMMENTOR NO. 1074: JOHNSON, MARJORIE

July 9, 1995

Charles Head
Office of Spent Nuclear Fuel Management
US Department of Energy
1000 Independence Avenue SW
Washington D.C. 20585

Dear Mr. Head:

I hope that by now, from everything I have read and heard, you have removed Tacoma Washington from all consideration concerning shipments of high-level nuclear waste through our port. *1074-1*

I don't believe that any port in this country should have to dea with it.

If our country has that much money to spend on this kind of project, then use that money to send equipment and professional to the country where it is now stored for appropriate containmen *1074-2*

The U.S. does not have to take on all the worlds problems.

Sincerely,

Marjorie Johnson
8801 27th Street West 16B
Tacoma, WA 98466

RESPONSE TO COMMENT
COMMENTOR NO. 1074: JOHNSON, MARJORIE

Response to Comment No. 1074-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma, or any U.S. port, is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

Response to Comment No. 1074-2

The commentor's preference for the alternative of overseas storage is noted. This is Management Alternative 2, Subalternative 1a, which is discussed in Sections 2.3 and 4.4.1 of the EIS.

COMMENTOR NO. 1077: BUNNELL, DIANNE

July 7, 1995

Charles Head, Program Manager
Office of Spent Nuclear Fuel Management (EM-37)
U.S. Department of Energy
1000 Independence Avenue, S.W.
Washington, DC 20585

Dear Mr. Head:

I read with great satisfaction that the June public hearings on the issue of bringing spent foreign research fuel elements through the Port of Tacoma resulted in a strong show of support by Washingtonians *AGAINST* such a possibility. *1077-1*

I know Ports are the issue, but I wish you could explain to me, Mr. Head, how American depositories are better suited than any that could be constructed by American know-how, with personnel trained by American methods (or perhaps administered by Americans) *in the country that creates the waste???* *1077-2*

Our personal experience is this: my husband's first wife died at age 39 from a cancer that normally is easily treatable. We have no proof that the unusually aggressive, fast growing cancer was affected by the fact that Susan grew up near Hanford nuclear facility; but, if there's nothing to worry about at Hanford, why the massive clean up efforts underway today? Nuclear storage is *not* the end of the story. *1077-3*

During the time my husband was a boy growing up in Tacoma in the 50's, there was total disregard to environmentally sound practices -- now, Tacoma has made monumental leaps in terms of clean up, fine cultural offerings and civic pride. Finally, Tacoma's getting to be beautiful! This plan would certainly affect this great city. What business seeks out a city in which massive amounts nuclear business is conducted? Other issues include transportation routes, handling facilities and the configurations of the on-dock rail yard were incorrectly drawn up on out-of-date maps; the depth of water in the Tacoma area would present a disasterous problem, if an accident were to ever happen; the population in this area has skyrocketed, and will continue to grow -- has a full disaster contingency been addressed in terms of redressing the citizenry and funding needed to rebuild? These issues and others addressed at the hearing make it clear that the Port of Tacoma is not an optimum location for this program. *1077-1 (Cont'd.)*

Is this program of nuclear dumping grounds really in the best interest of the next generation? Or is it simply expedient? As Steven Seagal said at a rally against building a nuclear storage dump on reservation land: "I see death. How's one word? Death," he said. "I could add a couple of others: sickness, suffering." As far as I'm concerned, we've already experienced the results of nuclear waste. *1077-4*

Sincerely,

Dianne Bunnell

Dianne Bunnell

14507 Berry Valley Rd.
Yelm, WA 98597

RESPONSE TO COMMENT
COMMENTOR NO. 1077: BUNNELL, DIANNE

Response to Comment No. 1077-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

Based on the evaluation of impacts presented in Section 4 of the EIS, the risk associated with the shipments of foreign research reactor spent nuclear fuel through any of the ports identified is not greater than the risk associated with the handling of other hazardous cargos. DOE acknowledges that, in many instances, the perception by the public of the risks associated with spent nuclear fuel may be greater than the actual risk, or the risk from other even more hazardous activities. However, such adverse impacts have not been observed during the 30 plus years foreign research reactor spent nuclear fuel was accepted into the United States in the past. Based on this past experience, DOE considers that shipping foreign research reactor spent nuclear fuel through the Port of Tacoma would have no adverse economic impacts on business or tourism within the port or the surrounding communities.

In regard to the EIS being based on outdated and inaccurate information, updated information on the Port of Tacoma has been incorporated into Appendix D, Section D.2.1.9 of the EIS. All of the errors identified by the commentor, have been corrected in the final EIS, and the conclusion that the risks associated with accepting foreign research reactor spent nuclear fuel into the United States through Tacoma, or any of the other candidate ports, are low and would result in low impacts is still valid. The population data used in the analyses, which was verified as being correct, were based on the 1990 census.

In the unlikely event that a transportation cask loaded with foreign research reactor spent nuclear fuel were to sink in any U.S. coastal waters, it would be recovered, even from the deepest portions of Puget Sound, which reaches depths of 305 meters (1000 feet). Appendix C, Section C.5.5 of the EIS presents information on the probability of a cask sinking in coastal and deep ocean waters. The impacts of a foreign research reactor spent nuclear fuel transportation cask sinking in coastal and deep waters are estimated in the EIS (Appendix C, Section C.5). The results of this analysis shows that both the consequences and the risk of these accidents are low (Appendix C, Sections C.5.4 and C.5.5).

The population in close proximity to the terminal, as well as those as far away as 50 miles, was considered when the effects of possible accidents were calculated (Appendix D, Section D.5 of the EIS). These calculations demonstrate that the risk from accidents to all individuals is low. Likewise, the incident-free radiation exposure to people nearer to the cask than those living outside the fence around the port was calculated and found to

pose no significant risk (Section 4.2.3.2 of the EIS). The dose rate at 100 feet from a cask containing foreign research reactor spent nuclear fuel is essentially zero. For these reasons, the close-in population near the Port of Tacoma would not be subjected to any significant risk from the use of the terminal to receive foreign research reactor spent nuclear fuel.

Response to Comment No. 1077-2

The commentor's preference for the alternative of overseas storage is noted. This is Management Alternative 2, Subalternative 1a, which is discussed in Sections 2.3 and 4.4.1 of the EIS.

Response to Comment No. 1077-3

DOE agrees that radiological contamination presents a risk to the health and safety of workers and nearby public. DOE is committed to the Tri-party agreement for the cleanup of contaminated areas at the Hanford Site; however, the cleanup at the Hanford Site is beyond the scope of this EIS. Section 4.2.4 and Appendix F, Section F.4.3 of the EIS discuss the impacts of foreign research reactor spent nuclear fuel storage at the Hanford Site.

As explained in Section 1.5 of the EIS, the selection of the site or sites at which the foreign research reactor spent nuclear fuel would be managed is based on the analysis in the Department of Energy Programmatic Spent Nuclear Fuel Management and Idaho National Engineering Laboratory Environmental Restoration and Waste Management Programs Environmental Impact Statement. The Record of Decision for this EIS was released on May 30, 1995. In accordance with this Record of Decision, all of the aluminum-based foreign research reactor spent nuclear fuel managed by DOE will be managed at the Savannah River Site in South Carolina. Any other foreign research reactor spent nuclear fuel to be managed by DOE will be managed at the Idaho National Engineering Laboratory. Accordingly, no foreign research reactor spent nuclear fuel would be shipped to the Hanford Site.

Response to Comment No. 1077-4

The intent of the proposed action is to support U.S. nuclear weapons nonproliferation policy seeking to reduce, and eventually eliminate, the use of highly-enriched (weapons-grade) uranium in civil programs worldwide.

COMMENTOR NO. 1078: FORM LETTER F

Charles Head
Program Manager
Office of Spent Nuclear Fuel Management
Us Department of Energy
1000 Independence Avenue S.W.,
Washington D.C. 20585

July 9,1995

RE: Spent Nuclear Fuel Through
Port of Tacoma

Dear Mr. Head:

I wish to be counted among the multitudes of people AGAINST shipping spent nuclear fuel through the Port of Tacoma, Tacoma, Washington. *1078-1*

Since there is a need and request for nuclear fuel in Japan and Scotland it should be sent there. *1078-2*

Stock-piling this fuel in the United States and shipping through the Port of Tacoma or any other ports should NOT even be considered.

I am against it.

Sincerely,

Mabel Pastor
[illegible]
[illegible]

RESPONSE TO COMMENT
COMMENTOR NO. 1078: FORM LETTER F

Response to Comment No. 1078-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

Response to Comment No. 1078-2

The commentor's preference for overseas reprocessing is noted. This is Management Alternative 2, Subalternative 1b, which is discussed in Sections 2.3 and 4.4.2 of the EIS.

Commentor No. 1078: Form Letter F (Cont'd.)

Individuals submitting this form letter:

Gibbs, Thomas	Reenan, Larry
Milkulski, Yvonne	Reenan, Andy
Peseka, Mabile	Reenan, Valorie
Rankin, Dioginea	Reenan, Virginia A.

Response to Comment
Commentor No. 1078: Form Letter F (Cont'd.)

COMMENTOR NO. 1084: BERG, DONNA MAE

~~Dear~~ Mr HEAD,
We the people of TACOMA are asking you to say no to
SPENT NUCLEAR FUEL. Our city as well as yours live in fear 24 hours a da 1084-1
Every city and town holds within their midst a chill.
HUNGER/.. HOMELESSNESS/..GANGS/.. GUNS/.. RAPE/ AND MURDERS.
Not to mention TAXES THAT ARE OUT OF CONTROL.
Your voice can and should be a positive for our countrys future.
NO WAY...NO WANT...NO HOW...NO WASTE....

ONE VOICE.
DONNA MAE BERG.,,

RESPONSE TO COMMENT
COMMENTOR NO. 1084: BERG, DONNA MAE

Response to Comment No. 1084-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 1085: SCHERER, ELLEN

June 23, 1995

Mr. Charles Head
Department of Energy
1000 Independence Avenue
Washington, D.C. 20585

Dear Mr. Head;

After recently watching the hearings on the Nuclear Waste issue in Washington State, I have become very alarmed. I am the mother of 3 small children. We are in the process of buying a home in the Federal Way area which is a short distance from the Port of Tacoma.

And the federal government wants to bring nuclear waste from Japan to the area for storage. Why? I'm sure you are aware that this is a highly populated area. The nuclear industry has a far from good safety record. Any sort of accident or mishap would start a chain reaction of catastrophic events. Nuclear is an unstoppable force and it would be unwise to expose innocent people to a potential volative situation. 1085-1

Please don't let this happen. Other options should be taken.

Thank you for listening.

Please respond when a decision has been reached.

Ellen Scherer
1900 S.W. Campus Dr.
Bldg. 42 - Apt. 101
Federal Way, Washington 98023

206-661-1842

RESPONSE TO COMMENT
COMMENTOR NO. 1085: SCHERER, ELLEN

Response to Comment No. 1085-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

If the foreign research reactor spent nuclear fuel is accepted into the United States (Management Alternatives 1 or 3), there would be no storage of this material in the Port of Tacoma, or any other port. Under normal circumstances, it would remain at a port for only a few hours. In the event of a major disruption of ground transportation systems due to adverse weather, seismic activity, or other situation, DOE's goal is to minimize holding times at the ports and to provide safe transport of the spent nuclear fuel to its destination as quickly as possible.

COMMENTOR NO. 1086: CHUTE, MARGARET C.

Dear Mr. Charles Head,

I am writing to protest shipping nuclear waste through the U. S. via port in Tacoma. 1086-1

Why make a "nuclear garbage dump" of the United States. A probable accident would ruin this area. 1086-2

Also we have no commercial reprocessing facilities since closed. Scotland, France and Japan. These countries have the wherewith to do with and would use the nuclear waste. 1086-3

Sincerely,
Margaret C. Chute
2501 So 34 St #10
Tacoma, Wa. 98405

RESPONSE TO COMMENT
COMMENTOR NO. 1086: CHUTE, MARGARET C.

Response to Comment No. 1086-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma, is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

Response to Comment No. 1086-2

Prior to 1989, it was a policy of the United States to accept foreign research reactor spent nuclear fuel for disposition in the United States (Section 1.1 of the EIS). Many foreign research reactor operators have no immediate means of disposing of their spent nuclear fuel (Section 1.2 of the EIS). The intent of the proposed policy is to remove as much U.S.-origin HEU as possible from civil programs worldwide and give foreign research reactor operators time to convert their reactors to the use of LEU fuels and to make arrangements for disposition of their LEU spent nuclear fuel (Section 1.2 of the EIS). As discussed in Section 4 of the EIS, each of the management alternatives could be implemented without significant effects on human health or the environment.

Response to Comment No. 1086-3

The commentor's preference for overseas reprocessing is noted. This is Management Alternative 2, Subalternative 1b, which is discussed in Sections 2.3 and 4.4.2 of the EIS. As discussed in Section 2.6.5.2, the United States has chemical separation facilities at two of the potential management sites.

In the near future, the chemical separation facilities at the Savannah River Site might resume operations for the foreign research reactor spent nuclear fuel or for another purpose. These options are discussed in Section 2.2.2.6 of the EIS.

DOE announced a Record of Decision on May 30, 1995 for the Programmatic Spent Nuclear Fuel Management and Idaho National Engineering Laboratory (INEL) Environmental Restoration and Waste Management Programs EIS. Chemical separation at the Idaho National Engineering Laboratory was not included in this Record of Decision, so additional site-specific NEPA documentation would be required to restart the chemical separation facilities at this site.

COMMENTOR NO. 1091: CHAPEL, MARGARET C.

July 4, '95

Dear Mr. Head,

Please don't put your toxic garbage in Concord Naval Weapons Station, or anywhere in the San Francisco Bay area. 1091-1

Thankyou,
Margaret C. Chapel

RESPONSE TO COMMENT
COMMENTOR NO. 1091: CHAPEL, MARGARET C.

Response to Comment No. 1091-1

The commentor's opposition to the use of Concord NWS for the shipment of foreign research reactor spent nuclear fuel is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Concord NWS, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 1092: MILLS, PATRICIA J.

AMAZINGLY, YOU CAN STOP NUCLEAR WASTE FROM COMING HERE WITH JUST ONE HAND.

Here's How I Feel About Shipping Nuclear Waste Through Tacoma.

Comments: My F[illegible] that this is a scandal[illegible] here. They should bring it [illegible] (if at all) through a port nearer [illegible] Flats. Say San Francisco. 1092-1

Name: Patricia [illegible] Mills Telephone: [illegible] 584-9657

Address: 1228 [illegible] Loop NE City/State/Zip: Olympia Wash 98506

Send To: Charles Head, Office of Spent Fuel Management (EM-37), Office of Environmental Management, U.S. Department of Energy, 1000 Independence Ave. SW, Washington, DC 20585

DEADLINE: JULY 20 1995

The strongest weapon against nuclear waste is right at your fingertips.
Here's your chance to let the Department of Energy know how you feel about their possible plan to ship 19.2 tons of weapons-grade nuclear waste through the Port of Tacoma over the next 13 years. So, pick up a pen, fill out this form and send it to the address above by ~~June 30~~ July 20, 1995. And let them know that Tacoma is not a place for nuclear waste.
For more information call the Port of Tacoma Hot Line at 597-7575.

Co-sponsored by Port of Tacoma; Port of Seattle; Longshore Local #23; Puyallup Tribe; Citizens for a Healthy Bay; Cities of Tacoma, Fife, Milton, Ruston, Federal Way; Tacoma–Pierce County Visitor & Convention Bureau, Tacoma–Pierce County Chamber of Commerce; Pierce County Central Labor Council and Pierce County.

RESPONSE TO COMMENT
COMMENTOR NO. 1092: MILLS, PATRICIA J.

Response to Comment No. 1092-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing foreign research reactor spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 1093: REIMER, NANCY

June 1995

Dear Secretary of Energy Hazel O'Leary,

I live in Contra Costa county where the Concord Naval Weapons Station and port are. I am opposed to the plan to bring spent fuel and high level nuclear waste through the Bay Area, with its large population. We are also politically aware here, and environmentally sensitive. We have earthquakes and flooding, and plenty of traffic accidents. It seems foolish to transport this very hazardous material so far when there are closer alternatives. 1093-1

Furthermore, I think that the countries that use nuclear power should get used to disposing of its wastes nearby, or give it up. We cannot keep taking all the waste and the U.S. should not be distributing this stuff in the first place. We should not be making & using it ourselves until we know how to safely dispose of it. We are far from that point! Nuclear power is not necessary, and nuclear weapons are an abomination. Not only the wastes but the weapons can fall into the wrong hands, & a dirty bomb, and be abused. The U.S. has abused them and has the other nations that have them. Nuclear power plants and weapons have already done a great deal of harm. We should not be encouraging and making it easier for the rest of the world to go nuclear, but shutting down the present production and use of radioactive materials. We don't know what to do with the contamination we have already. Each new step is fraught with danger and controversy, as you know. If only President Clinton had the guts to do what he should! Trying to play it safe, he probably won't be re-elected, but if he found his own backbone for could borrow one, he might be. Which reminds me of a joke I'll include from the book from the Tillamook Cheese factory, "How To Keep Laughing Everything You Need to Know and All the Facts" by Richard Reeves. 1093-2

1093-3

1093-4

RESPONSE TO COMMENT
COMMENTOR NO. 1093: REIMER, NANCY

Response to Comment No. 1093-1

The commentor's opposition to the use of Concord NWS to receive foreign research reactor spent nuclear fuel is noted. The port selection criteria discussed in Appendix D, Section D.1.9 of the EIS identify those ports that can safely handle foreign research reactor spent nuclear fuel. The analyses provided in the EIS indicate that the use of any of the ports indicated by the port selection process, including Concord NWS, would not pose any significant risk to either the port personnel, local environment, or the population near the port. The EIS indicates that the risks associated with an accident are low (Section 4.2.2.3) and that the risks associated with incident-free handling of the foreign research reactor spent nuclear fuel are also low (Section 4.2.2.2).

All population within a 50-mile radius of the Concord NWS was considered when analyzing the impact of both incident-free transport and the range of hypothetical port accidents. The risks were found to be low. (Appendix D, Section D.5 provides details on accident analysis).

The risk of releasing radioactive material from a foreign research reactor spent nuclear fuel transportation cask as the result of a seismic event is low. Transportation casks are designed and built to withstand significant punishment without releasing their contents (Section 2.6.2). Therefore, a seismic event, even if it caused structures at Concord NWS to fail, is not expected to compromise the transportation cask.

Response to Comment No. 1093-2

The commentor's opposition to acceptance of foreign research reactor spent nuclear fuel is noted. Other alternatives under consideration are discussed in Sections 2.3 and 2.5 of the EIS.

The United States encourages the use of LEU fuel in research reactors because it cannot be used to manufacture nuclear weapons. As discussed in Sections 2.2.1.9 and 2.6.5, foreign research reactor spent nuclear fuel could be safely stored at any of the five candidate management sites until final disposition. Final disposition is a high priority consideration and is discussed qualitatively in Section 4.2.7 of the EIS.

As shown in Tables 2-1 and 2-2 of the EIS, Iraq is not a candidate for participation in the proposed action. Thus, spent nuclear fuel from Iraq would not be managed under the proposed policy.

COMMENTOR NO. 1093: REIMER, NANCY (CONT'D.)

2/ most of the spent fuel from other countries that the U.S. would be bringing back could be disposed of just as easily, or more so, in those countries, such as Canada and Europe. As for the unstable parts of the world, what are we giving them nuclear materials for? We see what has happened in Iraq, and to Iraq, which the U.S. flooded with weapons in the 1980s. The greatest abuses have been committed there, including by Bush in Gulf War, which he could have easily prevented by sending clear signals to Saddam Hussein. One feels that he wanted that war, although in the end it didn't help him, and the terrible consequences continue. Saddam Hussein seat, well, however, and now is allied with the Muslim fundamentalists! From bad to worse with power politics and nuclear energy. 1093-2 (Cont'd.)

Back at home, too much of the radioactive materials are otherwise ending up on Indian land. So is other hazardous waste. The health of Native Americans has suffered. Nuclear weapons have been exploded on Shoshone land in the 1990s. The people of Big Mountain have been driven off their land and are still fighting. Peabody Coal, Kerr-McGee Pacific and others, including some tribal leaders, want to exploit the area. Our local utility (Pacific Gas and Electric) is trying to send nuclear wastes to the Apache Mescalero Reservation and to Ward Valley, west of Needles, Calif. and 18 miles from the Colorado River. No wonder 1093-5 1093-6

RESPONSE TO COMMENT
COMMENTOR NO. 1093: REIMER, NANCY (CONT'D.)

Response to Comment No. 1093-3

Foreign research reactors are not used for generation of commercial power or the development of nuclear weapons. Section 1.1 of the EIS describes the research, medical, agricultural, and industrial applications of research reactors. Because it is unrealistic to expect foreign nations to forego the benefits of nuclear technology, the United States supports the use of LEU fuel in civilian applications and discourages actions which might lead to the spread of nuclear weaponry (See Sections 1.1 and 1.2 of the EIS). In addition, the U.S. accrues significant benefits from the operation of foreign research reactors - including Moly-99 and other medical isotopes.

Response to Comment No. 1093-4

See response to comment number 1093-2 above.

Response to Comment No. 1093-5

The commentor's preference for the overseas management alternative is noted. This is Management Alternative 2, Subalternative 1a, which is discussed in Sections 2.3 and 4.4.1 of the EIS.

Response to Comment No. 1093-6

If Management Alternative 1 is adopted, no foreign research reactor spent nuclear fuel would be managed on Indian lands. Sections 2.6.5 and 3.3 of the EIS describe candidate management sites for spent nuclear fuel from foreign research reactors. Section 3 and Appendix A provide characterizations of the racial and ethnic composition of populations residing in potentially affected areas.

COMMENTOR NO. 1093: REIMER, NANCY (CONT'D.)

3/

people are nervous! The Oklahoma City disaster made us all more aware of the problem of home-grown terrorism, too. The downsizing and moving away of companies is causing unemployment and the attendant economic and psychological problems, which can lead to such crazy acts. The government should lead the way in finding sensible solutions. The obvious one in the case of nuclear power is to phase it out, but the present policy seems to be to perpetuate it, and kind of mask the central purpose, which is military, with so-called benign uses. Nuclear energy makes some in medicine, agriculture, industry, etc. makes sense only if the overall price is not higher than the benefits, but it is.

1093-2 (Cont'd.)

Please do not visit this menace on the S.F. Bay area any more than it already is. We are stuck with the Livermore lab, the Concord Naval Weapons Station, and other nuclear hazards already. The building at Lawrence Livermore National Laboratory stores 8,80 pounds of plutonium according to a May 14, 1995 newspaper article about earthquake preparation.

1093-7

I appreciate your courage in helping more of the truth, about our nuclear past emerge. As long as it is hidden, there is little chance of preventing future disasters. We have a world to save, and informed people know that it is in great danger. A half a century ago, a few years after my birth, the U.S. bombed Japan. That was a terrible mistake. Now I have Japanese in-laws and a nephew who did not survive racism and chemicals.

Sincerely, Nancy Reimer

RESPONSE TO COMMENT
COMMENTOR NO. 1093: REIMER, NANCY (CONT'D.)

Response to Comment No. 1093-7

The commentor's opposition to bringing foreign research reactor spent nuclear fuel into the San Francisco Bay Area and, more specifically, into Concord NWS is noted. As indicated by the analysis in Section 4 of the EIS, the risk associated with implementation of the proposed action to human health and the environment would be low. Environmental effects of normal operations and accidents were included in the environmental action.

Response to Comment No. 1093-7

The commentor's opposition to bringing foreign research reactor spent nuclear fuel into the San Francisco Bay Area and, more specifically, into the Concord NWS is noted. As discussed in Section 4 of the EIS, the risks associated with implementation of the proposed action to human health or the environment would be low. Environmental effects of normal operations and accidents were included in the environmental evaluation.

COMMENTOR NO. 1093: REIMER, NANCY (CONT'D.)

P. S. Since writing this I was very sorry to read that the U.S. government is planning to resume nuclear testing. This places the whole world in jeopardy as it undermines the difficult and necessary process of stopping the arms race, and undoes the progress already made through much hard work and sacrifice. Please do what you can to stop it. We appreciate the efforts you are making, but they are not enough. Too much is at stake here.

This is a love letter, if you really read what comes with it - love for the world, and for you and your efforts to save it. We really must put our shoulders to the wheel now, and keep on, and be honest, too.

RESPONSE TO COMMENT
COMMENTOR NO. 1093: REIMER, NANCY (CONT'D.)

COMMENTOR NO. 1095: BENSON, ARDEN R.

720 N.W. Front Ave., D-12
Portland, OR 97209
July 12, 1995

U.S. Department of Energy
Office of Environmental Management (EM-37)
Attention: Mr. Charles Head
1000 Independence Ave. S.W.
Washington, DC, 20585-0001

Dear Mr. Head:

Twenty tons of weapons-grade U-235 waste to be transported from foreign countries to be stored at Hanford? Right next to the Columbia River? Hanford, with its perennial problems of leaking containers, and its incredible and unaccountable losses of plutonium? I guess the Columbia River and the cities along its banks are expendable. 1095-1

With decisions like that coming from our own government, who needs enemies?

Sincerely,

Arden R. Benson
(503) 295-4076

RESPONSE TO COMMENT
COMMENTOR NO. 1095: BENSON, ARDEN R.

Response to Comment No. 1095-1

As explained in Section 1.5 of the EIS, the selection of the site or sites at which the foreign research reactor spent nuclear fuel would be managed is based on the analysis in the Department of Energy Programmatic Spent Nuclear Fuel Management and Idaho National Engineering Laboratory Environmental Restoration and Waste Management Programs Environmental Impact Statement. The Record of Decision for this EIS was released on May 30, 1995. In accordance with this Record of Decision, all of the aluminum-based foreign research reactor spent nuclear fuel managed by DOE will be managed at the Savannah River Site in South Carolina. Any other foreign research reactor spent nuclear fuel to be managed by DOE will be managed at the Idaho National Engineering Laboratory. Accordingly, no foreign research reactor spent nuclear fuel would be shipped to the Hanford Site.

COMMENTOR NO. 1096: BENSON, TERESA

June 26, 1995

Mr. Charles Head, Program Manager
Office of Spent Nuclear Field Management
US Department of Energy
1000 Independence Avenue, SW
Washington, D.C. 20585

Dear Mr. Head;

I, oppose bringing nuclear waste from foreign countries to be brought into the United States. 1096-1

Sincerely;

Teresa Benson
[illegible]
Vancouver, Wa. [illegible]

RESPONSE TO COMMENT
COMMENTOR NO. 1096: BENSON, TERESA

Response to Comment No. 1096-1

The commentor's opposition to management of spent nuclear fuel from foreign research reactors in the United States is noted (Management Alternatives 1 or 3, Sections 2.2 and 2.4 of the EIS, respectively). Sections 2.3, 2.5, and 4.4 of the EIS describe other alternatives under consideration.

COMMENTOR NO. 1097: SCHROEDER, PAUL C.

July 12, 1995

Paul C. Schroeder
4725 41st St. N.E.
Tacoma, WA 98422

Charles Head
Program Manager
Spent Nuclear Fuel Management

Dear Mr. Head:

I urge you not to ship nuclear waste through the Port of Tacoma.

I can see no economic benefit, yet it is likely that there exists liabilities in one form or another. Specifically increased taxes and devalued property. 1097-1

Being a close neighbor to the Port, I stand to lose significantly should you decide to ship this waste through the Port of Tacoma.

Sincerely,

Paul C. Schroeder

Paul C. Schroeder

RESPONSE TO COMMENT
COMMENTOR NO. 1097: SCHROEDER, PAUL C.

Response to Comment No. 1097-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low. The analysis of impacts associated with an accident involving foreign research reactor spent nuclear fuel also determined that no decontamination, interdiction, or condemnation of property would result from the worst plausible accident (Section 4.2.2.3 and Appendix D, Section D.5 of the EIS).

Although not a direct economic benefit, the management alternatives described in the EIS would reduce the threat of nuclear proliferation, which has both national and global value.

COMMENTOR NO. 1102: ROCHE, ANITA F.

4848 Kenner Rd
Martinez CA 94553
July 31, 1995

Dear Mr. Head,

The DOE plan to ship nuclear waste through the Concord Naval Weapons Station should be "dumped." To put the shipments through a densely populated area such as the San Francisco Bay could be another Chernobyl.

I don't like pushing the plan onto another area either; but, isn't there somewhere less populated that could be used?

Please reconsider.

Sincerely,
Anita Roche

1102-1

RESPONSE TO COMMENT
COMMENTOR NO. 1102: ROCHE, ANITA F.

Response to Comment No. 1102-1

The commentor's opposition to the use of Concord NWS for the shipment of foreign research reactor spent nuclear fuel is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Concord NWS, or to any of the ports analyzed in the EIS, is low.

The port selection process that determined that Concord NWS was an acceptable port considered the population of the port and surrounding areas (Appendix D, Section D.1.9.5 of the EIS). Additionally, all population within a 50-mile radius of the Concord NWS was considered when analyzing the potential impact of a range of hypothetical port accidents. The risks were found to be low (Section D.5).

The passage from San Francisco Bay to Concord meets the requirements of Criterion 2 (Favorable Transit From Open Ocean) for the port selection (Appendix D, Section D.1.9.2).

COMMENTOR NO. 1104: HAGBERG, JOHN

Dear Sir:
Please keep Tacoma
viewing from
the proposed
spent fuel dumping
Nuclear waste.
We have a bad
fuel setup, and
we do not want
to turn it to a
storage dump
and fuel especially
the kind.
Sincerely John Hagberg

1104-1

RESPONSE TO COMMENT
COMMENTOR NO. 1104: HAGBERG, JOHN

Response to Comment No. 1104-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 1105: TRETTIN, LILLIAN D.

712 Wakendaw Blvd.
Mount Pleasant, SC 29464

May 9 1995

Mr Charles Head
Office of Environmental Management (EM-37)
U.S Department of Energy
1000 Independence Ave S.W
Washington D.C. 20585

Dear Sir

I want to state emphatically for the record that I oppose the shipment of nuclear fuel rods through Wando Welch Terminal a property that borders the town of Mount Pleasant SC. The terminal is located near some of the town s most rapidly expanding suburbs and busiest thoroughfares. The proposed action is clearly inappropriate for a community expanding at Mount Pleasant's current high rate of growth. I am writing, not in response to a paid public notice in one of the local newspapers (which I--like a lot of other people in Mount Pleasant--missed), but in response to the headline of a more prominent news article that appeared the day after the meeting: "Few turn out to protest nuclear fuel rod shipments." As the article notes, attendance at the meeting on May 8 was low compared to attendance at a meeting held a year earlier, at which time residents voiced strong disapproval. It is unfortunate that the May 8 meeting received so little attention, since a well-managed scoping process is one of the keys to a successful (and acceptable) EIS. 1105-1

Please add my name and address to your mailing list. I would like to receive the draft EIS and any other public material related to this process (the DOE implementation plan, if there is one), and I would like to be notified of any other public meetings. Before I moved to Mount Pleasant last year, I worked at Oak Ridge National Laboratory in Oak Ridge TN, where I prepared social and cultural impact sections of large-scale environmental impact statements for the Dept of Energy. I thus have first hand experience with the opportunities and the drawbacks that characterize the scoping process. This first scoping meeting failed because it was inadequately advertised and attended; it could not have possibly addressed the concerns and arguments that residents in this region share. I hope many of them will call the mayor's office, as I did, or read the editorials that are sure to appear, and send you a flood of letters.

Sincerely,

Lillian D. Trettin

Lillian D. Trettin, Ph.D.

cc: Mayor Cheryll Woods-Flowers
Town of Mount Plesant

RESPONSE TO COMMENT
COMMENTOR NO. 1105: TRETTIN, LILLIAN D.

Response to Comment No. 1105-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Wando Welch Terminal is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing foreign research reactor spent nuclear fuel to the Port of Charleston, Wando Terminal, or to any of the ports analyzed in the EIS, is low.

The commentor states that the population of Mount Pleasant and surrounding communities is large and growing rapidly, hence it is not an appropriate port to use to bring in the foreign research reactor spent nuclear fuel. However, Section 4.2.2 of the EIS, which evaluates the impacts on ports of Management Alternative 1 to the proposed policy, and which takes into account population, indicates that the risk associated with this activity at any of the assessed ports, including those ports in the Charleston/Mount Pleasant area, is low.

COMMENTOR NO. 1106: SHEA, ROBERTA

540 Center Rite
Sircroit, Wash. 98466
June 21, 1995

Dear Charles Head,

I oppose the plan of having nuclear storage in our state. 1106-1
We live adjacent to Tacoma 1106-2
and do not want it near
our port.

Thank you,
Mrs. Robert Shea

RESPONSE TO COMMENT
COMMENTOR NO. 1106: SHEA, ROBERTA

Response to Comment No. 1106-1

The commentor's opposition to the storage of foreign research reactor spent nuclear fuel in the State of Washington is noted.

As explained in Section 1.5 of the EIS, the selection of the site or sites at which the foreign research reactor spent nuclear fuel would be managed is based on the analysis in the Department of Energy Programmatic Spent Nuclear Fuel Management and Idaho National Engineering Laboratory Environmental Restoration and Waste Management Programs Environmental Impact Statement. The Record of Decision for this EIS was released on May 30, 1995. In accordance with this Record of Decision, all of the aluminum-based foreign research reactor spent nuclear fuel managed by DOE will be managed at the Savannah River Site in South Carolina. Any other foreign research reactor spent nuclear fuel to be managed by DOE will be managed at the Idaho National Engineering Laboratory. Accordingly, no foreign research reactor spent nuclear fuel would be shipped to the Hanford Site.

Response to Comment No. 1106-2

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 1108: SPRINGER, MICHAEL S.

Michael S. Springer
2155 NW Flanders #4
Portland OR 97210
July 14, 1995

U.S. Department of Energy
Office of Environmental Management (EM-37)
1000 Independence Ave. SW
Washington D.C. 20585-0001

Attn; Mr. Charles Head

I am writing to you to express my concerns over the proposal to import the spent nuclear fuel through the Port of Portland. The Hanford and Idaho Falls sites are not in sound shape and therefore should not be accepting any more nuclear waste. Secondly, there is no support among the longshormen. And finally, the presence of nuclear waste would be a threat to the communities in our region. The "Down-winders" have proven that Hanford is a perfect example that the current storage policies for nuclear waste are ineffective and harmful to neighboring communities. Do not turn Portland into a nuclear waste dump. 1108-1 1108-2

Sincerely,

Michael S. Springer

Michael S. Springer

RESPONSE TO COMMENT
COMMENTOR NO. 1108: SPRINGER, MICHAEL S.

Response to Comment No. 1108-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Portland is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Portland, or to any of the ports analyzed in the EIS, would be low.

Response to Comment No. 1108-2

Based on the environmental impact analysis, presented in Section 4.2.4 of this EIS, both the Hanford Site and the Idaho National Engineering Laboratory would be acceptable sites for the storage of foreign research reactor spent nuclear fuel in facilities described in the EIS.

As explained in Section 1.5 of the EIS, the selection of the site or sites at which the foreign research reactor spent nuclear fuel would be managed is based on the analysis in the Department of Energy Programmatic Spent Nuclear Fuel Management and Idaho National Engineering Laboratory Environmental Restoration and Waste Management Programs Environmental Impact Statement. The Record of Decision for this EIS was released on May 30, 1995. In accordance with this Record of Decision, all of the aluminum-based foreign research reactor spent nuclear fuel managed by DOE will be managed at the Savannah River Site in South Carolina. Any other foreign research reactor spent nuclear fuel to be managed by DOE will be managed at the Idaho National Engineering Laboratory. Accordingly, no foreign research reactor spent nuclear fuel would be shipped to the Hanford Site.

COMMENTOR NO. 1109: FORM LETTER G

June 26, 1995

Charles Head, Program Manager
Office of Spent Nuclear Fuel Management (EM-37)
U.S.Department of Energy
1000 Independence Avenue SW
Washington DC 20585

Mr Head,

This letter is in response to the Department of Energy's proposal to bring spent nuclear waste from other countries into the United States through the Port of Tacoma. I am opposed to receiving any nuclear waste through Tacoma's port, and to transporting the waste through the state of Washington to proposed 'storage sites'. *1109-1*

On the night of the last meeting in Tacoma you asked for technical reasons why the D.O.E. should not ship the waste through Tacoma. How do you expect ordinary citizens to provide technical reasons when we are not educated in nuclear science? The people of Tacoma are however knowledgeable about the experiences at the Hanford Nuclear facility. You told us that the risk is "minimal", to myself any risk, minimal or not, is not worth taking when dealing with nuclear waste.

The people of the Tacoma area have been cheated when offered the opportunity to have meeting to express opinions, unknowingly that our voices would not be heard by the D.O.E., unless concerns were submitted to your office in writing, which instills more distrust in our government's agencies. *1109-2*

The D.O.E. has not considered many issues and risk factors when choosing Tacoma as a receiving port for nuclear waste. Following are a few of the facts not considered:

D.O.E. used outdated information on the Port. The DEIS lists only 1 terminal through where these shipments could potentially be received (the Port of Tacoma has 6 container terminals). The map displayed in the DEIS is incorrect, showing the terminals as they were prior to 1980. On-dock rail yards are not shown at all, and waterways are shown incorrectly. Given these errors in analyzing facilities for handling these shipments, there certainly is no guarantee that nearby population centers were shown and evaluated correctly. Transport routes in the port area may also be incorrect. How can we be certain that your assurances of "minimal risks" would be correct? *1109-1 (Cont'd.)*

D.O.E. did not consider the deep water depth in Puget Sound. The DEIS describes that it would be very difficult or impossible to recover fuel casks from depth greater than 200 meters in case of an accident, stating that those depths are only found in the ocean. D.O.E. did not correctly research this matter, since there are several areas in the Puget Sound showing water depth over 200 meter in major shipping lanes to and from the Port of Tacoma.

D.O.E. did not adequately consider severe fires or explosions. The impact of a severe fire or explosion involving a shipping cask of nuclear spent fuel, which would cause severe damage and have long-term effects on a large area near the disaster site, was not properly evaluated. The Port has experienced ship fires in the past few years where hull temperatures reached over 2000 degrees for more than 24 hours. Were these fires considered when Tacoma was put on your list of possible receiving sites? *1109-3*

RESPONSE TO COMMENT
COMMENTOR NO. 1109: FORM LETTER G

Response to Comment No. 1109-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma and transporting the waste through the State of Washington is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

Response to Comment No. 1109-2

DOE did request that comments be submitted in writing, however, all oral comments presented at each hearing were summarized and have been addressed along with the written comments in this Volume 3 of the final EIS. All comments, written and oral, are part of the public record.

Response to Comment No. 1109-3

In the unlikely event that a transportation cask loaded with foreign research reactor spent nuclear fuel were to sink in any U.S. coastal waters, it would be recovered, even from the deepest portions of Puget Sound, which reaches depths of 305 meters (1000 feet). Appendix C, Section C.5.5 of the EIS presents information on the probability of a cask sinking in coastal and deep ocean waters.

The transportation casks that would be used for the foreign research reactor spent nuclear fuel are certified if their design meets certain tests, including a fire test, and if the individual casks pass periodic inspections (Section 2.6.2 of the EIS). These certification standards were developed for use of the transportation casks on land, hence the 30 minute fire test, which is considered to be the extent of a high intensity fire resulting from a collision with a tanker truck. The duration of a ship fire is directly related to the amount of combustibles carried on board. In spite of this potential, the number of severe fires on ships is relatively small. Data available on the last 15 years from Lloyd's of London indicate that of 1,073 ship collisions in port worldwide, only eleven led to fires, and of those, only five caused extensive damage, with only one actually causing buckling of structures. Hence, contrary to the commentor's assertion, long duration fires are not usual.

In respect to the impact a ship fire might have on a transportation cask, there are three facts that would mitigate the potential damage. First, ship fires tend to move to different areas of the ship as the combustible material is consumed, so the cask would not be exposed for the entire duration of the fire. Second, a ship's fire intensity is normally limited by the amount of oxygen that can reach the interior of a hold. Third, all ships that would be used to transport foreign research reactor spent nuclear fuel have built-in fire suppression equipment, which at a minimum would keep fires well below the extreme

COMMENTOR NO. 1109: FORM LETTER G (CONT'D.)

D.O.E. did not adequately recognize crippling business issues. The issue of first response capability of the local fire and emergency agencies in case of a shipping cask breach, and the spread of radiation from the accident site, was not properly addressed by the D.O.E.. No provisions were made in the DEIS for upgrading and training of local first response teams. In addition, long-term effects on loss of business, infrastructure, and the long term effect on the acquisition of future business was completely ignored. *1109-4*

D.O.E. did not adequately consider life cycle costs, benefits, and general risk, as well as fully ignoring fairness and equity issues in selecting smaller ports. D.O.E. did not analyze the effects of an accident classified as a disaster on the local area infrastructure and population. D.O.E. did not address effects and costs incurred in the local area should an accident occur.

Tacoma is now recognized as a International Port, receiving goods from around the world and also exporting many of the fine products grown or made in the United States to other countries. Would these other countries feel comfortable using our port when they know there is a danger of contamination from nuclear waste? I think not. Our economy, which is now picking up from this trade would diminish. *1109-5*

Another concern is housing. Our newly flourishing economy has boosted property values in this area, helping homeowners increase the value of their personal investment in the future. What will happen to land value when nuclear waste comes through Tacoma? The value of homes will drop because of the threat of contamination. People will be forced to sell at a loss, if they could sell at all. And what about insurance? Would companies want to insure home and people in the area? No, too much risk.

The concerns of contamination go beyond just the receiving end of bringing this waste through Tacoma. The risk increases when this waste is transported through the state of Washington, to "dump-sites" designated by the D.O.E., to be stored for an indefinite period of time. *1109-6*

An alternative to storing this waste in the U.S. is to go with Option 2, leaving the waste overseas to be recycled at other facilities. How can Option 1, storing the waste, even be considered, when the cost is twice as much as Option 2, when the **people** of the United States want the deficit reduced and the Federal budget under control? *1109-7*

If the Department of Energy keeps Tacoma on the list of receiving Ports for spent nuclear waste, against the will of the people of the greater Puget Sound area, it will furthermore instill belief that the heavy-handedness of government agencies is all that matters, and that the will of the people means nothing!

Thank you for taking the time to read this. Please remove Tacoma from your list of receiving ports, and also consider Option 2.

Nora R. Dellgard
3301 E Middle Rd
Tacoma, WA 98404

RESPONSE TO COMMENT
COMMENTOR NO. 1109: FORM LETTER G (CONT'D.)

temperatures needed to damage the transportation cask. For these reasons, it would be almost impossible for spent nuclear fuel inside the transportation cask to reach 900 degrees Kelvin (1,160 degrees F), the melting point of the foreign research reactor spent nuclear fuel. The probability of reaching such a temperature was calculated to be less than one in a billion (see Attachment D5 to Appendix D of the EIS). To put this temperature into perspective, steel used in a ship's structure buckles at around 700 degrees Kelvin (800 degrees F).

The EIS contains the results of an analysis of the effects of an accident that involves a severe fire (severity category 6), which does not reach the temperature to melt foreign research reactor spent nuclear fuel. Appendix D, Section D.5.3 of the EIS presents detailed discussion of accident probabilities and radioactive material source terms and Section D.5.4 presents the results of the analysis.

In conclusion, although long duration ship fires are possible, and have occurred, they are uncommon events. Analyses in the EIS indicate that even in the event of a severe ship fire involving a transportation cask, neither the consequences nor risks are great (Appendix D, Section D.5.5 of the EIS).

Response to Comment No. 1109-4

Based on the evaluation of impacts presented in Section 4 of the EIS, the risk associated with the shipments of foreign research reactor spent nuclear fuel through any of the ports identified is not greater than the risk associated with the handling of other hazardous cargos. DOE acknowledges that, in many instances, the perception by the public of the risks associated with spent nuclear fuel may be greater than the actual risk, or the risk from other even more hazardous activities. Under NEPA regulations, the socioeconomic effects evaluated for this EIS do not include those associated with psychological fear of receiving spent nuclear fuel.

As discussed in Section 2.7.3.2 of the EIS, DOE provides funding to States and Tribes through the Office of Environmental Management and the Office of Civilian Radioactive Waste Management to assist with transportation related issues. This funding has been used in the past to enhance a jurisdiction's emergency management and response capabilities. Besides funding, much of DOE's assistance is provided in the form of technical assistance, for which DOE bears the cost. Assistance may be provided through DOE's Radiological Assistance Program and under the National Contingency Plan, as well as through training, DOE sponsored meetings, informal discussions, and informational materials.

Appendix H, which was added to the final EIS in response to public comments, contains the general provisions for emergency preparedness and security measures associated with the transportation of foreign research reactor spent nuclear fuel in the United States. The

Individuals submitting this form letter:

Diligard, Nora R.

Weite, Kimberly E.

Weite, Frank C.

provisions include an interface between DOE and State, Tribal, and local authorities, prior to the implementation of the policy, for the identification and resolution of emergency management and security issues specific to the communities.

(See also response to Comment 1109-3, above).

Response to Comment No. 1109-5

The cost benefit comparison of the management alternatives is included in Section 4.8 of the EIS and the cost associated with the proposed action is discussed in Section 4.9 of the EIS. DOE considers that both areas have been adequately addressed.

Several accident scenarios including a breach of the cask and fire sufficient to oxidize the contents were also analyzed. Results of the accident analyzed at the ports are given in section 4.2.2. of the EIS with supporting detail in Appendix D Section D.5. No catastrophic effects were found to result from severe accidents involving foreign research reactor spent nuclear fuel.

The criteria discussed in Section 2.6.3.1 provided DOE and the Department of State with the basis for identifying and analyzing potential ports of entry.

DOE acknowledges that, in many instances, the perception by the public of the risks associated with spent nuclear fuel may be greater than the actual risk, or the risk from other even more hazardous activities. Under NEPA regulations, the socioeconomic effects evaluated for this EIS do not include those associated with psychological fear of receiving spent nuclear fuel.

Response to Comment No. 1109-6

The management of foreign research reactor spent nuclear fuel in the United States under Management Alternatives 1 or 3 specifies a management period of 40 years. The risk to the environment or the health and safety of the public associated with the transportation of the foreign research spent nuclear fuel to any of the management sites is low, as discussed in Section 4.2.3.

Response to Comment No. 1109-7

The commentor's preference for overseas reprocessing is noted. This is Management Alternative 2, Subalternative 1b, which is discussed in Sections 2.3 and 4.4.2 of the EIS.

COMMENTOR NO. 1110: SMITH, SAMUEL R.

AMAZINGLY, YOU CAN STOP NUCLEAR WASTE FROM COMING HERE WITH JUST ONE HAND.

Here's How I Feel About [illegible] Waste Through Tacoma.

Comments: I th[illegible] Energy has a very [illegible] when you look at what [illegible] at [illegible] 1110-1
[illegible] let people [illegible] what about 20 years often [illegible] release into the air of toxic [illegible] 1110-2
[illegible] the Port of [illegible]

Name: [illegible] Telep[illegible] 288

Address: 2906 [illegible] Ect City/Sta[illegible] Wa. 98443

Send To: Charles Head, Off[illegible] Spent Fuel Management (EM-37), Off[illegible] Environmental Management, U.S. Department of [illegible] 1000 Independence Ave. [illegible] Washington, DC 20585

DEA[illegible], 1995

The strongest weapon against nuclear waste is right at your fingertips.
Here's your chance to let the Department of Energy know how you feel about their possible plan to ship 19.2 tons of weapons-grade nuclear waste through the Port of Tacoma over the next 13 years. So, pick up a pen, fill out this form and send it to the address above by **July 20, 1995**. And let them know that Tacoma is not a place for nuclear waste.
For more information call the Port of Tacoma Hot Line at 597-7575.

Co-sponsored by Port of Tacoma; Port of Seattle; Longshore Local #23; Puyallup Tribe; Citizens for a Healthy Bay; Cities of Tacoma, Fife, Milton, Ruston, Federal Way; Tacoma–Pierce County Visitor & Convention Bureau, Tacoma–Pierce County Chamber of Commerce; Pierce County Central Labor Council and Pierce County.

RESPONSE TO COMMENT
COMMENTOR NO. 1110: SMITH, SAMUEL R.

Response to Comment No. 1110-1

DOE is committed to the Tri-party agreement for cleanup activities at the Hanford Site; however, the cleanup at the Hanford Site is beyond the scope of this EIS. Section 4.2.4 and Appendix F, Section F.4.3 of the EIS, discuss the impacts of foreign research reactor spent nuclear fuel storage at the Hanford Site.

As explained in Section 1.5 of the EIS, the selection of the site or sites at which the foreign research reactor spent nuclear fuel would be managed is based on the analysis in the Department of Energy Programmatic Spent Nuclear Fuel Management and Idaho National Engineering Laboratory Environmental Restoration and Waste Management Programs Environmental Impact Statement. The Record of Decision for this EIS was released on May 30, 1995. In accordance with this Record of Decision, all of the aluminum-based foreign research reactor spent nuclear fuel managed by DOE will be managed at the Savannah River Site in South Carolina. Any other foreign research reactor spent nuclear fuel to be managed by DOE will be managed at the Idaho National Engineering Laboratory. Accordingly, no foreign research reactor spent nuclear fuel would be shipped to the Hanford Site.

Response to Comment No. 1110-2

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 1111: ALEXANDER, MAXINE DAY

29 June 1995

Mr. Charles Head
Program Management
Office of Spent Nuclear Fuel Management (EM-37)
U. S. Department of Energy
1000 Independence Ave, S. W.
Washington, DC 20585

Absolutely not at the Port of Tacoma, the nuclear waste does not belong in this port. 1111-1

I vote NO NO NO NO.

M. D. Alexander

Maxine Day Alexander
10606 34th Ave. East
Tacoma, WA

RESPONSE TO COMMENT
COMMENTOR NO. 1111: ALEXANDER, MAXINE DAY

Response to Comment No. 1111-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 1112: FOX, DIANE

Here's How I Feel About [illegible] Waste Through Tacoma.

Comments: We [illegible] this
please [illegible]

Name: DIAN[illegible] FOX Telep[illegible] 4867
Address: 319 [illegible] Tac. WA City/Stat[illegible] 445

Send To: Charles Head, Off[illegible] Spent Fuel Management (EM-37), Off[illegible] Environmental Management,
U.S. Department of [illegible] 1000 Independence Ave. [illegible] Washington, DC 20585
DEAD[illegible] 1995

The strongest weapon against nuclear waste is right at your fingertips.
Here's your chance to let the Department of Energy know how you feel about their possible plan to ship 19.2 tons of weapons-grade nuclear waste through the Port of Tacoma over the next 13 years. So, pick up a pen, fill out this form and send it to the address above by **June 30, 1995.** And let them know that Tacoma is not a place for nuclear waste.
For more information call the Port of Tacoma Hot Line at 597-7575.

Co-sponsored by Port of Tacoma; Port of Seattle; Longshore Local #23; Puyallup Tribe; Citizens for a Healthy Bay; Cities of Tacoma, Fife, Milton, Ruston, Federal Way; Tacoma–Pierce County Visitor & Convention Bureau, Tacoma–Pierce County Chamber of Commerce; Pierce County Central Labor Council and Pierce County.

1112-1

RESPONSE TO COMMENT
COMMENTOR NO. 1112: FOX, DIANE

Response to Comment No. 1112-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 1115: OLDFIELD, JOELLA

TO: CHARLES HEAD
OFFICE OF SPENT NUCLEAR FUEL MANAGEMENT (EM-37)
US DEPARTMENT OF ENERGY
1000 INDEPENDENCE AVE. S.W.
WASHINGTON, D.C. 20585

RE: SHIPPING RADIOACTIVE NUCLEAR WASTE THROUGH THE PORT OF TACOMA

PLEASE NOTE THAT WE ARE CONCERNED CITIZENS OF THE PACIFIC NORTHWEST AND KEEPING OUR ENVIRONMENT SAFE IS VERY IMPORTANT TO EACH AND EVERYONE OF US! WE HAVE HAD OUR OWN ENVIRONMENT PROBLEMS, SUCH AS THE ASARCO SMELTER TO CORRECT. WE FEEL THAT SHIPPING RADIOACTIVE NUCLEAR WASTE THROUGH THE PORT OF TACOMA IN TACOMA, WASHINGTON IS A HAZARD THAT WE ARE NOT WILLING TO ACCEPT INTO OUR LIVES. 1115-1

PLEASE HEAR OUR VOICES. WE DO CARE! WE DO NOT WANT RADIOACTIVE NUCLEAR WASTE SHIPPED THROUGH OUR PORT IN TACOMA, WASHINGTON!

NAME JOELLA OLDFIELD

SIGNATURE Joella Oldfield

NAME H. Steffinius

SIGNATURE [illegible]

ADDRESS 6911 N 17th St.

CITY Tacoma STATE Wa ZIP 98406

RESPONSE TO COMMENT
COMMENTOR NO. 1115: OLDFIELD, JOELLA

Response to Comment No. 1115-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 1116: LORENZ, FRANK & LOUISE

Here's How I Feel About Shipping Nuclear Waste Through Tacoma.

Comments: We are against shipping Nuclear waste through Tacoma. There is much chance of an [illegible].

Name: Frank [illegible] Lorenz Telephone: [illegible] 484

Address: 2901 35th Ave Tacoma, WA City/State [illegible] 98443

Send To: Charles Head, Office of Spent Fuel Management (EM-37), Office of Environmental Management, U.S. Department of Energy, 1000 Independence Ave. SW, Washington, DC 20585

DEADLINE: [illegible] 20, 1995

1116-1

RESPONSE TO COMMENT
COMMENTOR NO. 1116: LORENZ, FRANK & LOUISE

Response to Comment No. 1116-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 1122: DU CLAIR, KIM

Written Comments on the Draft Environmental Impact Statement
on a Proposed Nuclear Weapons Nonproliferation Policy
Concerning Foreign Research Reactor Spent Nuclear Fuel

If you would like to give us written comments, please feel free to use this page and drop it off at the registration table when you leave. Alternatively, you may mail your comments to the Department of Energy at the address listed below. Also, please provide us with your name, address, and telephone number for any follow-up information or any questions concerning the intent of your comments. This will also allow us to properly indicate the source of the comments in the comment response document. Thank you.

Name: Kim DuClair Phone: 409) 944-4356
Title and Organization: Citizen, Galveston, Tx
Address: 1023-91st Street
City: Galveston State Tx Zip 77554

*** COMMENTS ***

Dear Mr. Head;

Please note enclosed a copy of a letter to the editor of the Galveston County Daily News, our local paper, which indicates my opposition to putting the burden of transporting these radioactive materials through our port. Although the host country, Venezuela, for example, might send shipping costs, Galveston would not benefit. I also am concerned that eventually the port would be asked to permit nuclear war heads to be brought home from foreign countries, pass through the port, and then go to PanTex in Amarillo, for instance. 1122-1

To Mail in Comments, Address Correspondence to:

Mr. Charles R. Head
Office of Spent Fuel Management, RM-37
U.S. Department of Energy
1000 Independence Avenue, SW
Washington, DC 20585-0001

Fax = 202) 586-5256

enc: letter

RESPONSE TO COMMENT
COMMENTOR NO. 1122: DU CLAIR, KIM

Response to Comment No. 1122-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Galveston is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing foreign research reactor spent nuclear fuel to the Port of Galveston, or to any of the ports analyzed in the EIS, is low. Please note that the proposed action does not involve nuclear weapons transport.

COMMENTOR NO. 1125: MANNING, SAM P.

SAM P. MANNING
ATTORNEY AT LAW
435 MONTGOMERY BUILDING
POST OFFICE BOX 355
SPARTANBURG, SC 29304

AREA CODE 803
582-5220

Mr. Charles Head Fax Number: 202-586-5256

Re: The enclosed statement

Dear Mr. Head,

Please file the enclosed statement in my behalf.

Thank you for your consideration.

Sincerely yours,

Sam P. Manning

Sam P. Manning

SPM/nr
Enclosures

July 19, 1995

RESPONSE TO COMMENT
COMMENTOR NO. 1125: MANNING, SAM P.

DEPARTMENT OF ENERGY-SAVANNAH RIVER SITE

Statement of Sam P. Manning, Attorney at Law,
Box 355, Spartanburg, SC 29304
Phones 803 582-5220 and 803 573-9534:

1. expressing his opposition with documented reasons as to the disposal of spent fuel rods from 41 foreign research reactors at SRS,

2. asking that final approval and operation of the $100 million incinerator for hazardous waste, heavy metals and radioactive waste at SRS be delayed until the final technology is developed to monitor the incinerator as hereinafter explained,

3. respectfully requesting that the appropriate government entity - the Department of Energy or Congress - asks the National Academy of Science and the National Council for Radiation Protection to do a full and complete study in cooperation with the National Center for Disease Control of the cumulative danger at SRS for the work force and the people of the region, for guidance and corrective action considering: the present condition of the liquid transuranic waste which is stored in old tanks that leak, the dangers presented if the spent fuel rods are stored and reprocessed, the dangers due to explosions due to criticality conditions, and the problems presented by the incinerator whose monitors for radioactive waste will extend out 110 miles, a full review as to cancer and birth defects based on the latest scientific knowledge, and the dangers to the general public if certain tragic accidents should occur at the SRS considering its vulnerability due to its geologic location and the density of the population in the area.

First may I express my appreciation for being granted permission to file this statement and for the courtesies extended to

COMMENTOR NO. 1125: MANNING, SAM P. (CONT'D.)

Page 2

me by the members of the Citizens Advisory Board of the Savannah River Site and the personnel of the Department of Energy. The thirty-day extension has been a tremendous help. It has permitted me to speed read and review over three thousand pages which I have in my possession or have on loan from a library. They include the DOE Environmental Impact Statement on spent nuclear fuel belonging to DOE in the United States consisting of approximately twelve volumes, the Draft EIS Statement in regards to spent fuel rods from research reactors in 41 foreign countries consisting of approximately 10 volumes, certain DOE studies and permits as to the $100 million incinerator and the Defense Waste Processing Facility at SRS, together with the DOE Environmental Assessment for Yucca Mountain consisting of three volumes, and a pamphlet on the Waste Isolation Pilot Plant WIPP distributed by DOE and prepared by Westinghouse.

1a. When I study the problems and challenges facing SRS and the nuclear age, I feel like an eye witness to history. Fifty years ago this summer I was a 19 year-old-soldier in the 25th Infantry Division in the Philippine Islands. We were notified we were scheduled to be in the second wave of the invasion of Japan. Within a month two nuclear bombs were dropped on Japan. Soon afterwards I was a member of the occupation. Approximately 15 years ago while a member of the South Carolina legislature I went to SRS and met with Nat Stetson who ran the operation for DuPont. He told me that Arthur Little and Co. of Boston had advised them that they needed $2.7 billion for the solidification of the transurantic waste but no one would take him seriously. I told him I would try to help. I called two great Americans: Dr. James R. Killian and Dr. Charles H. Townes. Both offered their support. Dr. Killian had served as

RESPONSE TO COMMENT
COMMENTOR NO. 1125: MANNING, SAM P. (CONT'D.)

COMMENTOR NO. 1125: MANNING, SAM P. (CONT'D.)

Page 3

President and Chairman of MIT, Scientific Advisor to President Eisenhower and as a Director of General Motors. He said he would take it up with the President of the National Academy of Engineering when he was in Washington the following week. Dr. Townes, who received the Nobel Prize for his work on the laser, said he would take it up with the National Academy of Sciences. President Reagan later presented the National Medal of Science to Dr. Townes. Dr. Townes also served on the General Motors Board. I prepared a Resolution with 87 cosponsors in the South Carolina House of Representatives asking Congress to fund the $2.7 billion and asking that it ask the National Academy of Sciences and the National Academy of Engineering for assistance. I sent copies of the Resolution that passed in the House to the members of South Carolina's Congressional Delegation. The State Senate did not pass the Resolution and the State paper had an editorial that the House had surrendered to the "Chicken Little Syndrome" that everybody knew everything was safe at SRS.

It is my understanding that the clean up at SRS will cost over $40 to $50 billion. No one will know the total cost for over 20 years.

SRS has an able and dedicated work force. It would make a great National Laboratory but due to being in the area with a substantial population and certain other factors it is not a suitable site for the disposal of spent nuclear fuel, the most dangerous radioactive waste known to man. 1125-1

South Carolina has more than its share of nuclear waste. SRS has more high level radioactive waste than any other site in the nation except Hanford, Washington. SRS is not a safe place to store

RESPONSE TO COMMENT
COMMENTOR NO. 1125: MANNING, SAM P. (CONT'D.)

Response to Comment No. 1125-1

The commentor's opposition to the use of the Savannah River Site as a management site for the foreign research reactor spent nuclear fuel is noted. The Record of Decision (ROD) for the Department of Energy Programmatic Spent Nuclear Fuel Management and Idaho National Engineering Laboratory Environmental Restoration and Waste Management Programs Environmental Impact Statement specifies that for any new foreign research reactor spent nuclear fuel to be accepted by DOE, the aluminum-based spent nuclear fuel would go to the Savannah River Site and the remainder would go to the Idaho National Engineering Laboratory. Based on the environmental impact analysis, presented in Section 4.2.4 and Appendix F, Section F.4 of the EIS, the risk to the environment and the health and safety of the public associated with the management of foreign research reactor spent nuclear fuel at the Savannah River Site, is low.

COMMENTOR NO. 1125: MANNING, SAM P. (CONT'D.)

Page 4

spent nuclear fuel for the United States and the world. At present it presents some risk to the nation. *1125-1 (Cont'd.)*

The federal government has spent over $4 billion for a burial area of Yucca Mountain, Nevada, for spent nuclear fuel. The area is 2,000 to 4,000 feet below the surface of the earth. The DOE Environmental Assessment for Yucca Mountain states that spent nuclear fuel should be placed below the surface of the earth, in a dry, arid area, without earthquakes, ground water and aquifers, in a secure area far removed from people.

Half a million people live within 50 miles of SRS. It has ground water and aquifers.

For 20 miles SRS joins the Savannah River. Two earthquakes have occurred within the SRS boundary in the last 15 years. The Charleston earthquake of 1886 was the strongest earthquake in the history of the eastern United States. It was felt in Chicago, Boston, New Orleans and Miami. Its location was 90 miles from SRS. The national challenge at SRS is to get it cleaned up, not to increase the danger and the burden. *1125-1 (Cont'd.)*

Under the proposed plan as stated in the Draft Environmental Impact Statement Summary DOE/EIS - 0218D dated March 1995, the spent nuclear fuel from the research reactors in the 41 foreign countries for the first five years would be sent to the SRS in South Carolina or Idaho. It is stated the most dangerous is the aluminum clad spent nuclear fuel rods and they will be reprocessed at SRS. This type of chemical separation is most dangerous and is expected to create the most latent cancers for the work force and the general public. It is submitted other types of cancers and birth defects should also be calculated. In respect to such request, enclosed *1125-2* *1125-3*

RESPONSE TO COMMENT
COMMENTOR NO. 1125: MANNING, SAM P. (CONT'D.)

Response to Comment No. 1125-2

See response to comment 1125-1 above.

Response to Comment No. 1125-3

The commentor's opposition to chemical separation at the Savannah River Site is noted. The advantages and disadvantages of chemical separation are discussed in Sections 2.2.2.6 and 4.3.6 of the EIS.

COMMENTOR NO. 1125: MANNING, SAM P. (CONT'D.)

Page 5

is a copy of a letter I wrote to Senator Strom Thurmond on October 5, 1994 concerning a similar situation and the reply he received from Thomas Grumley, Assistant Secretary for Environmental Management, is also enclosed. America has no greater asset than her children. A birth defect is a tragedy for the nation. All cancers must be counted and calculated. As to the incidence of mental retardation caused by radiation, it also much be counted. All of us want a strong and free America, healty and prosperous. SRS can help make it so with full complete studies and corrective action. 1125-4

The idea that the United States government should accept responsibility for the spent nuclear fuel rods of the research reactors in the 41 foreign countries was developed during the Carter Administration. Now that the U.S.S.R. has collapsed, a single nuclear bomb is less likely to start a world conflict, a nuclear disaster. The black market in the former U.S.S.R. presents a great danger which is not addressed in this policy. 1125-5

As to priorities in respect to the United States accepting the spent nuclear fuel rods or elements, consideration must be given to the fact that a few individuals, companies and foundations hope to save or make billions of dollars because the United States is picking up the bill. The proposed policy will also provide a market for the HEU fuel for the next 13 years. Most of the environmental burden will fall on the people of South Carolina and some on the citizens of Georgia. 1125-6

The most dangerous work will be done at SRS. Half a million people live within 50 miles of SRS, 39% of whom are Afro-Americans. 1125-7

It is submitted that the proposed policy in respect to the spent fuel rods or elements from 41 foreign countries is in conflict

RESPONSE TO COMMENT
COMMENTOR NO. 1125: MANNING, SAM P. (CONT'D.)

Response to Comment No. 1125-4

This commentor made very similar comments on the DOE's Final Supplemental EIS on the Defense Waste Processing Facility, DOE/EIS-0082-S, dated November 1994. The response given in Appendix C of that document was basically that the dose-to-risk conversion factors for genetic effects, nonfatal cancers, and birth defects such as mental retardation are lower than the dose-to-conversion factor for LCF. These conversion factors come from the United Nations Scientific Committee on the Effects of Atomic Radiation. Also see Section 4.1.3 of the EIS.

Thus, the estimated risk of all health effects other than LCF would be equal to about 50 percent of the risk of LCF. DOE presented only the LCF risk in this EIS because it is the largest risk. If anyone wishes to estimate the sum of LCF risk and the risk of all other potential health effects, then he or she could multiply the LCF risk numbers by a factor of 1.5.

Response to Comment No. 1125-5

The commentor's concerns about potential misuse of weapons-grade materials in the former Soviet Union are noted. As evidenced by the indefinite extension of the Treaty on the Non-proliferation of Nuclear Weapons in May 1995, the proliferation of nuclear weapons remains a worldwide concern (Section 1.1 of the EIS). Possession or use of a single nuclear bomb by an irresponsible nation or organization would likely result in a nuclear disaster. The black market in weapons-grade materials from the former Soviet Union is a proliferation risk not evaluated in this EIS, because it falls outside the scope of the EIS (Section 1.3 of the EIS). The United States is currently seeking cooperative agreements with Russia and China to reduce, and eventually eliminate, the use of HEU for civil programs in those nations and in their client nations (Section 1 of the EIS).

Response to Comment No. 1125-6

Estimates of costs resulting from implementation of the various alternatives evaluated in this EIS are shown in Section 4 of the EIS. As indicated by the analysis in Section 4 of the EIS, the risks associated with implementation of the proposed action to health and the environment at the candidate DOE management sites, including the Savannah River Site would be low.

Response to Comment No. 1125-7

As discussed in Section 4 of the EIS, radiological and nonradiological risks to health and the environment posed by Management Alternative 1 (management in the United States) are low. Section 3.3.1 and Appendix A of the EIS describe the racial and ethnic composition of the population surrounding the Savannah River Site. Section 4.2.4.5 and Appendix A

COMMENTOR NO. 1125: MANNING, SAM P. (CONT'D.)

Page 6

with previous national studies, recommendations and policies, and the federal law as to the reprocessing of spent nuclear fuel rods or elements and the storage of such, the danger of which cannot be overestimated.

2a. In respect to the $100 million incinerator at SRS for hazardous waste, heavy metals, and low-level radioactive waste, it is respectfully requested that it be kept on hold awaiting the final development of the (FTIR) Fourier transform infrared spectrometer at Argonne National Laboratory and the Laser-Spark-Emission-Spectroscopy at Sandia National Laboratory. Both these technologies, which monitor on a constant basis, will make incineration far safer. The incineration of the low-level radioactive waste worries me. At Oak Ridge, the only other incinerator for low-level radioactive waste in the United States, the monitors will be out five miles. At SRS the monitor stations will be out 110 miles. Radioactivity is not destroyed by incineration. What are the dangers as to cancer, birth defects, and mental redardation?

Dr. Jack Demirgian of Argonne National Laboratory recently told me of some advanced work in the field of the incineration of low-level radioactive waste. May I suggest he be contacted at Argonne National Laboratory.

3a. Considering the challenges and problems facing SRS, some of which are profound and national in scope, I respectfully suggest and request that the appropriate government entity, the Department of Energy or Congress, asks the National Academy of Science and the National Council for Radiation Protection to do a full and complete study in cooperation with the National Center for Disease Control of the cumulative danger at SRS for the work force and the people of the region, for guidance and corrective action considering:

RESPONSE TO COMMENT
COMMENTOR NO. 1125: MANNING, SAM P. (CONT'D.)

of the EIS respond to Executive Order 12898 which directs Federal agencies to identify and address disproportionately high and adverse environmental effects of their policies and activities on minority populations and low-income populations. No disproportionately high and adverse environmental effects were found to result from management of foreign research reactor spent nuclear fuel at the Savannah River Site or other interim management sites considered in this EIS.

1125-8

Response to Comment No. 1125-8

The incinerator at Savannah River Site for hazardous waste, heavy metals, and low-level radioactive waste and the development of technologies connected with the incinerator are outside the scope of this EIS.

1125-9

Response to Comment No. 1125-9

The commentor's suggestion for a multiple-agency environmental review of all operations at the Savannah River Site is noted. This action falls outside of the scope of this EIS (Section 1.3 of the EIS). This EIS evaluates environmental effects, including cumulative effects, which would result from implementation of the proposed action concerning spent nuclear fuel from foreign research reactors.

COMMENTOR NO. 1125: MANNING, SAM P. (CONT'D.)

Page 7

the present condition of the liquid transuranic waste which is stored in old tanks that leak, the dangers presented if the spent fuel rods are stored and reprocessed, the dangers due to explosions due to criticality conditions, and the problems presented by the incinerator whose monitors for radioactive waste will extend out 110 miles, a full review as to cancer and birth defects based on the latest scientific knowledge, and the dangers to the general public if certain tragic accidents should occur at the SRS considering its vulnerability due to its geologic location and the density of the population in the area. 1125-9 (Cont'd.)

Respectfully submitted,

Sam P. Manning

Sam P. Manning

July 19, 1995

RESPONSE TO COMMENT
COMMENTOR NO. 1125: MANNING, SAM P. (CONT'D.)

COMMENTOR NO. 1126: CITIZENS OF GALVESTON

Brown & Brown
8111 Broadway Suite 2
Galveston, Texas 77554
July 17, 1995

Charles Head, Program Manager
Office of Spent Nuclear Fuel Management (EM-37)
U. S. Department of Energy
1000 Independence Avenue SW
Washington, DC 20585

Dear Mr. Head:

We are responding to your request for public comments...period ending July 20, 1995.

The United States Departments of Energy and State are jointly advocating a policy to manage spent nuclear fuel from foreign research reactors.

A proposal to accept and store these nuclear wastes identifies the Port of Galveston as a potential port of entry for shipping this waste. The sheer volume of material produced to convince the public of the safety and low risk of the shipment raises the question of the accuracy of these assumptions.

1. Galveston is the only port selected that does not provide an alternate shipping route. Interstate-45 is the only truck route off the island and there is only one rail line. Furthermore, according to the EIS "Rail routing is not covered by specific Department of Transportation and NRC regulations." 1126-1

2. The climate of Galveston is influenced by wetlands, bayous, and the fact that it is an island which altogether favors the development of both ground and advective fogs. Additionally, a 6 month hurricane season can affect transportation. 1126-2

3. The U.S. Coast Guard offers hazardous material training ...but does not include training for nuclear fuel accidents. 1126-3

4. Although the inhabitants of Galveston number some 59,000, a more realistic figure would be 6,000,000 as the number of tourists who visit the island on a yearly basis should also be counted. The spent nuclear fuel will travel through this heavily populated island and then through the entire County of Galveston on it's way to storage sites. Houston, the 4th largest city in the nation will see this spent nuclear fuel wend its way through this metropolis. One of the criteria for choosing a port is..."The human population of the ports and along transportation routes must be low to the extent economically feasible and maximum extent practicable." Somewhere the tourism factor in Galveston and the Houston connection to Galveston was missed. 1126-2 (Cont'd.)

Phone/Fax 409-744-0657

RESPONSE TO COMMENT
COMMENTOR NO. 1126: CITIZENS OF GALVESTON

Response to Comment No. 1126-1

The criteria for port selection do not include multiple routes for exiting the port. The Port of Galveston is served by an interstate highway (I-45) and a rail line. Alternate routes are not necessary.

The statement about rail route selection cited by the commentor is from Section 2.6.4.2 of the EIS and it is correct. The railroads select their routes without government regulation.

Response to Comment No. 1126-2

Although hurricanes or fogs could lead to a minor delay for an individual foreign research reactor spent nuclear fuel shipment, such events would not significantly affect the transport of the spent nuclear fuel, because ships carrying the fuel could be rerouted, or wait for passage of a hurricane. Appendix D, Section D.2.1.2 of the EIS discusses the environmental conditions in the area of the Port of Galveston, including wetlands, and potential for hurricanes.

Tourist or other transient populations were not considered in the population figures used for the "human population" port selection criterion (Criterion 5), only resident populations as indicated by the 1990 census. Transient populations are very hard to account for and fairly estimate. Since only a small percentage of the yearly visitors would be in the area at any one time, the annual number of visitors is not a fair measure of the population. Tourism is important in the vicinity of most ports. In view of the difficulty of estimating transient populations, resident populations are considered an equitable measure of population for the ports considered in this EIS.

Response to Comment No. 1126-3

As discussed in Section 2.7.3.2 of the EIS, DOE provides funding to States and Tribes through the Office of Environmental Management and the Office of Civilian Radioactive Waste Management to assist with transportation related issues. This funding has been used in the past to enhance a jurisdiction's emergency management and response capabilities. Besides funding, much of DOE's assistance is provided in the form of technical assistance, for which DOE bears the cost. Assistance may be provided through DOE's Radiological Assistance Program and under the National Contingency Plan, as well as through training, DOE sponsored meetings, informal discussions, and informational materials.

COMMENTOR NO. 1126: CITIZENS OF GALVESTON (CONT'D.)

2

5. The Port of Galveston has stated that there are no economic benefits to the port or the city and expenses could rise for added security, and training. *1126-3 (Cont'd.)*

6. The Port of Galveston has NO fire boats, or fire fighting equipment, should a fire be involved at the time of arrival of a spent nuclear fuel shipment. *1126-4*

7. The economic picture of the Island could be severely affected. The "perception" that shipments containing any nuclear waste are "highly dangerous" could react negatively on the Port of Galveston as well as other businesses located in the immediate vicinity of the Port.

8. Public hearings have heard fear expressed by many who also say that the "perception of danger" will have a marked effect on tourism... people will not bring their families to places that they think might be harmful.

9. Concern was voiced over this anxiety affecting people who work here and those who live here. Some may want to leave the Island but worry about the effect the perceived contamination of the port will have on selling their homes. *1126-5*

10. The port is located in close proximity to the University of Texas Medical Branch. There are 10,000 employees, 2,500 students, a population of thousands of in and out patients and hundreds of vendors who do business with the institutution on a daily basis. Consideration must be given to this populace.

11. Strong consideration should be addressed to Management Alternative #2... Overseas storage of the foreign research reactor spent nuclear fuel with U. S. technical and/or financial assistance. This would obviate all concerns listed in this document. Arguments that the cost would be prohibitive simply do not ring true. We have astronomical costs facing us to provide storage sites in this country. For the DOE to assume that the spent nuclear waste would be much less dangerous in 40 years is irresponsible....40,000 years might come closer. *1126-6*

12. Due to current political conditions the fate of the Department of Energy is in question. If it is terminated what happens then? The DOE said, in a public meeting, that if they decided the Port of Galveston would be selected as one of the ports to accept spent nuclear fuel that Galveston would have no choice in the matter. It will take a united community, citizens and elected officials, to say a loud enough NO! to be heard. *1126-7*

Sincerely,

Additional signatures attached...2 pages

RESPONSE TO COMMENT
COMMENTOR NO. 1126: CITIZENS OF GALVESTON (CONT'D.)

Appendix H, which was added to the final EIS in response to public comments, contains the general provisions for emergency preparedness and security measures associated with the transportation of foreign research reactor spent nuclear fuel in the United States. The provisions include an interface between DOE and State, Tribal, and local authorities, prior to the implementation of the policy, for the identification and resolution of emergency management and security issues specific to the communities that would be affected. These issues include capabilities and training of first emergency responders. Funding for special needs, if necessary, would be addressed during this interface.

Response to Comment No. 1126-4

Section 2.7.4 of the EIS discusses emergency response planning and capabilities for foreign research reactor spent nuclear fuel transport. Appendix D, Section D.2.1.2 of the EIS discusses the capabilities of the Galveston port and notes that the Galveston Fire Department provides hazardous materials response teams to the Port of Galveston.

Response to Comment No. 1126-5

A number of hypothetical accidents related to port activities were analyzed. Results of the accident analysis at the ports are given in Section 4.2.2 of the EIS with supporting detail in Appendix D, Section D.5. The accident analysis takes into account the local conditions at the ports including meteorology and population distribution. The risk to the health and safety of the public was found to be low.

Based on the evaluation of impacts presented in Section 4 of the EIS, the risk associated with the shipments of foreign research reactor spent nuclear fuel through any of the ports identified is not greater than the risk associated with the handling of other hazardous cargos. DOE acknowledges that, in many instances, the perception by the public of the risks associated with spent nuclear fuel may be greater than the actual risk, or the risk from other even more hazardous activities. However, adverse impacts have not been observed during the 30 plus years foreign research reactor fuel was accepted into the United States in the past. Under NEPA regulations, the socioeconomic effects evaluated for this EIS do not include those associated with the psychological fears of receiving spent nuclear fuel. Based on this past experience, DOE considers that shipping foreign research reactor spent nuclear fuel through the Port of Galveston would have no adverse economic impacts on business within the port or surrounding communities.

Response to Comment No. 1126-6

The commentor's preference for the alternative of overseas storage is noted. This is Management Alternative 2, Subalternative 1a, which is discussed in Sections 2.3 and 4.4.1 of the EIS.

COMMENTOR NO. 1126: CITIZENS OF GALVESTON (CONT'D.)

David & Jan Lewein DAVID + JAN LEWEIN
Robert John Michael
Sally Michael
Sylvia Caufield
George Osborne
Peg Marsh
Mary Magrake
Peter J. Fagonas
Mike Janota
Jeanie Janota 8022 Chenechica Dr. Gal, Tx. 77554
Marie Kelly
Donald R. Kelly
Claude Allen
Bert & Tina Held
Shari & Bill Weisberger
Bartlett Moores
Eve Bobb
Donna Simon

RESPONSE TO COMMENT
COMMENTOR NO. 1126: CITIZENS OF GALVESTON (CONT'D.)

Response to Comment No. 1126-7

The commentor's concerns over the potential fate of DOE is noted. Should Congress decide to eliminate DOE, this program, and many others would be transferred to a different existing agency or possibly to a new successor agency. Either way, elimination of DOE would not terminate this program. The Port of Galveston is one of ten candidate ports of entry that were evaluated in this EIS. The decision as to what ports would be used will be made in the Record of Decision, to be issued no sooner than 30 days after issuance of this Final EIS. Public input (comments) does have an influence on the decision making process and, as evidenced by this document, all comments both oral and written have been considered and a response provided.

COMMENTOR NO. 1126: CITIZENS OF GALVESTON (CONT'D.)

Jerry [illegible]
[illegible]
Mary P. Holzer
Evelyn Parker
Mike Mart
[illegible]
Greg W. Martin
[illegible]
Bruce Landry
Margaret and Palmer Saunders
Cindy A. Cappelara
Suzanne Bishop
Robert L. Wells
Mike [illegible]
Robert V. [illegible]
Galveston city Councilmember David Brown
Janice L. Poindexter
Robert W. Poindexter
Dr. C. P. Davis
Barbara Jean Davis

Jackie Ann Cole, DVM
[illegible]
Felicia Bear
Pamela Watson
Sallie Anderson
[illegible]
William K. Beasley, M.D.
Kay Sander

RESPONSE TO COMMENT
COMMENTOR NO. 1126: CITIZENS OF GALVESTON (CONT'D.)

Response to Comment
Commentor No. 1126: Citizens of Galveston (Cont'd.)

Commentor No. 1126: Citizens of Galveston (Cont'd.)

Page 14-A

Call Doug Toney at
744-3611 or 986-7711, Ext. 233

THE GALVESTON COUNTY
THE DAILY NEWS
Texas' Oldest Newspaper — Since 1842

Lee Daughtry .....Editor and Publisher Emeritus
Dolph Tillotson.....Editor and Publisher
Doug Toney .....Managing Editor

Editorials

Make voices heard on nuclear fuel plan

A proposal to use the Port of Galveston as a pass-through port for spent nuclear fuel calls for firm opposition.

We've said that before, but with a public meeting today on the federal government's program to manage spent nuclear fuel, we'll say it again.

The federal government has had enormous problems managing nuclear waste. Galveston would be well-advised not to buy into a massive management problem.

A presentation on the government's program to manage spent nuclear fuels is set for 5 p.m. today at the Wharves Board of Trustees offices at Shearn Moody Plaza, 123 Rosenberg Ave. in Galveston.

The problem the government would like to solve is essentially this: For the past 40 years, we have been sending uranium to our allies, some of whom have no way of disposing of the spent fuel.

Galveston is one of 10 ports being considered to handle the cargo, which would be put on trains and shipped to permanent storage sites in Idaho.

In the past, we have pointed out the obvious problems:

- There are a lot of things that could go wrong in handling nuclear waste, and handling them on an island that depends on health-care and tourism as mainstays of the economy is not a good idea.
- Handling nuclear materials in a metropolitan population center, including the Houston-Galveston area, is not a good idea.
- Also, people in Idaho have organized fierce opposition to having their state used a dumping ground for nuclear waste from around the world. There is every possibility in the world that the opposition in Idaho will entail a court battle that could drag on for years. That, in turn, could mean that the waste would pile up in the "pass-through" port, waiting to be shipped to Idaho.

If it seems unfair to consider problems that could occur with the government's new program for managing spent fuel coming in from other country's, consider the problems the government is facing with its old program for handling the waste we produce in this country.

- A recent Associated Press report showed that waste was piling up at reactor sites with no place to go. According to Energy Department records, nearly 30,000 tons of spent fuel have accumulated at reactor sites in 34 states. That amount is expected to double in 15 years.
- A proposal to create small repositories in 75 communities across the country — although no central disposal site is available — has drawn criticism even from proponents of nuclear energy.
- Nationwide, officials have struggled for years to find a site for a dump. The experience of Connecticut and Michigan is telling. Towns in those states were offered $1 million a year to have a dump. No city signed up.

It's not unreasonable to be skeptical of the plan to manage the waste from overseas.

Unfortunately, the trend has been to impose such plans on whatever community puts up the least amount of resistance.

Galveston officials should speak up.

Today's editorial was written by Heber Taylor, assistant managing editor of The Daily News. His e-mail address is GalvNews@aol.com.

COMMENTOR NO. 1127: BORDAGES, GEM

Gem Bordages
610 Ferry Road #11
Galveston Island, Texas 77550-3139
(409) 762-1178 / Mobile: (409) 771-8211 / Fax: (409) 765-5455
gem@phoenix.net

FAX TRANSMISSION

TO: Charles Head (202) 586-5256

DATE: July 20, 1995

This is to state that I am adamantly opposed to using the Port of Galveston Island, Texas for nuclear waste reception, even though the waste would not be stored here, but transported elsewhere. 1127-1

Galveston is an island. Even though the possibility of a nuclear accident is remote, it could happen. How could this island population be effectively evacuated, should such an event occur? A very large segment of Galveston Island is composed of the very poor, very ill, and very old; people who do not own automobiles. How would they be evacuated? What about the patients at The University of Texas Medical Branch Hospitals (of which there are seven), and those at St. Mary Hospital? How would children in school be evacuated? How would they be reunited with their parents later?

Interstate 45 out of Galveston is a very busy, densely populated stretch of highway with a high accident rate. Trucks carrying toxic chemicals have accidents there weekly. These accidents usually are not the fault of the truck drivers. The local fire departments take care of these spills. Who will take care of the accidents, that are bound to happen, involving trucks and trains transporting nuclear waste? How long would it take for a response team to arrive? How will traffic along that busy interstate be affected? 1127-2

One of the primary industries on Galveston Island is tourism. Would families continue to bring their children here, knowing that nuclear waste is on the island, and evacuation would be next to impossible? Would other shipping companies wish to continue to use our port, knowing the threat to their products and employees? Would other industries wish to locate here? I am afraid the economic impact on this little island would be devastating. 1127-3

Should the Department of Energy decide to use this wonderful little island as a receiving facility of nuclear waste, I would have to locate my family elsewhere. I am a widow and the primary care giver for two mentally retarded adults. There is no way we would continue living on the island we love, should DOE use it in this way.

All toxic waste, nuclear included, should be dealt with at the site it is created. Also, the chief executive officers of that facility should be required to live within a six-block radius of that site, along with their families. In addition, the schools their children attend should be in the same location. Five will get you ten, should this plan be put into effect, we would have no more problems with toxic waste. 1127-4

Thank you for your kind attention. Gem Bordages

RESPONSE TO COMMENT
COMMENTOR NO. 1127: BORDAGES, GEM

Response to Comment No. 1127-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Galveston is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Galveston, or to any of the ports analyzed in the EIS, is low.

Response to Comment No. 1127-2

Several accident scenarios, including severe accidents were analyzed during preparation of the EIS. Results of the accident analysis at the ports are given in Section 4.2.2 of the EIS with supporting detail in Appendix D, Section D.5. No catastrophic effects were found to result from severe accidents involving foreign spent nuclear fuel, and no events were identified that would require the evacuation of the island of Galveston or any of the ports analyzed.

As discussed in Section 2.7.3.2 of the EIS, DOE provides funding to States and Tribes through the Office of Environmental Management and the Office of Civilian Radioactive Waste Management to assist with transportation related issues. This funding has been used in the past to enhance a jurisdiction's emergency management and response capabilities. Besides funding, much of DOE's assistance is provided in the form of technical assistance, for which DOE bears the cost. Assistance may be provided through DOE's Radiological Assistance Program and under the National Contingency Plan, as well as through training, DOE sponsored meetings, informal discussions, and informational materials.

Appendix H, which was added to the final EIS in response to public comments, contains the general provisions for emergency preparedness and security measures associated with the transportation of foreign research reactor spent nuclear fuel in the United States. The provisions include an interface between DOE and State, Tribal, and local authorities, prior to the implementation of the policy, for the identification and resolution of emergency management and security issues specific to the communities that would be affected. These issues include capabilities and training of first emergency responders. Funding for special needs, if necessary, would be addressed during this interface.

Response to Comment No. 1127-3

Based on the evaluation of impacts presented in Section 4 of the EIS, the risk associated with the shipments of foreign research reactor spent nuclear fuel through any of the ports identified is not greater than the risk associated with the handling of other hazardous cargos. DOE acknowledges that, in many instances, the perception by the public of the risks associated with spent nuclear fuel may be greater than the actual risk, or the risk from other even more hazardous activities. However, adverse impacts have not been

COMMENTOR NO. 1127: BORDAGES, GEM (CONT'D.)

RESPONSE TO COMMENT
COMMENTOR NO. 1127: BORDAGES, GEM (CONT'D.)

observed during the 30 plus years foreign research reactor spent nuclear fuel was accepted into the United States in the past. Under NEPA regulations, the socioeconomic effects evaluated for this EIS do not include those associated with psychological fear of receiving spent nuclear fuel. Based on this past experience, DOE considers that shipping foreign research reactor spent nuclear fuel through the Port of Galveston would have no detrimental effect on tourism or future business development at the port.

Response to Comment No. 1127-4

The commentor's preference for the option of each country managing its own spent nuclear fuel is noted. This could be either Management Alternative 2 or the No Action Alternative, which are described in Sections 2.3 and 2.5 of the EIS, respectively. The policy considerations and environmental impacts of these two alternatives are discussed in Sections 4.4 and 4.6 of the EIS.

COMMENTOR NO. 1129: ALVAREZ, JUAN

7/20/95

TO: CHARLES HEAD

FROM: JUAN ALVAREZ
1118 MARKET ST. #12
GALVESTON, TX. 77550

MR. HEAD:

I HAVE TO START BY SAYING I'M NOT A POLITICALLY MINDED PERSON, BUT I JUST READ THE GALVESTON DAILY NEWS, WHICH FEATURED A COLUMN BY KIM DUCLAIR TITLED "NUCLEAR WASTE THROUGH THE PORT OF GALVESTON."

I DON'T HAVE ENOUGH INFORMATION TO ARTICULATE A PROTEST. I'M CONCERNED WITH THE IDEA OF NUCLEAR WASTE OF ANY KIND, BE THAT OURS OR OF A FOREIGN COUNTRY, IN MY BACK YARD. 1129-1

IF SCIENCE APPLICATION INTERNATIONAL OF SAN DIEGO IS THE BIG ECONOMIC WINNERS IN THIS DOG FIGHT, SO ARE THE CITIZENS OF SAN DIEGO. THEY HAVE A GREAT PORT AND LET THEM USE IT AS A STOPPING POINT FOR NUCLEAR WASTE.

AT THIS TIME THERE IS ONLY ONE ANSWER TO THIS PROBLEM, NOT IN GALVESTON, ANYONE CAN VISIT GALVESTON ISLAND FOR A GOOD TIME, BUT JUST LEAVE YOUR NUCLEAR WASTE AT HOME.

THANK YOU.

RESPONSE TO COMMENT
COMMENTOR NO. 1129: ALVAREZ, JUAN

Response to Comment No. 1129-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Galveston is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Galveston, or to any of the ports analyzed in the EIS, is low.

The Port of San Diego, CA was considered as a potential port of entry for foreign research reactor spent nuclear fuel, but was eliminated due to insufficient experience receiving, shipping, and handling containerized dry cargo (Appendix D, Table D-2 of the EIS).

COMMENTOR NO. 1142: MEDINA, CATHERINE J.

What do you think?

Should spent nuclear fuel be shipped through the Port of Galveston? Mark one.

☐ Thumbs up.
☒ Thumbs down.

The Department of Energy is seeking your comments. Jot down your views in the space provided and mail them to the department at the address below. Or drop them by the front desk at *The Galveston County Daily News* office at 8522 Teichman Road, Galveston, before 3 p.m. today, for overnight delivery to the Energy Department. *The Daily News* can also accept copies by fax machine at (409) 744-6268.

Comments: This area is hurricane prone. Five months annually we are under the threat of tropical storms. A category 5 storm would generate a tidal surge of 17 feet that would cover the island. Tornadoes are a side product of hurricanes. Vessels would be torn from their moorings and cargo scattered. PAINT YOUR OWN PICTURE.

Name: MRS. CATHERINE J. MEDINA

Address: 1920 NEUMANN DRIVE
GALVESTON, TEXAS 77551

1142-1

RESPONSE TO COMMENT
COMMENTOR NO. 1142: MEDINA, CATHERINE J.

Response to Comment No. 1142-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Galveston is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Galveston, or to any other port evaluated, is low.

Although hurricanes or fogs could lead to a minor delay for an individual foreign research reactor spent nuclear fuel shipment, such events would not significantly affect the transport of the spent nuclear fuel, because ships carrying the fuel could be rerouted, or wait for passage of a hurricane. Appendix D, Section D.2.1.2 of the EIS discusses the environmental conditions in the area of the Port of Galveston, including potential for hurricanes.

COMMENTOR NO. 1143: MARTINEZ, JOE

Should spent nuclear fuel be shipped through the Port of Galveston? Mark one.

☐ **Thumbs up.**
☑ **Thumbs down.**

The Department of Energy is seeking your comments. Jot down your views in the space provided and mail them to the department at the address below. Or drop them by the front desk at *The Galveston County Daily News* office at 8522 Teichman Road, Galveston, before 3 p.m. today, for overnight delivery to the Energy Department. *The Daily News* can also accept copies by fax machine at (409) 744-6268.

Comments:

Name: JOE MARTINEZ

Address: 2[illegible] WHARF RD

1143-1

RESPONSE TO COMMENT
COMMENTOR NO. 1143: MARTINEZ, JOE

Response to Comment No. 1143-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Galveston is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel through the Port of Galveston, or any other port evaluated, is low.

COMMENTOR NO. 1144: HINSON, JAMES

What do you think?

Should spent nuclear fuel be shipped through the Port of Galveston? Mark one.

☐ Thumbs up.
☒ Thumbs down.

The Department of Energy is seeking your comments. Jot down your views in the space provided and mail them to the department at the address below. Or drop them by the front desk at *The Galveston County Daily News* office at 8522 Teichman Road, Galveston, before 3 p.m. today, for overnight delivery to the Energy Department. *The Daily News* can also accept copies by fax machine at (409) 744-6268.

Comments:

Name: James Hinson
Address: PO Box 8122
Galveston, Tx. 77553

1144-1

RESPONSE TO COMMENT
COMMENTOR NO. 1144: HINSON, JAMES

Response to Comment No. 1144-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Galveston is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel through the Port of Galveston, or any other port evaluated, is low.

COMMENTOR NO. 1145: PACINI, PAUL

What do you think?

Should spent nuclear fuel be shipped through the Port of Galveston? Mark one.

☐ Thumbs up.
☑ Thumbs down.

The Department of Energy is seeking your comments. Jot down your views in the space provided and mail them to the department at the address below. Or drop them by the front desk at *The Galveston County Daily News* office at 8522 Teichman Road, Galveston, before 3 p.m. today, for overnight delivery to the Energy Department. *The Daily News* can also accept copies by fax machine at (409) 744-6268.

Comments:

Name: Paul Pacini
Address: 2524 47th St.
Galveston, Tx. 77551

1145-1

RESPONSE TO COMMENT
COMMENTOR NO. 1145: PACINI, PAUL

Response to Comment No. 1145-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Galveston is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel through the Port of Galveston, or any other port evaluated, is low.

COMMENTOR NO. 1146: HINSON, MICHELLE

What do you think?

Should spent nuclear fuel be shipped through the Port of Galveston? Mark one.

☐ Thumbs up.
☑ Thumbs down.

The Department of Energy is seeking your comments. Jot down your views in the space provided and mail them to the department at the address below. Or drop them by the front desk at *The Galveston County Daily News* office at 8522 Teichman Road, Galveston, before 3 p.m. today, for overnight delivery to the Energy Department. *The Daily News* can also accept copies by fax machine at (409) 744-6268.

Comments:

Name: Michelle Hinson
Address: 1155 2nd St #2
La Marque TX 77568

1146-1

RESPONSE TO COMMENT
COMMENTOR NO. 1146: HINSON, MICHELLE

Response to Comment No. 1146-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Galveston is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel through the Port of Galveston, or any other port evaluated, is low.

COMMENTOR NO. 1147: PASLEY, BILL

What do you think?

Should spent nuclear fuel be shipped through the Port of Galveston? Mark one.

☐ Thumbs up.
☑ Thumbs down.

The Department of Energy is seeking your comments. Jot down your views in the space provided and mail them to the department at the address below. Or drop them by the front desk at *The Galveston County Daily News* office at 8522 Teichman Road, Galveston, before 3 p.m. today, for overnight delivery to the Energy Department. *The Daily News* can also accept copies by fax machine at (409) 744-6268.

Comments:

Name: Bill Pasley
Address: 1813 29th St
Galveston TX

1147-1

RESPONSE TO COMMENT
COMMENTOR NO. 1147: PASLEY, BILL

Response to Comment No. 1147-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Galveston is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel through the Port of Galveston, or any other port evaluated, is low.

COMMENTOR NO. 1148: CASTANO, ARTHUR

What do you think?

Should spent nuclear fuel be shipped through the Port of Galveston? Mark one.

☐ Thumbs up.
☑ Thumbs down. 1148-1

The Department of Energy is seeking your comments. Jot down your views in the space provided and mail them to the department at the address below. Or drop them by the front desk at *The Galveston County Daily News* office at 8522 Teichman Road, Galveston, before 3 p.m. today, for overnight delivery to the Energy Department. *The Daily News* can also accept copies by fax machine at (409) 744-6268.

Comments:

Name: ARTHUR CASTANO
Address: 2725 59TH

RESPONSE TO COMMENT
COMMENTOR NO. 1148: CASTANO, ARTHUR

Response to Comment No. 1148-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Galveston is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel through the Port of Galveston, or any other port evaluated, is low.

COMMENTOR NO. 1149: OVERBECK, EUGENE & LINDA

What do you think?

Should spent nuclear fuel be shipped through the Port of Galveston? Mark one.

☐ Thumbs up.
☑ Thumbs down.

The Department of Energy is seeking your comments. Jot down your views in the space provided and mail them to the department at the address below. Or drop them by the front desk at *The Galveston County Daily News* office at 8522 Teichman Road, Galveston, before 3 p.m. today, for overnight delivery to the Energy Department. *The Daily News* can also accept copies by fax machine at (409) 744-6268.

Comments: Nuclear waste should not be brought to Galveston - a part of the heavily populated Houston-Galveston area & on the Gulf Coast subject to hurricanes. Nuclear waste would endanger the people & the shrimp & fishing industry!

Name: EUGENE + LINDA OVERBECK

Address: 4902 - AVE. Q
GALVESTON
TEXAS 77551

1149-1

RESPONSE TO COMMENT
COMMENTOR NO. 1149: OVERBECK, EUGENE & LINDA

Response to Comment No. 1149-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Galveston is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk to humans, wildlife, and the environment associated with bringing spent nuclear fuel to the Port of Galveston, or to any other port evaluated, is low.

Although hurricanes or fogs could lead to a minor delay for an individual foreign research reactor spent nuclear fuel shipment, such events would not significantly affect the transport of the spent nuclear fuel, because ships carrying the fuel could be rerouted, or wait for passage of a hurricane. Appendix D, Section D.2.1.2 of the EIS discusses the environmental conditions in the area of the Port of Galveston, including potential for hurricanes.

COMMENTOR NO. 1150: CRAFT, W.E. & GLADYS RAE

What do you think?

Should spent nuclear fuel be shipped through the Port of Galveston? Mark one.

☐ **Thumbs up.**
☒ **Thumbs down.**

The Department of Energy is seeking your comments. Jot down your views in the space provided and mail them to the department at the address below. Or drop them by the front desk at *The Galveston County Daily News* office at 8522 Teichman Road, Galveston, before 3 p.m. today, for overnight delivery to the Energy Department. *The Daily News* can also accept copies by fax machine at (409) 744-6268.

Comments: We have seen no convincing studies as to the impact of an accident on the environment or the people in areas affected.

Name: W.E. + Gladys Rae CRAFT
Address: 5602 Rosewood Dr.
GALV. TX 77551
PH. 409-744-4435

1150-1

RESPONSE TO COMMENT
COMMENTOR NO. 1150: CRAFT, W.E. & GLADYS RAE

Response to Comment No. 1150-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Galveston is noted. Section 4.2.2.3 of the EIS demonstrates that the risks associated with an accident in port are very low, and that there would be little adverse impact upon the environment.

COMMENTOR NO. 1151: COOPER, EVELYN

What do you think?

Should spent nuclear fuel be shipped through the Port of Galveston? Mark one.

☐ Thumbs up.
■ Thumbs down.

The Department of Energy is seeking your comments. Jot down your views in the space provided and mail them to the department at the address below. Or drop them by the front desk at *The Galveston County Daily News* office at 8522 Teichman Road, Galveston, before 3 p.m. today, for overnight delivery to the Energy Department. *The Daily News* can also accept copies by fax machine at (409) 744-6268.

Comments: No, No, No! Protect our citizens, protect our environment, and protect our Port! Please, please do not bring nuclear waste through our Port!!!

Name: Evelyn Cooper

Address: 1812 Cove, P [illegible]

1151-1

RESPONSE TO COMMENT
COMMENTOR NO. 1151: COOPER, EVELYN

Response to Comment No. 1151-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Galveston is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel through the Port of Galveston, or any other port evaluated, is low.

COMMENTOR NO. 1152: MAGEE, C.O.

What do you think?

Should spent nuclear fuel be shipped through the Port of Galveston? Mark one.

☐ Thumbs up.
☒ Thumbs down.

The Department of Energy is seeking your comments. Jot down your views in the space provided and mail them to the department at the address below. Or drop them by the front desk at *The Galveston County Daily News* office at 8522 Teichman Road, Galveston, before 3 p.m. today, for overnight delivery to the Energy Department. *The Daily News* can also accept copies by fax machine at (409) 744-6268.

Comments: Nuclear waste is extremely dangerous. One little mistake & the radiation could cause deadly effects. It takes centuries for nuclear material to "decompose". It could make Galveston a wasteland.

Name: Rev. Dr. C.O. Magee

Address: 4611 Ave R½
city

1152-1

RESPONSE TO COMMENT
COMMENTOR NO. 1152: MAGEE, C.O.

Response to Comment No. 1152-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Galveston is noted. Section 4.2.2.3 of the EIS demonstrates that the risks associated with an accident in port are very low, and that there would be little adverse impact upon the environment.

COMMENTOR NO. 1153: LACY, A.J.

What do you think?

Should spent nuclear fuel be shipped through the Port of Galveston? Mark one.

☐ Thumbs up.
☑ Thumbs down.

The Department of Energy is seeking your comments. Jot down your views in the space provided and mail them to the department at the address below. Or drop them by the front desk at *The Galveston County Daily News* office at 8522 Teichman Road, Galveston, before 3 p.m. today, for overnight delivery to the Energy Department. *The Daily News* can also accept copies by fax machine at (409) 744-6268.

Comments: We already have enough hazardous waste in this area. besides one spill and the bay is closed and Galveston is out of business.

Name:

Address: A. J. LACY, LUTCF
The Prudential
P. O. Box 3494
Galveston, Texas 77550

1153-1

RESPONSE TO COMMENT
COMMENTOR NO. 1153: LACY, A.J.

Response to Comment No. 1153-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Galveston is noted. Section 4.2.2.3 of the EIS demonstrates that the risks associated with an accident in port are very low, and there would be little adverse impact upon the environment.

COMMENTOR NO. 1154: CRAFT, JAMES A.

What do you think?

Should spent nuclear fuel be shipped through the Port of Galveston? Mark one.

☐ Thumbs up.
☑ Thumbs down. 1154-1

The Department of Energy is seeking your comments. Jot down your views in the space provided and mail them to the department at the address below. Or drop them by the front desk at *The Galveston County Daily News* office at 8522 Teichman Road, Galveston, before 3 p.m. today, for overnight delivery to the Energy Department. *The Daily News* can also accept copies by fax machine at (409) 744-6268.

Comments:

Name: James A. Craft
Address: 2725 Palm Cir W
Galveston Texas
409-744 5119

RESPONSE TO COMMENT
COMMENTOR NO. 1154: CRAFT, JAMES A.

Response to Comment No. 1154-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Galveston is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel through the Port of Galveston, or any other port evaluated, is low.

COMMENTOR NO. 1155: SILLER, ALBERTA

What do you think?

Should spent nuclear fuel be shipped through the Port of Galveston? Mark one.

[ ] Thumbs up.
[X] Thumbs down.

The Department of Energy is seeking your comments. Jot down your views in the space provided and mail them to the department at the address below. Or drop them by the front desk at *The Galveston County Daily News* office at 8522 Teichman Road, Galveston, before 3 p.m. today, for overnight delivery to the Energy Department. *The Daily News* can also accept copies by fax machine at (409) 744-6268.

Comments: I Am definitely AGAINST having spent Nuclear fuel shipped Through The GALVESTON port. IT could have devastating effects should A hurricane hit While These CONTAINERS ARE IN PORT OR if there Should be A Leakage 1155-1

Name: ALBERTA SILLER

Address: 1727- BROADWAY GALVESTON TX 77550-4910

RESPONSE TO COMMENT
COMMENTOR NO. 1155: SILLER, ALBERTA

Response to Comment No. 1155-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Galveston is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Galveston, or to any other port evaluated, is low.

Although hurricanes or fogs could lead to a minor delay for an individual foreign research reactor spent nuclear fuel shipment, such events would not significantly affect the transport of the spent nuclear fuel, because ships carrying the fuel could be rerouted, or wait for passage of a hurricane. Appendix D, Section D.2.1.2 of the EIS discusses the environmental conditions in the area of the Port of Galveston, including potential for hurricanes.

Spent nuclear fuel transportation casks are designed and built to preclude release of radioactive material. To date, after more than 30 years of spent nuclear fuel shipments, no radioactive material has ever been released from a spent nuclear fuel transportation cask as a result of an accident. Based on this experience, DOE does not expect that transportation casks passing through the Port of Galveston would leak or affect the quality of the air or water.

COMMENTOR NO. 1156: BUSHING, ROBYN

What do you think?

Should spent nuclear fuel be shipped through the Port of Galveston? Mark one.

☐ Thumbs up.
☒ Thumbs down.

The Department of Energy is seeking your comments. Jot down your views in the space provided and mail them to the department at the address below. Or drop them by the front desk at *The Galveston County Daily News* office at 8522 Teichman Road, Galveston, before 3 p.m. today, for overnight delivery to the Energy Department. *The Daily News* can also accept copies by fax machine at (409) 744-6268.

Comments: NO NUCLEAR WASTE THRU THE PORT OF GALVESTON

Name: ROBYN BUSHING
Address: 2622 GEROL CT
GALVESTON, TX 77551

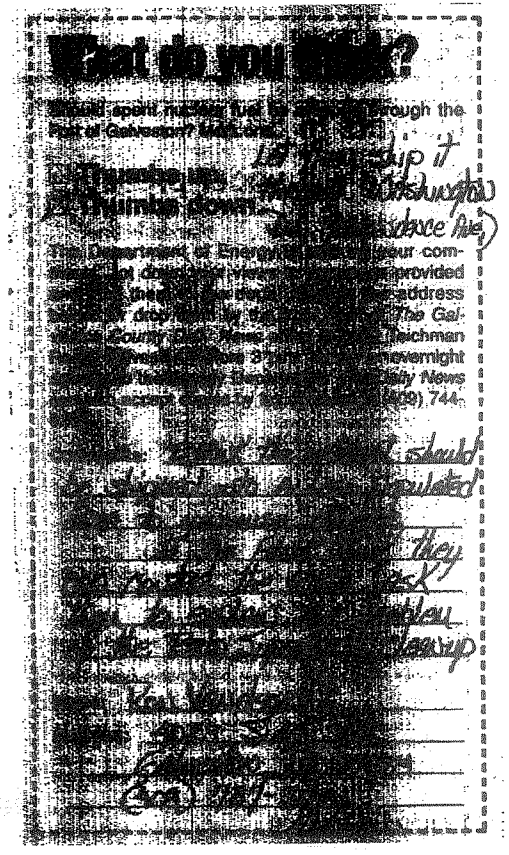
1156-1

RESPONSE TO COMMENT
COMMENTOR NO. 1156: BUSHING, ROBYN

Response to Comment No. 1156-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Galveston is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel through the Port of Galveston, or any other port evaluated, is low.

COMMENTOR NO. 1157: VANDEGRIFT, RON



1157-1

1157-2

1157-3

RESPONSE TO COMMENT
COMMENTOR NO. 1157: VANDEGRIFT, RON

Response to Comment No. 1157-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Galveston is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel through the Port of Galveston, or any other port evaluated, is low.

The Washington, D.C. area does not have the facilities or experience required to manage the spent nuclear fuel.

Response to Comment No. 1157-2

The port selection process that determined that Galveston was an acceptable port considered the population of the port and surrounding areas (see Appendix D, Section D.1.9.5 of the EIS). Additionally, all population within a 50-mile radius of the Port of Galveston was considered when analyzing the potential impact of a range of hypothetical port accidents. The risks were found to be low (Appendix D, Section D.5 of the EIS).

Response to Comment No. 1157-3

The commentor's request for an explanation of the cleanup at the Brio Superfund Site is outside the scope of this EIS.

COMMENTOR NO. 1158: BIRDWELL, STEVEN

What do you think?

Should spent nuclear fuel be shipped through the Port of Galveston? Mark one.

☐ Thumbs up.
☒ Thumbs down.

The Department of Energy is seeking your comments. Jot down your views in the space provided and mail them to the department at the address below. Or drop them by the front desk at *The Galveston County Daily News* office at 8522 Teichman Road, Galveston, before 3 p.m. today, for overnight delivery to the Energy Department. *The Daily News* can also accept copies by fax machine at (409) 744-6268.

Comments: WE DO NOT NEED ANY SORT OF NUCLEAR MATERIALS COMING INTO OR BEING TRANSPORTED THRU GALVESTON. THIS WOULD DIRRECTLY EFFECT THE TOURIST INDUSTRY AT GALVESTON. THE GALVESTON-HOUSTON AREA ROAD ARE HAZARDOUS ENOUGH WITHOUT ADDING A CHANCE OF A NUCLER SPILL FROM A TRAFFIC ACCEDENT. WE DO NOT NEED NUCLEAR WASTE COMING THROUGH THIS AREA.

Name: STEVEN BIRDWELL
Address: P.O. BOX 781
BACLIFF, TX
77518-0781

1158-1

1158-2

1158-3

RESPONSE TO COMMENT
COMMENTOR NO. 1158: BIRDWELL, STEVEN

Response to Comment No. 1158-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Galveston is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel through the Port of Galveston, or any other port evaluated, is low.

Response to Comment No. 1158-2

Based on the evaluation of impacts presented in Section 4 of the EIS, the risk associated with the shipments of foreign research reactor spent nuclear fuel through any of the ports identified is not greater than the risk associated with the handling of other hazardous cargos. DOE acknowledges that, in many instances, the perception by the public of the risks associated with spent nuclear fuel may be greater than the actual risk, or the risk from other even more hazardous activities. However, adverse economic and cultural impacts have not been observed during the 30 plus years foreign research reactor spent nuclear fuel was accepted into the United States in the past. Under NEPA regulations, the socioeconomic effects evaluated for this EIS do not include those associated with psychological fear of receiving spent nuclear fuel. Based on this past experience, DOE considers that shipping foreign research reactor spent nuclear fuel through the Port of Galveston would have no detrimental effect on tourist industry at the port.

Response to Comment No. 1158-3

Spent nuclear fuel transportation casks are designed and built to preclude release of radioactive material. To date, after more than 30 years of nuclear fuel shipments, no radioactive material has ever been released from a spent nuclear fuel transportation cask as a result of an accident.

COMMENTOR NO. 1159: BRADFORD, LAUREN ETHRIDGE

What do you think?

Should spent nuclear fuel be shipped through the Port of Galveston? Mark one.

[ ] Thumbs up.

[X] Thumbs down.

Has anyone asked Houston what they think of fuel shipments through their city?

The Department of Energy is seeking your comments. Jot down your views in the space provided and mail them to the department at the address below. Or drop them by the front desk at *The Galveston County Daily News* office at 8522 Teichman Road, Galveston, before 3 p.m. today, for overnight delivery to the Energy Department. *The Daily News* can also accept copies by fax machine at (409) 744-6268.

Comments: Absolutely NOT!! Galveston a tourist town trying hard to get on its feet. Tourism very important and tourism would suffer with the Bay State not to mention the fun Bahamas Riddle. After the Exxon Valdez Alaska could never well be stuck with a nuclear dump. PLEASE DECIDE NOT TO TAKE THIS JUNK

Name: LAUREN Ethridge BRADFORD

Address: 1476 HARBOR VIEW DRIVE

Galveston Texas

1159-1

1159-2

1159-3

RESPONSE TO COMMENT
COMMENTOR NO. 1159: BRADFORD, LAUREN ETHRIDGE

Response to Comment No. 1159-1

A copy of the draft EIS was sent to the Honorable Bob Lanier, Mayor of the City of Houston.

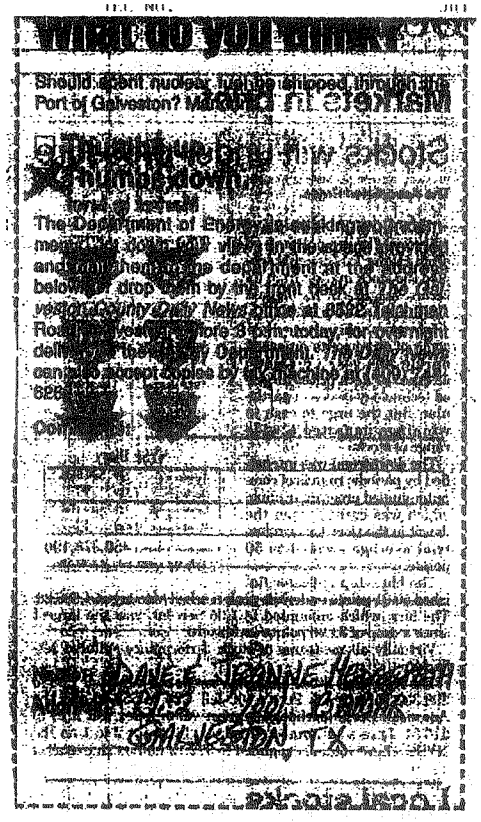
Response to Comment No. 1159-2

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Galveston is noted. Based on the evaluation of impacts presented in Section 4 of the EIS, the risk associated with the shipments of foreign research reactor spent nuclear fuel through any of the ports identified is not greater than the risk associated with the handling of other hazardous cargos. DOE agrees that, in many instances, the perception by the public of the risks associated with spent nuclear fuel may be higher than the actual risk, or the risk from other even more hazardous activities. However, such adverse impacts have not been observed during the 30 plus years in which foreign research reactor spent nuclear fuel was accepted into the United States in the past. Under NEPA regulations, the socioeconomic effects evaluated for this EIS do not include those associated with the psychological fears of receiving spent nuclear fuel. Based on this past experience, DOE considers that shipping foreign research reactor spent nuclear fuel through the Port of Galveston would have no detrimental effect on tourism or the future business development of the port.

Response to Comment No. 1159-3

If the foreign research reactor spent nuclear fuel is accepted into the United States (Management Alternatives 1 or 3), there would be no storage of this material in the Port of Galveston, or any other port. Under normal circumstances, it would remain at the port for a few hours. In the event of a major disruption of ground transportation systems, due to adverse weather, seismic activity, or other situation, DOE's goal is to minimize holding times at the ports and to provide safe transport of the spent nuclear fuel to its destination.

COMMENTOR NO. 1160: HEDGEPATH, DAVE & JEANNE



Should spent nuclear fuel be shipped through the Port of Galveston?

Thumbs down

The Department of Energy is asking for comments from you, via the world wide web and from them, the department at the website below or drop them by the front desk at the Galveston County Daily News office at 8522 Teichman Road, weekdays before 3 p.m. today for overnight delivery to the Energy Department. The Daily News cannot accept copies by fax or e-mail. 622-1711

DAVE & JEANNE HEDGEPATH

GALVESTON

1160-1

*

RESPONSE TO COMMENT
COMMENTOR NO. 1160: HEDGEPATH, DAVE & JEANNE

Response to Comment No. 1160-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Galveston is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel through the Port of Galveston, or any other port evaluated, is low.

* This is the best available copy of this comment document.

COMMENTOR NO. 1161: BORDAGES, GEM

What do you think?

Should spent nuclear fuel be shipped through the Port of Galveston? Mark one.

☐ Thumbs up.
☒ Thumbs down.

The Department of Energy is seeking your comments. Jot down your views in the space provided and mail them to the department at the address below. Or drop them by the front desk at *The Galveston County Daily News* office at 8522 Teichman Road, Galveston, before 3 p.m. today, for overnight delivery to the Energy Department. *The Daily News* can also accept copies by fax machine at (409) 744-6268.

Comments: GALVESTON IS AN ISLAND. SHOULD A NUCLEAR ACCIDENT OCCUR-NO MATTER HOW REMOTE THE POSSIBILITY- EVACUATION OF THE POPULATION WOULD BE EXTREMELY DIFFICULT. IF NOT IMPOSSIBLE.

Name: GEM BORDAGES
Address: 610 FERRY ROAD #11
GALVESTON ISLAND, TX 77550
(409) 763-1178

1161-1

1161-2

RESPONSE TO COMMENT
COMMENTOR NO. 1161: BORDAGES, GEM

Response to Comment No. 1161-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Galveston is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Galveston, or to any other port evaluated, is low.

Response to Comment No. 1161-2

Several accident scenarios including a breach of the cask and fire sufficient to oxidize the contents were analyzed during preparation of the EIS. Results of the accident analysis at the ports are given in Section 4.2.2 of the EIS with supporting detail in Appendix D, Section D.5 . No catastrophic effects were found to result from severe accidents involving foreign research reactor spent nuclear fuel. In addition, no catastrophic events were identified that would require the evacuation of the island of Galveston. Emergency response and management for the ports identified in the EIS are discussed in Section 2.7.

COMMENTOR NO. 1162: GOODWIN, SONYA

What do you think?

Should spent nuclear fuel be shipped through the Port of Galveston? Mark one.

☐ Thumbs up.
☑ Thumbs down. 1162-1

The Department of Energy is seeking your comments. Jot down your views in the space provided and mail them to the department at the address below. Or drop them by the front desk at *The Galveston County Daily News* office at 8522 Teichman Road, Galveston, before 3 p.m. today, for overnight delivery to the Energy Department. *The Daily News* can also accept copies by fax machine at (409) 744-6268.

Comments:

Name: Sonya Goodwin

Address: 1110 Noble Rd
Texas City, TX 77591

RESPONSE TO COMMENT
COMMENTOR NO. 1162: GOODWIN, SONYA

Response to Comment No. 1162-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Galveston is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel through the Port of Galveston, or any other port evaluated, is low.

COMMENTOR NO. 1163: PIERCE, S.

What do you think?

Should spent nuclear fuel be shipped through the Port of Galveston? Mark one.

☐ Thumbs up.
☒ Thumbs down.

The Department of Energy is seeking your comments. Jot down your views in the space provided and mail them to the department at the address below. Or drop them by the front desk at *The Galveston County Daily News* office at 8522 Teichman Road, Galveston, before 3 p.m. today, for overnight delivery to the Energy Department. *The Daily News* can also accept copies by fax machine at (409) 744-6268.

Comments:

Name: S. Pierce

Address: 6912-O
Galveston, Tx 77551

1163-1

RESPONSE TO COMMENT
COMMENTOR NO. 1163: PIERCE, S.

Response to Comment No. 1163-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Galveston is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel through the Port of Galveston, or any other port evaluated, is low.

COMMENTOR NO. 1164: LARUE, FIERN

What do you think?

Should spent nuclear fuel be shipped through the Port of Galveston? Mark one.

☐ Thumbs up.
☒ Thumbs down.

The Department of Energy is seeking your comments. Jot down your views in the space provided and mail them to the department at the address below. Or drop them by the front desk at *The Galveston County Daily News* office at 8522 Teichman Road, Galveston, before 3 p.m. today, for overnight delivery to the Energy Department. *The Daily News* can also accept copies by fax machine at (409) 744-6268.

Comments: Recently we spent a great sum of money for the beaches to bring families back to Galveston Beaches. Now you want to bring nuclear waste by ships docking at our port then to allow trucks & trains loaded with this hazard material to travel thru our city. What tourist would want to go to place like that ???

Name: Fern Larue

Address: 5801 Mc Cullough
Galveston, Tx 77551

1164-1

RESPONSE TO COMMENT
COMMENTOR NO. 1164: LARUE, FIERN

Response to Comment No. 1164-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Galveston is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel through the Port of Galveston, or any other port evaluated, is low.

Based on the evaluation of impacts presented in Section 4 of the EIS, the risk associated with the shipments of foreign research reactor spent nuclear fuel through any of the ports identified is not greater than the risk associated with the handling of other hazardous cargos. DOE acknowledges that, in many instances, the perception by the public of the risks associated with spent nuclear fuel may be greater than the actual risk, or the risk from other even more hazardous activities. However, adverse impacts have not been observed during the 30 plus years foreign research reactor spent nuclear fuel was accepted into the United States in the past. Based on this past experience, DOE considers that shipping foreign research reactor spent nuclear fuel through the Port of Galveston would have no significant adverse impacts on tourism within the port or the surrounding communities.

COMMENTOR NO. 1165: BARRETT, CHARLENE

What do you think?

Should spent nuclear fuel be shipped through the Port of Galveston? Mark one.

☐ Thumbs up.
☑ Thumbs down. 1165-1

The Department of Energy is seeking your comments. Jot down your views in the space provided and mail them to the department at the address below. Or drop them by the front desk at *The Galveston County Daily News* office at 8522 Teichman Road, Galveston, before 3 p.m. today, for overnight delivery to the Energy Department. *The Daily News* can also accept copies by fax machine at (409) 744-6268.

Comments: No, the potential for serious health problems pollution of the waterways, killing of the sea life; which would eliminate many residents livelihoods out weighs any economic benefits in my opinion. Can't a location in a non populated area region be found 1165-2 1165-3 1165-4

Name: Charlene Barrett

Address: 4020 - Ave N
Galveston, Texas 77550

RESPONSE TO COMMENT
COMMENTOR NO. 1165: BARRETT, CHARLENE

Response to Comment No. 1165-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Galveston is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel through the Port of Galveston, or any other port evaluated, is low.

Response to Comment No. 1165-2

Sections 4.2.2 and 4.2.3 of the EIS present a discussion of the health risks and impacts on the Galveston port area from receipt of the foreign research reactor spent nuclear fuel. The analyses in Section 4 of the EIS demonstrate that such risks and impacts would be low, both for port areas as well as for the proposed management sites.

Response to Comment No. 1165-3

On the issue of air and water quality as it pertains to the proposed action for managing foreign research reactor spent nuclear fuel, DOE considers that there would be no significant adverse impacts to any of the ports that might be used to accept the material. Spent nuclear fuel transportation casks are designed and built to preclude release of radioactive material. To date, no radioactive contents have ever been released from a spent nuclear fuel transportation cask, nor has a spent nuclear fuel transportation cask ever been punctured, even as a result of an accident. A paragraph has been added to Section 4.2.2.2 of the EIS to make this point and to emphasize the no-impact nature of these shipments on environmental quality, including marine resources.

Response to Comment No. 1165-4

The use of a remote port might slightly reduce the already low consequences of an accident, however there are other considerations that also must be made when making port selection. Appendix D, Section D.1.9 of the EIS presents a complete discussion of the port selection process.

COMMENTOR NO. 1166: ALFINIECE, DONA

What do you think?

Should spent nuclear fuel be shipped through the Port of Galveston? Mark one.

☐ Thumbs up.
☑ Thumbs down.

The Department of Energy is seeking your comments. Jot down your views in the space provided and mail them to the department at the address below. Or drop them by the front desk at *The Galveston County Daily News* office at 8522 Teichman Road, Galveston, before 3 p.m. today, for overnight delivery to the Energy Department. *The Daily News* can also accept copies by fax machine at (409) 744-6268.

Comments: This would create a health risk to the citizens of Galveston. Only for the benefit of economic greed.

Name: Dona Alfiniece

Address: 1321 35th st.

1166-1

RESPONSE TO COMMENT
COMMENTOR NO. 1166: ALFINIECE, DONA

Response to Comment No. 1166-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Galveston is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risks associated with bringing spent nuclear fuel through the Port of Galveston, or any other port evaluated in the EIS, are low.

The intent of the proposed action is to support U.S. nuclear weapons nonproliferation policy seeking to reduce, and ultimately eliminate, the use of highly-enriched (weapons-grade) uranium in civil programs worldwide. There are very few, if any, economic benefits that would result from the proposed action.

COMMENTOR NO. 1167: SEFIENTE, YESSENIA

What do you think?

Should spent nuclear fuel be shipped through the Port of Galveston? Mark one.

☐ Thumbs up.
☑ Thumbs down.

The Department of Energy is seeking your comments. Jot down your views in the space provided and mail them to the department at the address below. Or drop them by the front desk at *The Galveston County Daily News* office at 8522 Teichman Road, Galveston, before 3 p.m. today, for overnight delivery to the Energy Department. *The Daily News* can also accept copies by fax machine at (409) 744-6268.

Comments: I don't think it is a good idea because it will cause health problems for us.

Name: Yessenia Sifuente

Address: 5912 AVE V

1167-1

RESPONSE TO COMMENT
COMMENTOR NO. 1167: SEFIENTE, YESSENIA

Response to Comment No. 1167-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Galveston is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel through the Port of Galveston, or any other port evaluated, is low.

COMMENTOR NO. 1168: THIBODEAUX, PAMELA

What do you think?

Should spent nuclear fuel be shipped through the Port of Galveston? Mark one.

☐ Thumbs up.
☑ Thumbs down.

The Department of Energy is seeking your comments. Jot down your views in the space provided and mail them to the department at the address below or drop them by the front desk at *The Galveston County Daily News* office at 8522 Teichman Road, Galveston, before 3 p.m. today, for overnight delivery to the Energy Department. *The Daily News* can also accept copies by fax machine at (409) 744-6266.

Comments: There is always a chance something could go wrong. Then what? everyone washes their hands and walks away and our children to clean the mess. Nothing

Name: Pamela Thibodeaux
Address: 1405 28th st
Galveston, TX 77550

1168-1

RESPONSE TO COMMENT
COMMENTOR NO. 1168: THIBODEAUX, PAMELA

Response to Comment No. 1168-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Galveston is noted. Section 4.2.2.3 of the EIS demonstrates that the risks associated with an accident in port are very low, and that there would be little adverse impact upon the environment.

COMMENTOR NO. 1169: STRONG, MARY JANE

What do you think?

Should spent nuclear fuel be shipped through the Port of Galveston? Mark one.

☐ Thumbs up.
☒ Thumbs down.

The Department of Energy is seeking your comments. Jot down your views in the space provided and mail them to the department at the address below. Or drop them by the front desk at *The Galveston County Daily News* office at 8522 Teichman Road, Galveston, before 3 p.m. today, for overnight delivery to the Energy Department. *The Daily News* can also accept copies by fax machine at (409) 744-6268.

Comments: NO NEVER

Name: Mary Jane Strong
Address: 744-9234
2638 Geral Dr.
Galveston, Tx 77551-1530

1169-1

RESPONSE TO COMMENT
COMMENTOR NO. 1169: STRONG, MARY JANE

Response to Comment No. 1169-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Galveston is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel through the Port of Galveston, or any other port evaluated, is low.

COMMENTOR NO. 1170: HESTER, GAIL

What do you think?

Should spent nuclear fuel be shipped through the Port of Galveston? Mark one.

☐ Thumbs up.
☒ Thumbs down.

The Department of Energy is seeking your comments. Jot down your views in the space provided and mail them to the department at the address below. Or drop them by the front desk at *The Galveston County Daily News* office at 8522 Teichman Road, Galveston, before 3 p.m. today, for overnight delivery to the Energy Department. *The Daily News* can also accept copies by fax machine at (409) 744-6268.

Comments: There's enough trash in the water now, we don't need anymore.

Name: Gail Hester
Address: 1011 Commodore
Galveston, TX 77554

1170-1

RESPONSE TO COMMENT
COMMENTOR NO. 1170: HESTER, GAIL

Response to Comment No. 1170-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Galveston is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel through the Port of Galveston, or any other port evaluated, is low.

COMMENTOR NO. 1171: HUSKEY, VASHA H.

What do you think?

Should spent nuclear fuel be shipped through the Port of Galveston? Mark one.

☐ Thumbs up.
☒ Thumbs down.

The Department of Energy is seeking your comments. Jot down your views in the space provided and mail them to the department at the address below. Or drop them by the front desk at *The Galveston County Daily News* office at 8522 Teichman Road, Galveston, before 3 p.m. today, for overnight delivery to the Energy Department. *The Daily News* can also accept copies by fax machine at (409) 744-6268.

Comments: No! No! No! The risk is far to great.

Name: Vasha H. Huskey

Address: 2200 Market #100 Galveston, Tx 77550

1171-1

RESPONSE TO COMMENT
COMMENTOR NO. 1171: HUSKEY, VASHA H.

Response to Comment No. 1171-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Galveston is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel through the Port of Galveston, or any other port evaluated, is low.

COMMENTOR NO. 1172: BURKE, SANDI

What do you think?

Should spent nuclear fuel be shipped through the Port of Galveston? Mark one.

☐ Thumbs up.
☐ Thumbs down.

The Department of Energy is seeking your comments. Jot down your views in the space provided and mail them to the department at the address below. Or drop them by the front desk at *The Galveston County Daily News* office at 8522 Teichman Road, Galveston, before 3 p.m. today, for overnight delivery to the Energy Department. *The Daily News* can also accept copies by fax machine at (409) 744-6268.

Comments: Why? I don't understand what [redacted] purpose would be served. Our waters have enough debris and trash + oil spill. No - Don't do it!

Name: Sandi Burke

Address: 3311 Ashton Oe #27
Galveston Tx 77551

1172-1

RESPONSE TO COMMENT
COMMENTOR NO. 1172: BURKE, SANDI

Response to Comment No. 1172-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Galveston is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Galveston, or to any other port evaluated, is low, and that there would be minimal impacts to the natural environment of Galveston.

The intent of the proposed action is to support U.S. nuclear weapons nonproliferation policy seeking to reduce, and eventually eliminate, the use of highly-enriched (weapons-grade) uranium in civil programs worldwide (Section 1.2 of the EIS).

COMMENTOR NO. 1173: SULLIVANT, K.

What do you think?

Should spent nuclear fuel be shipped through the Port of Galveston? Mark one.

☐ Thumbs up.
☒ Thumbs down.

The Department of Energy is seeking your comments. Jot down your views in the space provided and mail them to the department at the address below. Or drop them by the front desk at *The Galveston County Daily News* office at 8522 Teichman Road, Galveston, before 3 p.m. today, for overnight delivery to the Energy Department. *The Daily News* can also accept copies by fax machine at (409) 744-6288.

Comments: I don't want my child's eyes to glow in the dark.

Name: K. Sullivant

Address: 9373 Jamaica Beach
Galveston, TX 77554

1173-1

RESPONSE TO COMMENT
COMMENTOR NO. 1173: SULLIVANT, K.

Response to Comment No. 1173-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Galveston is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel through the Port of Galveston, or any other port evaluated, is low.

COMMENTOR NO. 1174: GULLOTTE, J.M.

What do you think?

Should spent nuclear fuel be shipped through the Port of Galveston? Mark one.

☐ Thumbs up.
☒ Thumbs down. 1174-1

The Department of Energy is seeking your comments. Jot down your views in the space provided and mail them to the department at the address below. Or drop them by the front desk at *The Galveston County Daily News* office at 8522 Teichman Road, Galveston, before 3 p.m. today, for overnight delivery to the Energy Department. *The Daily News* can also accept copies by fax machine at (409) 744-6268.

Comments: I don't feel that the U.S. should be disposing or storing spent fuel for any foreign country. As for our own spent fuel, we should be concerned about safer transportation & storage facilities 1174-2 1174-3

Name: J.M. Gullotte

Address: 5212 O½
Galveston, TX 77551

RESPONSE TO COMMENT
COMMENTOR NO. 1174: GULLOTTE, J.M.

Response to Comment No. 1174-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Galveston is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel through the Port of Galveston, or any other port evaluated, is low.

Response to Comment No. 1174-2

The commentor's opposition to management of spent nuclear fuel from foreign research reactors in the United States is noted (Management Alternative 1 or 3, Sections 2.2 and 2.4 of the EIS, respectively). Sections 2.3, 2.5, and 4.4 of the EIS describe other alternatives under consideration.

Response to Comment No. 1174-3

Foreign research reactor spent nuclear fuel has been safely transported in the United States for over 40 years (Section 4.2.3 of the EIS). None of the shipments, including shipments involved in accidents, has ever resulted in a release of the radioactive contents of a spent nuclear fuel transportation cask (Section 4.2.3 of the EIS).

COMMENTOR NO. 1175: GREER, WILLIAM A.

What do you think?

Should spent nuclear fuel be shipped through the Port of Galveston? Mark one.

☐ Thumbs up.
☑ Thumbs down. 1175-1

The Department of Energy is seeking your comments. Jot down your views in the space provided and mail them to the department at the address below. Or drop them by the front desk at *The Galveston County Daily News* office at 8522 Teichman Road, Galveston, before 3 p.m. today, for overnight delivery to the Energy Department. *The Daily News* can also accept copies by fax machine at (409) 744-6268.

Comments: What do we need with other country waste materials in this country for. We have to many problem of our own. 1175-2

Name: William A. Greer
Address: 1905 M ½
Galveston, Texas 77550

RESPONSE TO COMMENT
COMMENTOR NO. 1175: GREER, WILLIAM A.

Response to Comment No. 1175-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Galveston is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel through the Port of Galveston, or any other port evaluated, is low.

Response to Comment No. 1175-2

Management of foreign research reactor spent nuclear fuel in the United States is only one of the alternatives evaluated in this EIS (Sections 2.2 through 2.4). The intent of all three management alternatives is to support the nuclear weapons nonproliferation objectives of the United States by seeking reduction, and eventual elimination, of highly enriched (weapons-grade) uranium in civilian commerce. Under Management Alternative 1 (management in the United States), foreign research reactor spent nuclear fuel would be accepted for a limited period of time during which foreign research reactor operators could make arrangements for disposition of their spent nuclear fuel.

COMMENTOR NO. 1176: CAMPBELL, JOHN

What do you think?

Should spent nuclear fuel be shipped through the Port of Galveston? Mark one.

☐ Thumbs up.
☒ Thumbs down.

The Department of Energy is seeking your comments. Jot down your views in the space provided and mail them to the department at the address below. Or drop them by the front desk at *The Galveston County Daily News* office at 8522 Teichman Road, Galveston, before 3 p.m. today, for overnight delivery to the Energy Department. *The Daily News* can also accept copies by fax machine at (409) 744-6268.

Comments: Radioactive fuel is scarcy & dangerous

Name: John Campbell

Address: 1210 Harbor view Gal. Tx

1176-1

RESPONSE TO COMMENT
COMMENTOR NO. 1176: CAMPBELL, JOHN

Response to Comment No. 1176-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Galveston is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel through the Port of Galveston, or any other port evaluated, is low.

COMMENTOR NO. 1177: WYLIE, BETTY L.

What do you think?

Should spent nuclear fuel be shipped through the Port of Galveston? Mark one.

☐ Thumbs up.
☑ Thumbs down.

The Department of Energy is seeking your comments. Jot down your views in the space provided and mail them to the department at the address below. Or drop them by the front desk at *The Galveston County Daily News* office at 8522 Teichman Road, Galveston, before 3 p.m. today, for overnight delivery to the Energy Department. *The Daily News* can also accept copies by fax machine at (409) 744-6268.

Comments: No I don't want Nuclear fuel shipped through our port. Not now or anytime in the future

Name: Betty L. Wylie
Address: 2418 Avd M
Galveston Tx 77550

1177-1

RESPONSE TO COMMENT
COMMENTOR NO. 1177: WYLIE, BETTY L.

Response to Comment No. 1177-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Galveston is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel through the Port of Galveston, or any other port evaluated, is low.

COMMENTOR NO. 1178: ROARK, DON

What do you think?

Should spent nuclear fuel be shipped through the Port of Galveston? Mark one.

☐ Thumbs up.
☑ Thumbs down.

1178-1

The Department of Energy is seeking your comments. Jot down your views in the space provided and mail them to the department at the address below. Or drop them by the front desk at *The Galveston County Daily News* office at 8522 Teichman Road, Galveston, before 3 p.m. today, for overnight delivery to the Energy Department. *The Daily News* can also accept copies by fax machine at (409) 744-6268.

Comments:

Name: DON ROARK

Address: 510 VALLEY
DICKINSON, TX 77539

RESPONSE TO COMMENT
COMMENTOR NO. 1178: ROARK, DON

Response to Comment No. 1178-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Galveston is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel through the Port of Galveston, or any other port evaluated, is low.

COMMENTOR NO. 1179: GALLI, AL

What do you think?

Should spent nuclear fuel be shipped through the Port of Galveston? Mark one.

☐ Thumbs up.
☒ Thumbs down. 1179-1

The Department of Energy is seeking your comments. Jot down your views in the space provided and mail them to the department at the address below. Or drop them by the front desk at *The Galveston County Daily News* office at 8522 Teichman Road, Galveston, before 3 p.m. today, for overnight delivery to the Energy Department. *The Daily News* can also accept copies by fax machine at (409) 744-6268.

Comments: WE DO NOT WANT to ACCEPT NUCLEAR WASTE FROM OTHER COUNTRIES INTO THE U.S.A. IT IS OF NO VALUE to US BUT IS POLITICALLY MOTIVATED BY WASHINGTON'S FOREIGN POLICY OUR DOMESTIC NUCLEAR STORAGE FACILITIES ARE LIMITED AND WILL BE AT CAPACITY IN A FEW YEARS — 1179-2

Name: AL GALLI

Address: 924 JAMAICA BEACH GALVESTON, TX 77554

RESPONSE TO COMMENT
COMMENTOR NO. 1179: GALLI, AL

Response to Comment No. 1179-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Galveston is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel through the Port of Galveston, or any other port evaluated, is low.

Response to Comment No. 1179-2

The commentor's opposition to management of spent nuclear fuel from foreign research reactors in the United States is noted (Management Alternative 1 or 3, Sections 2.2 and 2.4 of the EIS, respectively). Sections 2.3, 2.4 and 4.4 of the EIS describe other alternatives under consideration. The purpose and need for the proposed action is described in Section 1.2 of the EIS.

COMMENTOR NO. 1180: LITTON, L.

What do you think?

Should spent nuclear fuel be shipped through the Port of Galveston? Mark one:

☐ Thumbs up.
☑ Thumbs down.

The Department of Energy is seeking your comments. Jot down your views in the space provided and mail them to the department at the address below. Or drop them by the front desk at *The Galveston County Daily News* office at 8522 Teichman Road, Galveston, before 3 p.m. today, for overnight delivery to the Energy Department. *The Daily News* can also accept copies by fax machine at (409) 744-5268.

Comments: there is toomuch traffic in the port and channels and A mishap would be disasterous for the bay & gulf and all the industries that support it

Name: L Litton

Address: 1221 Belle Bacliff Tx 77518

1180-1

1180-2

RESPONSE TO COMMENT
COMMENTOR NO. 1180: LITTON, L.

Response to Comment No. 1180-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Galveston is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel through the Port of Galveston, or any other port evaluated, is low.

Response to Comment No. 1180-2

The volume or size of the local marine traffic (present or future) was not considered in the calculation of risk associated with the shipment of foreign research reactor spent nuclear fuel. In general, the number of ship mishaps is not proportional to the amount of ship traffic because port ship traffic is slow, and even when heavy, is normally a small number of ships per hour. Historically, increasing the volume does not significantly increase the probability of an accident. Rather, the number of ship mishaps is associated with navigational hazards and distances from the port to the open ocean or a large bay (port selection Criterion 2; Appendix D, Section D.1.9.2 of the EIS). Appendix D, Section D.5.3.1.3 of the EIS presents a discussion of the determination of the probability of ship accidents used in the EIS. Section 4.2.2.3 of the EIS demonstrates that the risks associated with an accident in a port are low, and there would be little adverse impact upon the environment.

COMMENTOR NO. 1181: GOEGER, DOUG

What do you think?

Should spent nuclear fuel be shipped through the Port of Galveston? Mark one.

☒ **Thumbs up.**
☐ **Thumbs down.**

The Department of Energy is seeking your comments. Jot down your views in the space provided and mail them to the department at the address below. Or drop them by the front desk at *The Galveston County Daily News* office at 8522 Teichman Road, Galveston, before 3 p.m. today, for overnight delivery to the Energy Department. *The Daily News* can also accept copies by fax machine at (409) 744-6268.

Comments: With the safety precautions that will be in place, I'm sure that the route traveled by the spent nuclear fuel will be much safer than portions of Seawall Blvd, or many other Galveston streets, after midnight.

Name: Doug Goeger
Address: 6900 Williams Dr
Galveston, TX 77551

1181-1

RESPONSE TO COMMENT
COMMENTOR NO. 1181: GOEGER, DOUG

Response to Comment No. 1181-1

The commentor's favorable statement on the use of the Port of Galveston as a port of entry for foreign research reactor spent nuclear fuel is noted. The Port of Galveston is one of ten candidate ports of entry which are determined to be acceptable in the case that foreign research reactor spent nuclear fuel is accepted into the United States. If any foreign research reactor spent nuclear fuel were to be accepted into the United States, the selection of the actual port(s) of entry to be used would be made in the Record of Decision, subsequent to completion of this final EIS.

COMMENTOR NO. 1182: DECRER, MARILYN

What do you think?

Should spent nuclear fuel be shipped through the Port of Galveston? Mark one.

☐ Thumbs up.
☒ Thumbs down.

The Department of Energy is seeking your comments. Jot down your views in the space provided and mail them to the department at the address below. Or drop them by the front desk at *The Galveston County Daily News* office at 8522 Teichman Road, Galveston, before 3 p.m. today, for overnight delivery to the Energy Department. *The Daily News* can also accept copies by fax machine at (409) 744-6268.

Comments: out of 100 people my husband and I have talked to, no one wants this.

Name: MARILYN DECRER
Address: 5520 TANGLEBRIAR DR.
DICKINSON TX 77539

Haven't You Waited

1182-1

RESPONSE TO COMMENT
COMMENTOR NO. 1182: DECRER, MARILYN

Response to Comment No. 1182-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Galveston is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel through the Port of Galveston, or any other port evaluated, is low.

COMMENTOR NO. 1183: MARTIN, WANDA

What do you think?

Should spent nuclear fuel be shipped through the Port of Galveston? Mark one.

☑ Thumbs up.
☐ Thumbs down.

The Department of Energy is seeking your comments. Jot down your views in the space provided and mail them to the department at the address below or drop them by the front desk at *The Galveston County Daily News* office at 8522 Teichman Road, Galveston, before 3 p.m. today, for overnight delivery to the Energy Department. *The Daily News* can also accept copies by fax machine at (409) 744-8288.

Comments: Turn this into a tourist ATTRACTION! Build a museum rejecting the development history, DISASTERS, usual etc. make an educational contribution! I would rather have the waste stored here than not know how it was being done elsewhere.

Name: WANDA MARTIN

Address: 618 ELMORE
League City TX 77573

1183-1

1183-2

RESPONSE TO COMMENT
COMMENTOR NO. 1183: MARTIN, WANDA

Response to Comment No. 1183-1

The commentor's favorable statement on the use of the Port of Galveston as a port of entry for foreign research reactor spent nuclear fuel is noted. The Port of Galveston is one of ten candidate ports of entry which are determined to be acceptable in the case that foreign research reactor spent nuclear fuel is accepted into the United States. If any foreign research reactor spent nuclear fuel were to be accepted into the United States, the selection of the actual port(s) of entry to be used would be made in the Record of Decision, subsequent to completion of this final EIS.

Response to Comment No. 1183-2

The commentor's support for accepting and managing foreign research reactor spent nuclear fuel in the United States, is noted. Acceptance of foreign research reactor spent nuclear fuel in the United States is considered under Management Alternatives 1 or 3, described in Sections 2.2 and 2.4 of the EIS, respectively.

COMMENTOR NO. 1184: LAPAUGH, RALPH A.

What do you think?

Should spent nuclear fuel be shipped through the Port of Galveston? Mark one.

☑ Thumbs up.
☐ Thumbs down.

The Department of Energy is seeking your comments. Jot down your views in the space provided and mail them to the department at the address below. Or drop them by the front desk at *The Galveston County Daily News* office at 8522 Teichman Road, Galveston, before 3 p.m. today, for overnight delivery to the Energy Department. *The Daily News* can also accept copies by fax machine at (409) 744-6268.

Comments: THIS PORT/CITY NEEDS ANY TYPE OF CARGO IT CAN GET. IF THIS CARGO CAN PROVIDE EVEN A FEW DECENT JOBS INSTEAD OF THE WORTHLESS "Mc JOBS" PRESENTLY AVAILABLE, IT WILL BE WORTH ANY RISK INVOLVED. I HOPE THE CITY DOESN'T THROW AWAY ANOTHER CHANCE FOR ITS BLUE COLLER WORKERS!

Name: RALPH A. LAPAUGH

Address: P.O. BOX 2418
GALVESTON, TX. 77553
409-762-9633 / 762-7880

1184-1

RESPONSE TO COMMENT
COMMENTOR NO. 1184: LAPAUGH, RALPH A.

Response to Comment No. 1184-1

The commentor's favorable statement on the use of the Port of Galveston as a port of entry for foreign research reactor spent nuclear fuel is noted. The Port of Galveston is one of ten candidate ports of entry which are determined to be acceptable in the case that foreign research reactor spent nuclear fuel is accepted into the United States. If any foreign research reactor spent nuclear fuel were to be accepted into the United States, the selection of the actual port(s) of entry to be used would be made in the Record of Decision, subsequent to completion of this final EIS.

COMMENTOR NO. 1185: ANONYMOUS

What do you think?

Should spent nuclear fuel be shipped through the Port of Galveston? Mark one.

☐ Thumbs up.
☒ Thumbs down.

The Department of Energy is seeking your comments. Jot down your views in the space provided and mail them to the department at the address below. Or drop them by the front desk at *The Galveston County Daily News* office at 8522 Teichman Road, Galveston, before 3 p.m. today, for overnight delivery to the Energy Department. *The Daily News* can also accept copies by fax machine at (409) 744-6268.

Comments: I realize it has to go somewhere, but NOT a resort town. I am opposed to nuclear energy to begin with, for safety reasons — but think about the bad press. What tourist would pick nuclear waste waters? An accident would be an economic as well as a health disaster

1185-1

1185-2

1185-3

RESPONSE TO COMMENT
COMMENTOR NO. 1185: ANONYMOUS

Response to Comment No. 1185-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Galveston is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel through the Port of Galveston, or any other port evaluated, is low.

Response to Comment No. 1185-2

Based on the evaluation of impacts presented in Section 4 of the EIS, the risk associated with the shipments of foreign research reactor spent nuclear fuel through any of the ports identified is not greater than the risk associated with the handling of other hazardous cargos. DOE acknowledges that, in many instances, the perception by the public of the risks associated with spent nuclear fuel may be greater than the actual risk, or the risk from other even more hazardous activities. However, adverse impacts have not been observed during the 30 plus years foreign research reactor spent nuclear fuel was accepted into the United States in the past. Based on this past experience, DOE considers that of shipping foreign research reactor spent nuclear fuel through the Port of Galveston would have no detrimental effect on tourism at the port.

Response to Comment No. 1185-3

Sections 4.2.2 and 4.2.3 of the EIS present a discussion of the health risks and impacts on the Galveston port area from receipt of the foreign research reactor spent nuclear fuel. The analyses in Section 4 of the EIS demonstrate that such risks and impacts would be low, both for port areas as well as for the proposed management sites.

COMMENTOR NO. 1186: LEVIN, WILLIAM C.

What do you think?

Should spent nuclear fuel be shipped through the Port of Galveston? Mark one.

☐ Thumbs up.
☒ Thumbs down.

The Department of Energy is seeking your comments. Jot down your views in the space provided and mail them to the department at the address below. Or drop them by the front desk at *The Galveston County Daily News* office at 8522 Teichman Road, Galveston, before 3 p.m. today, for overnight delivery to the Energy Department. *The Daily News* can also accept copies by fax machine at (409) 744-6268.

Comments: Shipping nuclear fuel (spent or otherwise) through Galveston is foolhardy, irresponsible & could expose more than 4 million people to the risk of radiation from a accident occur.

Name: Dr. Wm. C. Levin

Address: 1301 Harbor View Dr. Galveston TX 77550

1186-1

1186-2

RESPONSE TO COMMENT
COMMENTOR NO. 1186: LEVIN, WILLIAM C.

Response to Comment No. 1186-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Galveston is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel through the Port of Galveston, or any other port evaluated, is low.

Response to Comment No. 1186-2

Sections 4.2.2 and 4.2.3 of the EIS present a discussion of the health risks and impacts on the Galveston port area from receipt of the foreign research reactor spent nuclear fuel. The analyses in Section 4 of the EIS demonstrate that such risks and impacts would be low, both for port areas as well as for the proposed management sites.

COMMENTOR NO. 1187: LEVIN, EDNA S.

What do you think?

Should spent nuclear fuel be shipped through the Port of Galveston? Mark one.

☐ Thumbs up.
☒ Thumbs down.

The Department of Energy is seeking your comments. Jot down your views in the space provided and mail them to the department at the address below. Or drop them by the front desk at *The Galveston County Daily News* office at 8522 Teichman Road, Galveston, before 3 p.m. today, for overnight delivery to the Energy Department. *The Daily News* can also accept copies by fax machine at (409) 744-6268.

Comments: This project would be extremely dangerous for the City of Galveston — and for its citizens —

Name: Edna S. Levin

Address: 1301 Harbor View
Galveston, TX 77550

1187-1

RESPONSE TO COMMENT
COMMENTOR NO. 1187: LEVIN, EDNA S.

Response to Comment No. 1187-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Galveston is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel through the Port of Galveston, or any other port evaluated, is low.

COMMENTOR NO. 1188: PHILLIPS, DEREK

What do you think?

Should spent nuclear fuel be shipped through the Port of Galveston? Mark one.

☐ Thumbs up.
☑ Thumbs down.

The Department of Energy is seeking your comments. Jot down your views in the space provided and mail them to the department at the address below. Or drop them by the front desk at *The Galveston County Daily News* office at 8522 Teichman Road, Galveston, before 3 p.m. today, for overnight delivery to the Energy Department. *The Daily News* can also accept copies by fax machine at (409) 744-6268.

Comments: ANY ACT BUT ONES ACCIDENTS WILL HAPPEN. THE PROXIMITY OF THE PORT TO GALVESTON COMMERCE AND RESIDENTS WOULD MAKE ANY HAZMAT RESPONSE COMPLICATED, DANGEROUS AND MOST LIKELY INEFFECTUAL

Name: DEREK PHILLIPS

Address: 802 ROSENBERG
GALVESTON TX
77550

1188-1

RESPONSE TO COMMENT
COMMENTOR NO. 1188: PHILLIPS, DEREK

Response to Comment No. 1188-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Galveston is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Galveston, or to any other port evaluated, is low. Section 2.7.4 of the EIS provides a discussion of emergency response capabilities.

COMMENTOR NO. 1189: SCHLOTTER, TAMMY

What do you think?

Should spent nuclear fuel be shipped through the Port of Galveston? Mark one.

☐ Thumbs up.
☑ Thumbs down.

The Department of Energy is seeking your comments. Jot down your views in the space provided and mail them to the department at the address below. Or drop them by the front desk at *The Galveston County Daily News* office at 8522 Teichman Road, Galveston, before 3 p.m. today, for overnight delivery to the Energy Department. *The Daily News* can also accept copies by fax machine at (409) 744-6268.

Comments: I would not feel that my children & myself would be safe in the event of an accident or hurricane. I do not believe I would remain in Galveston if this was passed. I am a BOI + lived here all my life.

Name: Tammy Schlotter

Address: 4711 Ave P½
Galveston, Texas 77551

1189-1

RESPONSE TO COMMENT
COMMENTOR NO. 1189: SCHLOTTER, TAMMY

Response to Comment No. 1189-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Galveston is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Galveston, or to any other port evaluated, is low.

Although hurricanes or fogs could lead to a minor delay for an individual foreign research reactor spent nuclear fuel shipment, such events would not significantly affect the transport of the spent nuclear fuel, because ships carrying the fuel could be rerouted, or wait for passage of a hurricane. Appendix D, Section D.2.1.2 of the EIS discusses the environmental conditions in the area of the Port of Galveston, including potential for hurricanes.

COMMENTOR NO. 1190: BROWN, CARLETON W.

What do you think?

Should spent nuclear fuel be shipped through the Port of Galveston? Mark one.

☐ **Thumbs up.**
☒ **Thumbs down.**

The Department of Energy is seeking your comments. Jot down your views in the space provided and mail them to the department at the address below. Or drop them by the front desk at *The Galveston County Daily News* office at 8522 Teichman Road, Galveston, before 3 p.m. today, for overnight delivery to the Energy Department. *The Daily News* can also accept copies by fax machine at (409) 744-6268.

Comments: This area is already too unsafe Environmentally. 1190-1

Name: Carleton W. Brown

Address: 901 Ball Street (Avenue H)
Galveston, Texas 77550

RESPONSE TO COMMENT
COMMENTOR NO. 1190: BROWN, CARLETON W.

Response to Comment No. 1190-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Galveston is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing foreign research reactor spent nuclear fuel through the Port of Galveston, or any other port evaluated, is low.

COMMENTOR NO. 1191: BRADFORD, FREDRICK J.

GALVESTON COUNTY, TEXAS

What do you think?

Should spent nuclear fuel be shipped through the Port of Galveston? Mark one.

☐ Thumbs up.
☒ Thumbs down.

The Department of Energy is seeking your comments. Jot down your views in the space provided and mail them to the department at the address below. Or drop them by the front desk at *The Galveston County Daily News* office at 8522 Teichman Road, Galveston, before 3 p.m. today, for overnight delivery to the Energy Department. *The Daily News* can also accept copies by fax machine at (409) 744-6268.

Comments: We don't want or need this. We have said so time every hearing so far and surely even this DOE can't have misunderstood Galveston's total opposition. No good and only harm can come from this!!

Name: FREDRICK J. BRADFORD

Address: 1416 HARBOR VIEW DR
GALVESTON, TX
77550

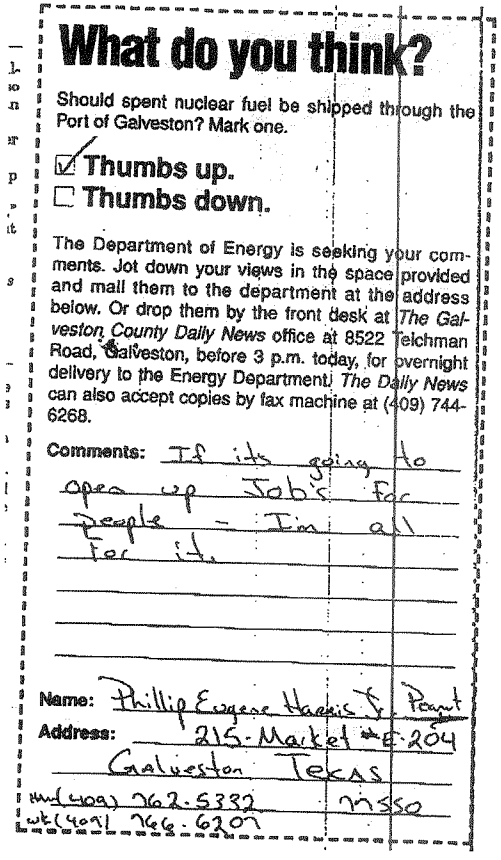
1191-1

RESPONSE TO COMMENT
COMMENTOR NO. 1191: BRADFORD, FREDRICK J.

Response to Comment No. 1191-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Galveston is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing foreign research reactor spent nuclear fuel through the Port of Galveston, or any other port evaluated, is low.

COMMENTOR NO. 1192: HARRIS, PHILLIP EUGENE JR.



What do you think?

Should spent nuclear fuel be shipped through the Port of Galveston? Mark one.

☑ Thumbs up.
☐ Thumbs down.

The Department of Energy is seeking your comments. Jot down your views in the space provided and mail them to the department at the address below. Or drop them by the front desk at *The Galveston County Daily News* office at 8522 Teichman Road, Galveston, before 3 p.m. today, for overnight delivery to the Energy Department. *The Daily News* can also accept copies by fax machine at (409) 744-6268.

Comments: If its going to open up Job's For people - I'm all for it.

Name: Phillip Eugene Harris Jr. Peant
Address: 215 Market #E-204
Galveston Texas
hm (409) 762-5332 77550
wk (409) 766-6207

1192-1

1192-2

RESPONSE TO COMMENT
COMMENTOR NO. 1192: HARRIS, PHILLIP EUGENE JR.

Response to Comment No. 1192-1

The commentor's favorable statement on the use of the Port of Galveston as a port of entry for foreign research reactor spent nuclear fuel is noted. The Port of Galveston is one of ten candidate ports of entry which are determined to be acceptable in the case that foreign research reactor spent nuclear fuel is accepted into the United States. If any foreign research reactor spent nuclear fuel were to be accepted into the United States, the selection of the actual port(s) of entry to be used would be made in the Record of Decision, subsequent to completion of this final EIS.

Response to Comment No. 1192-2

The number of shipments of foreign research reactor spent nuclear fuel that would be transported through the Port of Galveston, if foreign research reactor spent nuclear fuel is accepted into the United States, would probably not be sufficient in number to have an effect on job creation at the port of Galveston.

COMMENTOR NO. 1193: NEAL, JACK

What do you think?

Should spent nuclear fuel be shipped through the Port of Galveston? Mark one.

☐ Thumbs up.
☒ Thumbs down. 1193-1

The Department of Energy is seeking your comments. Jot down your views in the space provided and mail them to the department at the address below. Or drop them by the front desk at *The Galveston County Daily News* office at 8522 Teichman Road, Galveston, before 3 p.m. today, for overnight delivery to the Energy Department. *The Daily News* can also accept copies by fax machine at (409) 744-6268.

Comments: 1ST THIS COUNTRY SHOULD NOT BECOME THE NUCLEAR WASTE DUMP FOR THE WORLD. 2ND THE AMOUNT OF HANDLING REQUIRED TO TRANSFER THE WASTE FUEL IS INVITING DISASTER. 3RD THE PORT OF GALVESTON IS ILL EQUIPPED TO HANDLE NUCLEAR WASTE. PLEASE DON'T DO THIS. 1193-2 1193-1 (Cont'd.)

Name: JACK NEAL
Address: P.O. BOX 205
DICKINSON, (GALVESTON COUNTY)
TX 77539

RESPONSE TO COMMENT
COMMENTOR NO. 1193: NEAL, JACK

Response to Comment No. 1193-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Galveston is noted. DOE considers that the port selection criteria successfully identify ports that can safely handle foreign research reactor spent nuclear fuel. The analyses provided in the EIS indicate that the use of any of the ports indicated by the port selection process, including Galveston, would not pose any significant risk to either the port personnel or the population near the port. Spent nuclear fuel from foreign research reactors is shipped in standard containers, and does not require special handling techniques (Section 2.6.3.2.2 of the EIS).

Response to Comment No. 1193-2

The commentor's opposition to management of spent nuclear fuel from foreign research reactors in the United States is noted (Management Alternatives 1 or 3, Sections 2.2 and 2.4 of the EIS, respectively). Sections 2.3 and 2.5 of the EIS describes other alternatives under consideration.

COMMENTOR NO. 1194: MOORE, PETER M.

What do you think?

Should spent nuclear fuel be shipped through the Port of Galveston? Mark one.

☐ Thumbs up.
☑ Thumbs down. 1194-1

The Department of Energy is seeking your comments. Jot down your views in the space provided and mail them to the department at the address below. Or drop them by the front desk at *The Galveston County Daily News* office at 8522 Teichman Road, Galveston, before 3 p.m. today, for overnight delivery to the Energy Department. *The Daily News* can also accept copies by fax machine at (409) 744-6268.

Comments: SPENT ACTIVITY COULD REALLY JEOPARDIZE TOURIST and OTHER MAJOR INDUSTRIES IN GALVESTON! 1194-2

Name: PETER M. MOORE
Address: 702 HOLIDAY DR. NO.
GALVESTON, TX. 77551

RESPONSE TO COMMENT
COMMENTOR NO. 1194: MOORE, PETER M.

Response to Comment No. 1194-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Galveston is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel through the Port of Galveston, or any other port evaluated, is low.

Response to Comment No. 1194-2

Based on the evaluation of impacts presented in Section 4 of the EIS, the risk associated with the shipments of foreign research reactor spent nuclear fuel through any of the ports identified is not greater than the risk associated with the handling of other hazardous cargos. DOE acknowledges that, in many instances, the perception by the public of the risks associated with spent nuclear fuel may be greater than the actual risk, or the risk from other even more hazardous activities. However, adverse impacts have not been observed during the 30 plus years foreign research reactor spent nuclear fuel was accepted into the United States in the past. Based on this past experience, DOE considers that shipping foreign research reactor spent nuclear fuel through the Port of Galveston would have no detrimental effect on tourism or other major industries at Galveston.

COMMENTOR NO. 1195: BYRNE, THEO J.

What do you think?

Should spent nuclear fuel be shipped through the Port of Galveston? Mark one.

☐ Thumbs up.
☒ Thumbs down.

The Department of Energy is seeking your comments. Jot down your views in the space provided and mail them to the department at the address below. Or drop them by the front desk at *The Galveston County Daily News* office at 8522 Teichman Road, Galveston, before 3 p.m. today, for overnight delivery to the Energy Department. *The Daily News* can also accept copies by fax machine at (409) 744-6268.

Comments: The risk to both humans & nature is far too great. There is another less dangerous way.

Name: Theo J. Byrne

Address: 12520 E. Buena Vista Dr.
Galveston, TX

1195-1

RESPONSE TO COMMENT
COMMENTOR NO. 1195: BYRNE, THEO J.

Response to Comment No. 1195-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Galveston is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel through the Port of Galveston, or any other port evaluated, is low.

COMMENTOR NO. 1196: NORRIS, KIM

What do you think?

Should spent nuclear fuel be shipped through the Port of Galveston? Mark one.

☐ Thumbs up.
☒ Thumbs down.

The Department of Energy is seeking your comments. Jot down your views in the space provided and mail them to the department at the address below. Or drop them by the front desk at *The Galveston County Daily News* office at 8522 Teichman Road, Galveston, before 3 p.m. today, for overnight delivery to the Energy Department. *The Daily News* can also accept copies by fax machine at (409) 744-6268.

Comments: Please do not put the Galveston Bay system - spawning area for many marine vertebrates - further at risk. Jobs, commerce, health & safety for thousands are at stake. We did not ask that this fuel be produced, ~~we have not used it ourselves, and do not wish to risk our families because~~ others were irresponsibly legislating!

Name: Kim Norris

Address: 3102 Cove View Blvd. D201
Galveston, TX 77554

RESPONSE TO COMMENT
COMMENTOR NO. 1196: NORRIS, KIM

1196-1

Response to Comment No. 1196-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Galveston is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel through the Port of Galveston, or any other port evaluated, is low.

1196-2

Response to Comment No. 1196-2

Based on the evaluation of impacts presented in Section 4 of the EIS, the risk to humans, wildlife, and the environment associated with the shipment of foreign research reactor spent nuclear fuel through any of the ports identified is low.

DOE acknowledges that, in many instances, the perception by the public of the risks associated with spent nuclear fuel may be greater than the actual risk, or the risk from other even more hazardous activities. However, adverse impacts have not been observed during the 30 plus years foreign research reactor spent nuclear fuel was accepted into the United States in the past. Based on this past experience, DOE considers that shipping foreign research reactor spent nuclear fuel through the Port of Galveston would have no detrimental effect on jobs or commerce in Galveston.

COMMENTOR NO. 1197: SALAS, NATALIE

What do you think?

Should spent nuclear fuel be shipped through the Port of Galveston? Mark one.

☐ Thumbs up.

☒ Thumbs down.

The Department of Energy is seeking your comments. Jot down your views in the space provided and mail them to the department at the address below. Or drop them by the front desk at *The Galveston County Daily News* office at 8522 Teichman Road, Galveston, before 3 p.m. today, for overnight delivery to the Energy Department. *The Daily News* can also accept copies by fax machine at (409) 744-6268.

Comments: I live in Galveston, And I don't want this "Accidents" are always happening, And I don't want a Catastrophe like this waiting to happen Here!

Name: Natalie Salas

Address: 1616 38 st Gal, TX 77550

1197-1

RESPONSE TO COMMENT
COMMENTOR NO. 1197: SALAS, NATALIE

Response to Comment No. 1197-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Galveston is noted. Section 4.2.2.3 of the EIS demonstrates that the risks associated with an accident in port are very low, and that there would be little adverse impact upon the environment.

COMMENTOR NO. 1198: MUELLER, ROSEMARY

GALVESTON COUNTY, TEXAS

What do you think?

Should spent nuclear fuel be shipped through the Port of Galveston? Mark one.

☐ Thumbs up.
☒ Thumbs down.

The Department of Energy is seeking your comments. Jot down your views in the space provided and mail them to the department at the address below. Or drop them by the front desk at *The Galveston County Daily News* office at 8522 Teichman Road, Galveston, before 3 p.m. today, for overnight delivery to the Energy Department. *The Daily News* can also accept copies by fax machine at (409) 744-6268.

Comments: "NIMBY"

Name: ROSEMARY MUELLER
Address: 4925 FT CROCKETT BLVD
GALVESTON, TX 77551

1198-1

RESPONSE TO COMMENT
COMMENTOR NO. 1198: MUELLER, ROSEMARY

Response to Comment No. 1198-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Galveston is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel through the Port of Galveston, or any other port evaluated, is low.

COMMENTOR NO. 1199: CARTER, MARY W.

What do you think?

Should spent nuclear fuel be shipped through the Port of Galveston? Mark one.

☐ Thumbs up.
☒ Thumbs down. 1199-1

The Department of Energy is seeking your comments. Jot down your views in the space provided and mail them to the department at the address below. Or drop them by the front desk at *The Galveston County Daily News* office at 8522 Teichman Road, Galveston, before 3 p.m. today, for overnight delivery to the Energy Department. *The Daily News* can also accept copies by fax machine at (409) 744-6268.

Comments: Concern about the effect on tourism - 1199-2
Evacuation routes in case of emergency 1199-3

Name: Mary W Carter
Address: 115 Sibelius
Houston, TX 77079

RESPONSE TO COMMENT
COMMENTOR NO. 1199: CARTER, MARY W.

Response to Comment No. 1199-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Galveston is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel through the Port of Galveston, or any other port evaluated, is low.

Response to Comment No. 1199-2

Based on the evaluation of impacts presented in Section 4 of the EIS, the risk associated with the shipments of foreign research reactor spent nuclear fuel through any of the ports identified is not greater than the risk associated with the handling of other hazardous cargos. DOE acknowledges that, in many instances, the perception by the public of the risks associated with spent nuclear fuel may be greater than the actual risk, or the risk from other even more hazardous activities. However, adverse impacts have not been observed during the 30 plus years foreign research reactor fuel was accepted into the United States in the past. Based on this past experience, DOE considers that shipping foreign research reactor spent nuclear fuel through the Port of Galveston would have no detrimental effect on tourism at the port.

Response to Comment No. 1199-3

Several accident scenarios including a breach of the cask and fire sufficient to oxidize the contents were analyzed during preparation of the EIS. Results of the accident analysis at the ports are given in Section 4.2.2 of the EIS with supporting detail in Appendix D, Section D.5 . No catastrophic effects were found to result from severe accidents involving foreign research reactor spent nuclear fuel. In addition, no catastrophic events were identified that would require the evacuation of the island of Galveston. Emergency response and management for the ports identified in the EIS are discussed in Section 2.7.

COMMENTOR NO. 1200: HOLMES, TERRY R.

What do you think?

Should spent nuclear fuel be shipped through the Port of Galveston? Mark one.

☐ Thumbs up.
☑ Thumbs down.

The Department of Energy is seeking your comments. Jot down your views in the space provided and mail them to the department at the address below. Or drop them by the front desk at *The Galveston County Daily News* office at 8522 Teichman Road, Galveston, before 3 p.m. today, for overnight delivery to the Energy Department. *The Daily News* can also accept copies by fax machine at (409) 744-6268.

Comments: We simply do not need to expose all our children to any more potential problems. Don't our children have enough to deal with already.

Name: Terry R. Holmes
Address: 5116 Sta
Galveston Texas 77551

1200-1

RESPONSE TO COMMENT
COMMENTOR NO. 1200: HOLMES, TERRY R.

Response to Comment No. 1200-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Galveston is noted. However, anaylsis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel through the Port of Galveston, or any other port evaluated, is low.

COMMENTOR NO. 1201: HOLMES, OLGA

What do you think?

Should spent nuclear fuel be shipped through the Port of Galveston? Mark one.

☐ Thumbs up.
☑ Thumbs down.

The Department of Energy is seeking your comments. Jot down your views in the space provided and mail them to the department at the address below. Or drop them by the front desk at *The Galveston County Daily News* office at 8522 Teichman Road, Galveston, before 3 p.m. today, for overnight delivery to the Energy Department. *The Daily News* can also accept copies by fax machine at (409) 744-6268.

Comments: Our community feels as if we have enough waste being shipped of in our area from the local plants surrounding our beautiful island

Name: Olga Holmes

Address: 5116 Sta
Galveston Texas 77551

1201-1

RESPONSE TO COMMENT
COMMENTOR NO. 1201: HOLMES, OLGA

Response to Comment No. 1201-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Galveston is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel through the Port of Galveston, or any other port evaluated, is low.

COMMENTOR NO. 1202: KARR, D.L.

What do you think?

Should spent nuclear fuel be shipped through the Port of Galveston? Mark one.

☐ Thumbs up.
☒ Thumbs down.

The Department of Energy is seeking your comments. Jot down your views in the space provided and mail them to the department at the address below, or drop them by the front desk at *The Galveston County Daily News* office at 8522 Teichman Road, Galveston, before 3 p.m. today, for overnight delivery to the Energy Department. *The Daily News* can also accept copies by fax machine at (409) 744-6266.

Comments: Many persons who attended the hearing voted "NO" for the plan. Having seen this option revised whether 400 or 40, the response would probably still be in the negative. Until a way can be developed to safely dispose of nuclear waste. I'm willing to consider living without the "benefits" of nuclear energy.

Name: D.L. Karr

Address: Galveston, TX

1202-1

1202-2

RESPONSE TO COMMENT
COMMENTOR NO. 1202: KARR, D.L.

Response to Comment No. 1202-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Galveston is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel through the Port of Galveston, or any other port evaluated, is low.

Response to Comment No. 1202-2

The commentor's position that applications of nuclear technology should stop until a safe means of disposal is found is noted. As discussed in Section 4.2.4 of the EIS, spent nuclear fuel from foreign research reactors could be safely stored at one or more of the interim management sites pending final disposition.

COMMENTOR NO. 1203: ANONYMOUS

What do you think?

Should spent nuclear fuel be shipped through the Port of Galveston? Mark one.

☐ **Thumbs up.**
☐ **Thumbs down.**

The Department of Energy is seeking your comments. Jot down your views in the space provided and mail them to the department at the address below. Or drop them by the front desk at *The Galveston County Daily News* office at 8522 Teichman Road, Galveston, before 3 p.m. today, for overnight delivery to the Energy Department. *The Daily News* can also accept copies by fax machine at (409) 744-6268.

Comments: I'm not particularly happy about this coming through Galveston. Please be careful - don't stay long - avoid the hurricane season - and the foggy time of the year. 1203-1

Name:

Address:

RESPONSE TO COMMENT
COMMENTOR NO. 1203: ANONYMOUS

Response to Comment No. 1203-1

Any ship that would be used to transport foreign research reactor spent nuclear fuel will be equipped with long range communication equipment and remain in contact with weather advisory services. Therefore, the ship would be aware of the existence of a hurricane or other dangerous storm with sufficient advance notice in order to avoid being in the Port of Galveston specifically, or any port or other restricted waterway when such a storm hit. Since docking the ship and unloading of the foreign research reactor spent nuclear fuel would be accomplished quickly, typically well within a day, the foreign research reactor spent nuclear fuel would not be caught in restricted spaces due to an extended port stay. Even if the ship were to experience a collision or sink as the result of a severe storm or other cause, the analysis in the EIS indicates that the risk to people nearby is low. Appendix D, Section D.5 presents details on the calculation of consequences and risk associated with accidents in port and their approaches. Appendix D, Section D.2.1.2 of the EIS discusses the environmental conditions in the area of the Port of Galveston, including fog and potential for hurricanes.

COMMENTOR NO. 1204: LISTER, DICK

What do you think?

Should spent nuclear fuel be shipped through the Port of Galveston? Mark one.

☒ Thumbs up.
☐ Thumbs down.

The Department of Energy is seeking your comments. Jot down your views in the space provided and mail them to the department at the address below. Or drop them by the front desk at *The Galveston County Daily News* office at 8522 Teichman Road, Galveston, before 3 p.m. today, for overnight delivery to the Energy Department. *The Daily News* can also accept copies by fax machine at (409) 744-5288.

Comments: Very much in favor. Spent nuclear fuel can be safely transported. This additional activity for the "Port" is a plus for Galveston and should be welcomed by us all.

Name: Dick Lister

Address: 2416 Ave N
Galv. 77550

1204-1

RESPONSE TO COMMENT
COMMENTOR NO. 1204: LISTER, DICK

Response to Comment No. 1204-1

The commentor's favorable statement on the use of the Port of Galveston as a port of entry for foreign research reactor spent nuclear fuel is noted. The Port of Galveston is one of ten candidate ports of entry which are determined to be acceptable in the case that foreign research reactor spent nuclear fuel is accepted into the United States. If any spent nuclear fuel were to be accepted into the United States, the selection of the actual port(s) of entry to be used would be made in the Record of Decision, subsequent to completion of this final EIS.

COMMENTOR NO. 1205: CANTINI, ARMIN

SENT BY: 7-19-95 : 1:58PM : AMERICAN INDEMNITY→ :# 1/

/ednesday, July 19, 1995 01:53

- From:

Name: Armin Cantini
Company: American Indemnity
Phone: (409) 766-4822
Fax: (409) 766-5531

- To:

Name: U.S. Department Of Energy
Company: C/o The Galveston County Daily News
Phone: (409) 744-3611
Fax: (409) 744-6268

otal number of pages, including cover: 1

- Message:

To the U. S. Department of Energy:

I would like to express my adamant opposition to the transport of spent nuclear fuels through the Port of Galveston. The potential perils and downside to this plan are many, while I can see absolutely no advantages to the Port of Galveston or to the citizens of our community. 1205-1

Galveston is a community rich in history and architecture. Coupled with our beaches and recreational activities such as fishing, surfing, and boating, Galveston is a destination for some 6 million visitors annually. I feel this plan imperils our burgeoning visitor industry just at a time when we are beginning to make a resurgence as a visitor destination. 1205-2

Because Galveston is an island, these fuels would have to be further transported along heavily congested local roads before crossing a bridge to the mainland which is our only link to a north/south interstate highway. 1205-3

I would respectfully urge you to consider the alternative plan for disposal of these spent nuclear fuels which is to keep them in the country of origin. According to published reports, there is a tremendous economic advantage to this alternative. 1205-4

The proposed plan for sending these fuels through the Port of Galveston has been strongly opposed by many in our community. It has been officially opposed by The Galveston City Council, The Galveston County Commissioners Court and several civic organizations. The Port of Galveston is in the process of filing a written response which will request your consideration of the alternative plan. Again, I urge you to abandon any efforts to ship these spent nuclear wastes through our home town.

Armin Cantini

RESPONSE TO COMMENT
COMMENTOR NO. 1205: CANTINI, ARMIN

Response to Comment No. 1205-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Galveston is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel through the Port of Galveston, or any other port evaluated, is low.

Response to Comment No. 1205-2

Based on the evaluation of impacts presented in Section 4 of the EIS, the risk associated with the shipments of foreign research reactor spent nuclear fuel through any of the ports identified is not greater than the risk associated with the handling of other hazardous cargos. DOE acknowledges that, in many instances, the perception by the public of the risks associated with spent nuclear fuel may be greater than the actual risk, or the risk from other even more hazardous activities. However, adverse impacts have not been observed during the 30 plus years foreign research reactor spent nuclear fuel was accepted into the United States in the past. Based on this past experience, DOE considers that shipping foreign research reactor spent nuclear fuel through the Port of Galveston would have no detrimental effect on tourism or future business development at the port.

Response to Comment No. 1205-3

The risks of ground transport are discussed in Section 4.2.3 and Appendix E of the EIS. In all cases, the risks are shown to be low.

Response to Comment No. 1205-4

The commentor's preference for the option of each country managing its own spent nuclear fuel is noted. This could be either Management Alternative 2 or the No Action Alternative, which are described in Sections 2.3 and 2.5 of the EIS, respectively. The policy considerations and environmental impacts of these two alternatives are discussed in Sections 4.4 and 4.6 of the EIS.

COMMENTOR NO. 1206: HARVEY, MR. & MRS. O.T.

What do you think?

Should spent nuclear fuel be shipped through the Port of Galveston? Mark one.

☐ Thumbs up.
☑ Thumbs down. 1206-1

The Department of Energy is seeking your comments. Jot down your views in the space provided and mail them to the department at the address below. Or drop them by the front desk at *The Galveston County Daily News* office at 8522 Teichman Road, Galveston, before 3 p.m. today, for overnight delivery to the Energy Department. *The Daily News* can also accept copies by fax machine at (409) 744-6268.

Comments:

Name: Mr & Mrs. O.T. Harvey
Address: P.O. Box 1339
Galveston, TX 77553

RESPONSE TO COMMENT
COMMENTOR NO. 1206: HARVEY, MR. & MRS. O.T.

Response to Comment No. 1206-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Galveston is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel through the Port of Galveston, or any other port evaluated, is low.

COMMENTOR NO. 1215: PECK, ROBERT & DIANE

July 20, 1995

Robert & Diane Peck
3121 Avenue P
Galveston, Texas 77550

Attn: Mr. Charles Head

We are opposed to the transportation of foreign spent nuclear fuel via the Port of Galve ton. Galveston is an island with only one Interstate highway connected to the mainland by a bridge. The tran ortation of this nuclear waste must also go through a major city , Houston. 1215-1

Galveston, Texas as an entry port would be a bad choice by our government. This move uld hurt the tourist industry and wipe out what is left of the port business. 1215-2

Galveston, Texas is a bad choice!

Thank you.

RESPONSE TO COMMENT
COMMENTOR NO. 1215: PECK, ROBERT & DIANE

Response to Comment No. 1215-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Galveston is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Galveston, or to any of the ports analyzed in the EIS, is low.

In port selection, one of the criteria (Criterion 5, Appendix D, Section D.1.9.5 of the EIS) considers population in port and along the route to the management site. Galveston is considered a low-population density port and the population along the route (including Houston) to the management sites is among the lowest of the candidate ports (Appendix D, Section D.1.9.5 of the EIS). DOE acknowledges that there is only one major road to the mainland, however, this is not a reason to eliminate Galveston from consideration, considering the low risk of the proposed action (Section 4.2.2.3 of the EIS).

Response to Comment No. 1215-2

Based on the evaluation of impacts presented in Section 4 of the EIS, the risk associated with the shipments of foreign research reactor spent nuclear fuel through any of the ports identified is not greater than the risk associated with the handling of other hazardous cargos. DOE acknowledges that, in many instances, the perception by the public of the risks associated with spent nuclear fuel may be greater than the actual risk, or the risk from other even more hazardous activities. However, adverse impacts have not been observed during the 30 plus years foreign research reactor spent nuclear fuel was accepted into the United States in the past. Based on this past experience, DOE considers that shipping foreign research reactor spent nuclear fuel through the Port of Galveston would have no detrimental effect on tourism or future business development at the port.

COMMENTOR NO. 1219: LINVILLE, SUSAN J. & OTHEL L.

July 20, 1995

Charles Head
Office of Spent Fuel Management (EM-37)
Office of Environmental Management
US Department of Energy
1000 Independence Ave. SW
Washington, DC 20585

Dear Mr. Head,

We oppose the importation of Spent Nuclear Fuel into the United States — but especially the Pacific Northwest, Hanford + Idaho. Using commercial freighters and public facilities is risking public safety — no matter how many precautions are taken. No one can promise or guarantee that a disaster will never happen and we citizens who were at the mercy of our government from Hanford's 30+ years radiation leaking problems deserve to have peace of mind. We've paid our nuclear dues. 1219-1 1219-2 1219-3 1219-4 1219-2 (Cont'd.)

Sincerely,
Susan J. & Othel L. Linville
PO Box 90, Index WA 98342

phone
360-297-3954

RESPONSE TO COMMENT
COMMENTOR NO. 1219: LINVILLE, SUSAN J. & OTHEL L.

Response to Comment No. 1219-1

The commentor's opposition to acceptance of foreign research reactor spent nuclear fuel in the United States is noted. Sections 2.3, 2.5, and 4.4 of the EIS describe other alternatives under consideration.

Response to Comment No. 1219-2

As explained in Section 1.5 of the EIS, the selection of the site or sites at which the foreign research reactor spent nuclear fuel would be managed is based on the analysis in the Department of Energy Programmatic Spent Nuclear Fuel Management and Idaho National Engineering Laboratory Environmental Restoration and Waste Management Programs Environmental Impact Statement. The Record of Decision for this EIS was released on May 30, 1995. In accordance with this Record of Decision, all of the aluminum-based foreign research reactor spent nuclear fuel managed by DOE will be managed at the Savannah River Site in South Carolina. Any other foreign research reactor spent nuclear fuel to be managed by DOE will be managed at the Idaho National Engineering Laboratory. Accordingly, no foreign research reactor spent nuclear fuel would be shipped to the Hanford Site.

Response to Comment No. 1219-3

According to the Record of Decision for the Programmatic Spent Nuclear Fuel Management and Idaho National Engineering Laboratory Environmental Restoration and Waste Management Programs Environmental Impact Statement, discussed above, some foreign research reactor spent nuclear fuel could be managed at the Idaho National Engineering Laboratory. Based on the environmental impact analysis, presented in Section 4.2.4 and Appendix F, Section F.4 of this EIS, the Idaho National Engineering Laboratory would be an acceptable site for foreign research reactor spent nuclear fuel management.

Response to Comment No. 1219-4

Based on the analyses of impacts associated with accidents and incident-free operations involving foreign research reactor spent nuclear fuel, DOE considers that commercial ports, facilities and freighters represent acceptable options for the receipt and transportation of foreign research reactor spent nuclear fuel (Section 4.2.2.3 of the EIS on consequences of port accidents and Section 4.2.2.2 for impacts of incident-free operation).

COMMENTOR NO. 1222: SHAWL, SALLIE E.

Sallie E. Shawl
15507 McCandless Rd KPN
Lakebay, WA 98349
(206) 383-3056 (days)

Memorandum

TO: Charles Head, Program Manager
Office of Spent Nuclear Fuel Mgmt, DOE

FROM: Sallie Shawl
Concerned Citizen

DATE: July 20, 1995

SUBJECT: Nuclear Waste Shipments through Tacoma

I am another person against the shipment of nuclear waste through Tacoma.

As a matter of fact, I'm against the waste being shipped anywhere, not because I don't want it in my backyard but because I believe that if people have to deal with the waste, they'll be less likely to want to create the waste in the first place. My hope is that someday in the not-too-distant future we, as a species, will stop the madness of doing anything which creates such waste. 1222-1

Yes, we have much waste to deal with now. And I hope to God that we can figure out a long-term way to store it. 1222-2 But in the meanwhile, it should be stored where it is, alleviating the dangers involved in transporting it. In terms of the security issues, it would be alot cheaper for us to store it there and have our personnel there to guard it there. Has that ever been considered? 1222-3

That's all.

For a nuclear-free world,

Sallie E. Shawl

RESPONSE TO COMMENT
COMMENTOR NO. 1222: SHAWL, SALLIE E.

Response to Comment No. 1222-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

The commentor's preference for the overseas management alternative is also noted. This is Management Alternative 2, which is discussed in Sections 2.3 and 4.4 of the EIS.

Response to Comment No. 1222-2

The impacts of ultimate disposition of the foreign research reactor spent nuclear fuel are discussed qualitatively in Section 4.2.7 of the EIS. DOE is currently evaluating the feasibility of construction of a disposal site at Yucca Mountain, NV. In the meantime, support for U.S. nuclear weapons nonproliferation policy requires DOE and the Department of State to consider other means of dealing with the foreign research reactor spent nuclear fuel (Section 1.1. of the EIS).

Response to Comment No. 1222-3

The commentor's preference for the alternative of overseas storage is noted. This is Management Alternative 2, Subalternative 1a, which is discussed in Sections 2.3 and 4.4.1 of the EIS. The cost of secure long term storage in multiple nations overseas would be greater than the cost of secure storage in existing U.S. facilities.

COMMENTOR NO. 1224: FORM LETTER H

July 14, 1995

Charles Head, Program Manager
Office of Spent Nuclear Fuel Management (EM-37)
U.S. Department of Energy
1000 Independence Avenue SW
Washington DC 20585

Dear Sir:

Why don't you use your "HEAD", Charles????

If you think for one minute I'm going to jeopardize my life - not to mention the lives of the many unborn in the area - and sit by to let this atrocity to mankind take place.

Tacoma is a beautiful town - geographically and spiritually. The risk of nuclear waste is one with which I cannot live. I consider it an insult to my intelligence to even propose such an outlandish act!

Believe you me, I have contacted many friends and associates who will share similar thoughts with you.

WAKE UP CHARLES!!

Bill Klem

1224-1

RESPONSE TO COMMENT
COMMENTOR NO. 1224: FORM LETTER H

Response to Comment No. 1224-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

Commentor No. 1224: Form Letter H (Cont'd.)

Individuals submitting this form letter:

Brown, Lu Lu

Chavey

Cilother, Jaeque L.

Fissell, Ron

Hausema, D.

Holmes, Sharon

Jones, Betty

Klem, Bill

Riely, Terry

Rodreguez, A.

Scott, Sally

Steckle, Connie S.

Waits, Sherrie

Response to Comment
Commentor No. 1224: Form Letter H (Cont'd.)

COMMENTOR NO. 1233: CONWAY, DEBRA A.

Debra A. Conway
1610 Bisou
Galveston, TX 77551
(409)744-4277

July 19, 1995

Charles Head
Office of Spent Fuel Management, EM-37
U. S. Department of Energy
1000 Independence Ave., SW
Washington, DC 20585-0001

Dear Mr. Head,

I am writing to you concerning the idea of shipping spent nuclear fuel through Galveston. I am a life long resident of Galveston and I for one do not want spent nuclear fuel to be passed though where I live. I have read an article on this idea and I have found that the state for it's destination, is fighting this in court and that it will not be except any fuel to be stored. This in turn means that it will be stored on the Island until they settle in court. What person would want to come to this island with the knowledge that there is nuclear waste here? This island has been made into a tourist town. The tourist and the beaches are our livelihood. My concerns are as follows: 1233-1
What will happen if there is a spill (you have seen what happens when we spill oil)?
What will happen if there is a hurricane while the fuel is being stored on the island? You cannot tell me that you will have a safe storage facilities. No one can control or predict what mother nature will do.
I hope that many other locals wil get involed and inform you that this is not what this island wants or need.

Sincerely,

Debra A. Conway

Debra A. Conway

RESPONSE TO COMMENT
COMMENTOR NO. 1233: CONWAY, DEBRA A.

Response to Comment No. 1233-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Galveston is noted. Based on the evaluation of impacts presented in Section 4 of the EIS, the risk associated with the shipments of foreign research reactor spent nuclear fuel through any of the ports identified is not greater than the risk associated with the handling of other hazardous cargos. DOE acknowledges that, in many instances, the perception by the public of the risks associated with spent nuclear fuel may be greater than the actual risk, or the risk from other even more hazardous activities. However, adverse impacts have not been observed during the 30 plus years foreign research reactor spent nuclear fuel was accepted into the United States in the past. Based on this past experience, DOE considers that shipping foreign research reactor spent nuclear fuel through the Port of Galveston would have no detrimental effect on tourism or future business development at the port.

If the foreign research reactor spent nuclear fuel is accepted into the United States, there would be no storage of this material in the Port of Galveston, or any other port. Under normal circumstances, it would remain at a port for only a few hours. In the event of a major disruption of ground transportation systems due to adverse weather, seismic activity, or other situation, DOE's goal is to minimize holding times at the ports and to provide safe transport of the spent nuclear fuel to its destination as quickly as possible.

Foreign research reactor spent nuclear fuel in a transportation cask cannot "spill" because it is solid metallic fuel and is shipped dry. Spent nuclear fuel transportation casks are designed and built to preclude release of radioactive material. To date, with over 30 years of experience, no radioactive contents have ever been released from a spent nuclear fuel transportation cask as a result of an accident. A paragraph has been added to Section 4.2.2.2 of the EIS to make this point.

Although hurricanes or fogs could lead to a minor delay for an individual foreign research reactor spent nuclear fuel shipment, such events would not significantly affect the transport of the spent nuclear fuel, because ships carrying the fuel could be rerouted, or wait for passage of a hurricane. Appendix D, Section D.2.1.2 of the EIS discusses the environmental conditions in the area of the Port of Galveston, including potential for hurricanes.

COMMENTOR NO. 1239: KEARNEY, DONNA

What do you think?

Should spent nuclear fuel be shipped through the Port of Galveston? Mark one.

☐ Thumbs up.
■ Thumbs down.

The Department of Energy is seeking your comments. Jot down your views in the space provided and mail them to the department at the address below. Or drop them by the front desk at *The Galveston County Daily News* office at 8522 Teichman Road, Galveston, before 3 p.m. today, for overnight delivery to the Energy Department. *The Daily News* can also accept copies by fax machine at (409) 744-6268.

Comments: Each day - those of us that love the water and appreciate how fragile this area is work and volunteer and see life - are so thankful when we see its bounty come forth. And now you want to jeopardize this fragile environment ~~let alone the risks to Galveston citizens~~ by bringing this plague ~~I wished back onto our home~~ shame on you - give it back to its rightful owners. 1239-1 1239-2

Name: DONNA KEARNEY

Address: 1413 HARBOR VIEW DR
GALVESTON, TX 77550

RESPONSE TO COMMENT
COMMENTOR NO. 1239: KEARNEY, DONNA

Response to Comment No. 1239-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Galveston is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Galveston, or to any of the ports analyzed in the EIS, is low.

Response to Comment No. 1239-2

The commentor's preference for each country managing its own spent nuclear fuel is noted. This could be either Management Alternative 2 or the No Action Alternative, which are described in Sections 2.3 and 2.5 of the EIS, respectively. The policy considerations and environmental impacts of these two alternatives are discussed in Sections 4.4 and 4.6 of the EIS.

COMMENTOR NO. 1240: BARNETT, GINGER

What do you think?

Should spent nuclear fuel be shipped through the Port of Galveston? Mark one.

☒ Thumbs up.
☐ Thumbs down.

The Department of Energy is seeking your comments. Jot down your views in the space provided and mail them to the department at the address below. Or drop them by the front desk at *The Galveston County Daily News* office at 8522 Teichman Road, Galveston, before 3 p.m. today, for overnight delivery to the Energy Department. *The Daily News* can also accept copies by fax machine at (409) 744-6268.

Comments: Nuclear waste must be disposed of when used & must be transported to some place. I would rather see Galveston receive the revenue generated by this shipment than anywhere else. 1240-1

Name: Ginger Barnett

Address: 2705-61st Bay 38
Galveston, Tx 77551

RESPONSE TO COMMENT
COMMENTOR NO. 1240: BARNETT, GINGER

Response to Comment No. 1240-1

The commentor's favorable statement on the use of the Port of Galveston as the port of entry for foreign research reactor spent nuclear fuel is noted. The Port of Galveston is one of ten candidate ports of entry which are determined to be acceptable in the case that foreign research reactor spent nuclear fuel is accepted into the United States. If any foreign research reactor spent nuclear fuel were to be accepted into the United States, the selection of the actual port(s) of entry to be used would be made in the Record of Decision, subsequent to completion of this final EIS.

COMMENTOR NO. 1246: BROWN, MR. MICHAEL C., SR.

July 19, 1995

CHARLES HEAD
OFFICE OF SPENT FUEL MANAGEMENT
EM 37
U S DEPARTMENT OF ENERGY
1000 INDEPENDENCE AVE SW
WASHINGTON, DC 20585- 0001

Dear Mr. Head:

I disagree with the use of Galveston Bay being used to transport radioactive waste. I do not care if you go around the island, along side, or in the middle. Thousands of people will get injured, if an accidental occurs. This island is not set up for radioactive accidents. This is not a way of life for people living in Galveston. 1246-1

Once the word gets out, you will not be able to sell any houses in Galveston, or get anybody to come to Galveston Island. NO RADIOACTIVE WASTE !!!!!! 1246-2

Mr. Michael C. Brown Sr.

Mr. Michael C. Brown, Sr.
P. O. Box 2532
Galveston, Texas 77553

RESPONSE TO COMMENT
COMMENTOR NO. 1246: BROWN, MR. MICHAEL C., SR.

Response to Comment No. 1246-1

The commentor's opposition to the use of the Port of Galveston for receipt of foreign research reactor spent nuclear fuel is noted. Based on the port selection process described in Appendix D of the EIS, the Port of Galveston is among the ten candidate ports listed in Section 2.2.1.6 of the EIS which could receive foreign research reactor spent nuclear fuel under Management Alternative 1 or 3. The analyses provided in the EIS indicate that the use of any of the ports indicated by the port selection process, including Galveston, would not pose any significant risk to either the port personnel, local environment, or the population near the port. The analysis in the EIS indicates that the risks associated with an accident are low (Section 4.2.2.3) and that the risks associated with incident-free handling of the foreign research reactor spent nuclear fuel are also low (Section 4.2.2.2).

Response to Comment No. 1246-2

Based on the evaluation of impacts presented in Section 4 of the EIS, the risk associated with the shipments of foreign research reactor spent nuclear fuel through any of the ports identified is not greater than the risk associated with the handling of other hazardous cargos. DOE acknowledges that, in many instances, the perception by the public of the risks associated with spent nuclear fuel may be greater than the actual risk, or the risk from other even more hazardous activities. However, adverse impacts have not been observed during the 30 plus years foreign research reactor spent nuclear fuel was accepted into the United States in the past. Based on this past experience, DOE considers that shipping foreign research reactor spent nuclear fuel through the Port of Galveston would have no detrimental effect on tourism, property values, or future business development at the port.

COMMENTOR NO. 1247: LEE, A.

Written Comments on the Draft Environmental Impact Statement on a Proposed Nuclear Weapons Nonproliferation Policy Concerning Foreign Research Reactor Spent Nuclear Fuel

If you would like to give us written comments, please feel free to use this page and drop it off at the registration table when you leave. Alternatively, you may mail your comments to the Department of Energy at the address listed below. Also, please provide us with your name, address, and telephone number for any follow-up information or any questions concerning the intent of your comments. This will also allow us to properly indicate the source of the comments in the comment response document. Thank you.

Name: Akiji Lee Phone: 676-9372

Title and Organization:

Address: 2608 Trafalgar St

City: Clyde State Ca Zip 94520

*** COMMENTS ***

The Oil Refinery pollutes our area enough in that people get sick all the time. Please no more potentially hazardous chemicals or materials in our neighborhood. You must consider average people living in this area working hard to survive. 1247-1

To Mail in Comments, Address Correspondence to:

Mr. Charles R. Head
Office of Spent Fuel Management, EM-37
U.S. Department of Energy
1000 Independence Avenue, SW
Washington, DC 20585-0001

RESPONSE TO COMMENT
COMMENTOR NO. 1247: LEE, A.

Response to Comment No. 1247-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Concord NWS is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Concord NWS, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 1248: MATSON FAMILY

7/20/95

Dear Mr Head

Re: Spent Nuclear Fuel

My family has lived in Tacoma our entire life. We protest any nuclear products passing through Tacoma Washington, or any other Puget Sound Port. We promise to use every legal remedy available to protect ourselves from this threat. We feel we are being victimized by our own government. 1248-1

Mary Matson
Kirsten Matson
James Matson
Linda Matson
Diane Matson
4206 No 11th
Tacoma WA 98406

RESPONSE TO COMMENT
COMMENTOR NO. 1248: MATSON FAMILY

Response to Comment No. 1248-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma, or to any other Puget Sound port, is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 1250: KIMBALL, LINDA

LINDA KIMBALL
13106 Hermitage
Houston, Texas 77079
July 20, 1995

Charles Head
Office of Spent Fuel Mgt.
EM-34 U.S. Dept of Energy
1000 Independence Ave. SW
Washington D.C. 20585-0001

Dear Mr. Head:

I write this letter as a concerned citizen of the Gulf Coast area. I do not want to see nuclear waste travel through the Port of Galveston. I own property in both Galveston and Houston. My family has enjoyed the quality of recreation the area affords for many years and we hope to continue to do so. 1250-1

Hopefully, you realize Galveston is an island. One of the major sources of income for island residents is tourism. There are many weekend visitors as well as property owners from Houston with second homes that frequent the islands beaches, historic sites and fishing facilities. 1250-2

RESPONSE TO COMMENT
COMMENTOR NO. 1250: KIMBALL, LINDA

Response to Comment No. 1250-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Galveston is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Galveston, or to any of the ports analyzed in the EIS, is low.

Response to Comment No. 1250-2

Based on the evaluation of impacts presented in Section 4 of the EIS, the risk associated with the shipment of foreign research reactor spent nuclear fuel through any of the ports identified is not greater than the risk associated with the handling of other hazardous cargos. DOE acknowledges that, in many instances, the perception by the public of the risks associated with spent nuclear fuel may be greater than the actual risk, or the risk from other even more hazardous activities. However, adverse impacts have not been observed during the 30 plus years foreign research reactor spent nuclear fuel was accepted into the United States in the past. Based on this past experience, DOE considers that shipping foreign research reactor spent nuclear fuel through the Port of Galveston would have no detrimental effect on tourism or future business development at the port.

COMMENTOR NO. 1250: KIMBALL, LINDA (CONT'D.)

To travel from Houston, to and from Galveston one must go across the Galveston Causeway. This one access on and off the island should prove disastrous if the island needed to be evacuated. I experienced an evacuation years ago because of a hurricane warning. The causeway was "bottle necked" for hours.

I say no to nuclear waste travelling via the port of Galveston!

Sincerely
Linda Kimball

1250-3

RESPONSE TO COMMENT
COMMENTOR NO. 1250: KIMBALL, LINDA (CONT'D.)

Response to Comment No. 1250-3

As discussed in Sections 4.2.2.3 and 4.5 of the EIS, very low consequences for, or risks to, the population of Galveston would be expected from a severe accident involving spent nuclear fuel from foreign research reactors. Spent nuclear fuel is neither flammable or explosive. No evacuation of the city would be required due to an accident involving foreign research reactor spent nuclear fuel.

COMMENTOR NO. 1252: BROWN, MRS. GRISELDA

July 19, 1995

CHARLES HEAD
OFFICE OF SPENT FUEL MANAGEMENT
EM 37
U S DEPARTMENT OF ENERGY
1000 INDEPENDENCE AVE SW
WASHINGTON, DC 20585- 0001

Dear Mr. Head:

I disagree with the use of Galveston Bay being used to transport radioactive waste. I do not care if you go around the island, along side, or in the middle. Thousands of people will get injured, if an accidental occurs. This island is not set up for radioactive accidents. This is not a way of life for people living in Galveston. 1252-1

Once the word gets out, you will not be able to sell any houses in Galveston, or get anybody to come to Galveston Island. NO RADIOACTIVE WASTE !!!!!! 1252-2

Mrs. Griselda Brown

Mrs. Griselda Brown
P. O. Box 2532
Galveston, Texas 77553

RESPONSE TO COMMENT
COMMENTOR NO. 1252: BROWN, MRS. GRISELDA

Response to Comment No. 1252-1

The commentor's opposition to the use of the Port of Galveston for receipt of foreign research reactor spent nuclear fuel is noted. Based on the port selection process described in Appendix D of the EIS, the Port of Galveston is among the ten candidate ports listed in Section 2.2.1.6 of the EIS which could receive foreign research reactor spent nuclear fuel under Management Alternative 1 or 3. The analyses provided in the EIS indicate that the use of any of the ports indicated by the port selection process, including Galveston, would not pose any significant risk to either the port personnel, local environment, or the population near the port. The analysis in the EIS indicates that the risks associated with an accident are low (Section 4.2.2.3) and that the risks associated with incident-free handling of the foreign research reactor spent nuclear fuel are also low (Section 4.2.2.2).

Response to Comment No. 1252-2

Based on the evaluation of impacts presented in Section 4 of the EIS, the risk associated with the shipments of foreign research reactor spent nuclear fuel through any of the ports identified is not greater than the risk associated with the handling of other hazardous cargos. DOE acknowledges that, in many instances, the perception by the public of the risks associated with spent nuclear fuel may be greater than the actual risk, or the risk from other even more hazardous activities. However, adverse impacts have not been observed during the 30 plus years foreign research reactor fuel was accepted into the United States in the past. Based on past experience, DOE considers that shipping foreign research reactor spent nuclear fuel through the Port of Galveston would have no detrimental effect on tourism or future business development at the port.

COMMENTOR NO. 1254: DANIEL, CORNELIUS W., IV

3735 South Fawcett Street
Tacoma, WA 98408
July 18, 1995

Charles Head, Program Manager
Office of Spent Nuclear fuel Management
(EM-37) U.S. Department of Energy
1000 Independence Ave. S.W.
Washington DC 20585

Mr. Head:

I am writing in regards to the issue of shipping spent nuclear waste through the Port of Tacoma. I strongly believe that this should not be done. In the City of Tacoma alone there are over 176,000 people (as per the 1990 census). In Pierce County, excluding Tacoma there are 214,795 households. All these people would be affected if there were to be an accident with the waste that your agency plans on bringing through our port, as well as those residents in South King County. 1254-1

The Port of Tacoma is with a few miles at most of Interstate 5, which is the main highway from Seattle to Portland. Any mishap could shut down I-5 causing disruption of transportation of goods and services throughout the Puget Sound. This area is also prone to occasional earthquakes, which increases the risk of mishap.

I read that Japan and Scotland have facilities that could use this material. I believe if there are other counties that are reliable, they should be given this waste. These two counties would be such places. Insisting that this waste be kept within the United States is an unwise policy in this day. 1254-2

If this spent nuclear waste is shipped through the Port of Tacoma, I will be forced to considered moving from Tacoma and I know of others that feel the same way. This would be

RESPONSE TO COMMENT
COMMENTOR NO. 1254: DANIEL, CORNELIUS W., IV

Response to Comment No. 1254-1

The commentor's opposition to the use of the Port of Tacoma for receipt of foreign research reactor spent nuclear fuel is noted. Based on the port selection process described in Appendix D of the EIS, the Port of Tacoma is among the ten candidate ports listed in Section 2.2.1.6 of the EIS which could receive foreign research reactor spent nuclear fuel under Management Alternatives 1 and 3. The analyses provided in the EIS indicate that the use of any of the ports indicated by the port selection process, including Tacoma, would not pose any significant risk to either the port personnel, local environment, or the population near the port. The analysis in the EIS indicates that the risks associated with an accident are low (Sections 4.2.2.3) and that the risks associated with incident-free handling of the foreign research reactor spent nuclear fuel casks are also low (Section 4.2.2.2).

The risk of releasing radioactive material from a foreign research reactor spent nuclear fuel transportation cask as the result of a seismic event is very small. Transportation casks are designed and built to withstand significant punishment without releasing their contents (Section 2.6.2 of the EIS). Therefore, a seismic event, even if it caused structures at the Port of Tacoma to fail, is not expected to compromise the spent nuclear fuel transportation cask. Further, the analyses of impacts associated with accidents involving foreign research reactor spent nuclear fuel presented in Section 4.2.2.3 of the EIS demonstrate that the use of any of the selected ports would not pose any significant risk to the port personnel or the population near the ports.

Response to Comment No. 1254-2

The commentor's preference for overseas reprocessing is noted. This is Management Alternative 2, Subalternative 1b, which is discussed in Sections 2.3 and 4.4.2 of the EIS.

COMMENTOR NO. 1254: DANIEL, CORNELIUS W., IV (CONT'D.)

sad to see because Tacoma is beginning a revival. Additional, I have heard absolutely no word that there is any benefit to having this waste shipped through the Port of Tacoma, or for that matter any other city that is being forced upon. I feel that not having any real say or compensation in this matter is the greatest injustice of all.

Sincerely,

Cornelius W. Daniel IV "Cort"
(206) 475-4799

RESPONSE TO COMMENT
COMMENTOR NO. 1254: DANIEL, CORNELIUS W., IV (CONT'D.)

COMMENTOR NO. 1257: HERMAN, E.M.

1608 SE 52 Ave.
Portland, OR 97215
Saturday, July 15, 1995

Mr. Head:

Don't be sending foreign nuclear waste through Portland. If the DOE has gotta have it so badly, float it up the Potomac and deal with it there. Let Washington handle the friendly "Atoms for Peace". 1257-1

Sincerely,

E M Herman

RESPONSE TO COMMENT
COMMENTOR NO. 1257: HERMAN, E.M.

Response to Comment No. 1257-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Portland is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Portland, or to any of the ports analyzed in the EIS, is low. The Washington, DC area does not have the appropriate facilities or experience required to safely receive the foreign research reactor spent nuclear fuel.

COMMENTOR NO. 1258: HUMMEL, MRS.

To whom It may Concern,

Please do not consider allowing spent Nuclear fuel to be shipped through the Port of Galveston.

Galveston is a beautiful city with a rich historical past.
We all must try and prevail in our efforts to save our environment.
This is an unfavorable plan.

We need to have great concern of the potential, unavoidable dangers, that spent nuclear fuel can and probably will cause to our city. 1258-1

We need to take care of our residents and visitors of Galveston. Do we need to be reminded that the port of Galveston is directly across the Street of the University and the Hospital.
Even one nuclear mishap could fatally expose hundreds of ~~the~~ Already ill UTMB patients, not to mention the Staff 1258-2

RESPONSE TO COMMENT
COMMENTOR NO. 1258: HUMMEL, MRS.

Response to Comment No. 1258-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Galveston is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Galveston, or to any of the ports analyzed in the EIS, is low.

Response to Comment No. 1258-2

Sections 4.2 and 4.5 of the EIS discuss the risks and consequences of accidents involving the foreign research reactor spent nuclear fuel. The analyses demonstrate that the risks and consequences of transporting the foreign research reactor spent nuclear fuel are low.

and medical Students. People we are talking deadly Nuclear Waste! 1258-2 (Cont'd.)

Each year Galveston opens its shores to thousands of welcome vistors every day. The beautiful Historical Strand area is also a neighbor with the port of Galveston.

This is a wake up call. Lets work together before its to late and Stop a serious neclear mishap from occurring. 1258-2 (Cont'd.)

Stop and realize the economical disaster, even one Nuclear fuel mishap Could cause to Galvestonians. 1258-3

For our health, enviorment, Peace of Mind and last but not least Stop this for our Future enconomy.

Just SAY No to Spent Nuclear Fuel Coming though our Galveston Ports.

Response to Comment No. 1258-3

Several accident scenarios, including severe accidents were analyzed during preparation of the EIS. Results of the accident analysis at the ports are given in Section 4.2.2 of the EIS with supporting detail in Appendix D, Section D.5. No catastrophic effects were found to result from severe accidents involving foreign research reactor spent nuclear fuel. Based on the evaluation of impacts presented in Section 4 of the EIS, the risk associated with the shipments of foreign research reactor spent nuclear fuel through any of the ports identified is not greater than the risk associated with the handling of other hazardous cargos. DOE acknowledges that, in many instances, the perception by the public of the risks associated with spent nuclear fuel may be greater than the actual risk, or the risk from other even more hazardous activities. However, adverse impacts have not been observed during the 30 plus years foreign research reactor spent nuclear fuel was accepted into the United States in the past. Based on this past experience, DOE considers that shipping foreign research reactor spent nuclear fuel through the Port of Galveston would have no detrimental effect on future economy of the port.

COMMENTOR NO. 1259: ROBERTS, ELIZABETH

July 18, 1995

Office of Spent Nuclear
Fuel Management (EM-37
U.S. Dept. of Energy
1000 Independence Ave S.W.
Washington DC 20585

Dear Mr Head:

Please do not ship nuclear waste through the port of Tacoma, Washington because of:

1. Fort Lewis + McChord A.F.B Military Installations
2. Earth Quake Country (area)
3. Downtown Hospitals
4. Downtown Tacoma Dome
5. Downtown Railroad Dept
6. mt Rainer (ACTIVE)
7. POPULATION OF THE CITIES
8. ETC.

1259-1

Sincerely,
Elizabeth Roberts
717-47TH ST S.W.
PUYALLUP WA
98371

RESPONSE TO COMMENT
COMMENTOR NO. 1259: ROBERTS, ELIZABETH

Response to Comment No. 1259-1

The commentor's opposition to the use of the Port of Tacoma for receipt of foreign research reactor spent nuclear fuel is noted. Based on the port selection process described in Appendix D of the EIS, the Port of Tacoma is among the ten candidate ports listed in Section 2.2.1.6 of the EIS which could receive foreign research reactor spent nuclear fuel under Management Alternative 1 or 3. The analyses provided in the EIS indicate that the use of any of the ports indicated by the port selection process, including Tacoma, would not pose any significant risk to either the port personnel, local environment, or the population near the port. The analysis in the EIS indicates that the risks associated with an accident are low (Section 4.2.2.3) and that the risks associated with incident-free handling of the foreign research reactor spent nuclear fuel are also low (Section 4.2.2.2).

The risk of releasing radioactive material from a foreign research reactor spent nuclear fuel transportation cask as the result of a seismic event is low. Transportation casks are designed and built to withstand significant punishment without releasing their contents (Section 2.6.2 of the EIS). Therefore, a seismic event, even if it caused structures at the Port of Tacoma to fail, is not expected to compromise the spent nuclear fuel transportation cask.

All of the population within a 50-mile radius of the Port of Tacoma was considered when analyzing the impact of a range of hypothetical port accidents. The risks were found to be low (Section 4.2.2.3 of the EIS). The evaluation of accident probabilities, both marine and land, were based on national accident rates, which include locale-specific conditions only as they impact the national statistics. As local hazards, such as earthquakes, volcanos, and mud slides, could be accident initiators, they may slightly increase the probability of an accident. However, they would not increase the consequences of the accident, which were found to be minor for marine (Appendix C, Section C.5.4 of the EIS), port (Appendix D, Section D.5.4.2.2), and land transportation accidents (Appendix E, Section E.7.4).

COMMENTOR NO. 1260: MCLEOD, DEAN L.

17 July 1995

Public Comments on the Draft FFR SNF EIS
Attention: Charles R. Head
Office of Spent Fuel Management (EM-37)
United States Department of Energy
1000 Independence Avenue, S.W.
Washington, D.C. 20585-0001

Dear Sir:

I write this as a resident of Bay Point, recently moved to Concord, California. I come from a conservative background and have never carried a placard or participated in an organized protest in my life. I'm 51 years old and a grandfather. Today also happens to be the anniversary of the greatest homefront disaster of World War II, when the docks at Concord Naval Weapons Station exploded.

The following is written, acknowledging the responsibility that you are faced with, and the need to focus on the larger, more general issues.

It is clear to me, that until a couple of months ago, Concord, California was just the name of a place to you; one to which you had given little or no thought. Further, based on the subject EIS, I conclude that you have never even heard of Bay Point, California. I hope that my questions and comments will help to change that. *1260-1*

The geographic, demographic and industrial particularities of this place cry out against the plan to increase the already intense risks that exist here.

Here are my comments and questions on the Draft EIS:
My review of the "Summary" revealed several general areas that need consideration. There is very little hard data in the "Summary", but it raises numerous questions in my mind. I quote from the EIS, then respond:

1. p. 4: "On October 21, 1993, DOE published a Notice of Intent to prepare an EIS on a proposed action for the acceptance of foreign research reactor spent nuclear fuel containing uranium enriched in the United States (58 FR 54336)." "DOE received public comments, through writing and testimony at nine public hearings held at candidate port and site locations, through January 1994." "DOE received over 2,000 comments from about 500 individuals on a variety of issues..." *1260-2*

Since legal notice, comment period and public hearings were based on the assumption that the port of entry would be Oakland, the last minute change to Concord Naval Weapons Station has effectively deprived the affected

RESPONSE TO COMMENT
COMMENTOR NO. 1260: MCLEOD, DEAN L.

Response to Comment No. 1260-1

The commentor's opposition to the use of Concord NWS for receipt of foreign research reactor spent nuclear fuel is noted.

Concord was one of 161 ports (153 commercial and eight military ports) considered. These ports were evaluated against selection criteria, resulting in 10 ports that met all of the criteria. See EIS Appendix D, Sections D.1.8 and D.1.9 for a detailed discussion of the process and results. The analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Concord NWS, or to any of the ports analyzed in the EIS, is low.

Response to Comment No. 1260-2

The fact that a scoping meeting was not held in the Concord vicinity is due to the fact that one of the purposes of the scoping meeting, in accordance with NEPA and DOE's applicable regulations, is to identify the scope of the EIS through public input. Therefore, based on information and comments provided by participants at the scoping meeting, and based on other considerations, DOE acted within its rights to expand the scope of the EIS to include additional ports as possible candidates for receipt of foreign research reactor spent nuclear fuel. Once such additional port is Concord NWS. The public and other interested parties (government officials, industry, etc.) were afforded opportunity to comment on the draft EIS, both at the public hearing and in writing after the public hearing. The 90 day public comment period ended on July 20, 1995. In addition, DOE considers the analyses conducted in Section 3.2.1.6 and Appendix D, Section D.2.1.6 are adequate regarding Concord NWS.

COMMENTOR NO. 1260: MCLEOD, DEAN L. (CONT'D.)

communities of their rights as citizens. No one in Contra Costa was aware of the decision to utilize Concord until April, 1995. This is outrageous. Are you prepared for the legal consequences of this?

More importantly, whatever studies were undertaken as to suitability of the various ports, Concord had to have been given short shrift, since it was not even considered until the past few months. Why was inadequate study made of CNWS?

1260-2 (Cont'd.)

2. p. 13: "Screening criteria [for choosing potential ports of entry] were based on input from the public (during the EIS scoping process), a U.S. Merchant Marine Academy panel of maritime safety experts and factors identified in Section 3151of the National Defense Authorization Act of FY 1994.

Why was the affected public for Concord excluded from input until the last moment?.

Of the three recommendations of the Maritime Acadamy panel "necessary for safe shipment", Concord fails two. One of these is "short distance from the open ocean". Page D-11 of Selection and Evaluation of Potential Ports of Entry says:

> Ports that can only be reached by transporting spent nuclear fuel through long, narrow, winding, or crowded ship channels present additional risks that can be avoided by using ports that are easier to reach.
>
> Less desirable are potential ports...which present [a narrow strait such as Carquinez] crowded by oil tankers in the channel and numerous petroleum and petrochemical plants along the channel that could impact on ship safety in the event of a plant or pipeline accident.

The second "necessary" criteria is "adequate port cargo facilities" (D-3). The U.S. Merchant Marine Academy Workshop recommended "onsite purpose-built cranes with trained operators". Concord has neither. Construction of crane facilities would not lead to "trained operators". Why has the DOE ignored these factors?

1260-3

Under "important but not necessary" recommendations, Concord fails for numerous reasons:

1.There are "significant environmental considerations for the port D-15)" The landward portion of the station is home to several endangered species. The port areas straddle a sensitive and delicate wetlands area. Why has this been ignored?

1260-4

RESPONSE TO COMMENT
COMMENTOR NO. 1260: MCLEOD, DEAN L. (CONT'D.)

Response to Comment No. 1260-3

Concord NWS was one of 161 ports (153 commercial and eight military ports) considered. These ports were evaluated against selection criteria, resulting in 10 ports that met all of the criteria. See Appendix D, Sections D.1.8 and D.1.9 of the EIS for a detailed discussion of the process and results.

DOE's public interaction related to this draft EIS exceed the requirements set forth in NEPA and DOE's environmental regulations. Seventeen public hearings were held in locations determined most likely to be directly affected by the EIS alternatives. In addition, the period of acceptance for written comments was extended from June 20 to July 20, 1995. DOE considers that these actions have provided sufficient opportunity for the public to comment on the draft EIS.

If any foreign research reactor spent nuclear fuel is to be accepted into the United States, the selection of the actual port(s) of entry to be used would be made in the Record of Decision, subsequent to completion of this final EIS.

The physical constraints of the passage from San Francisco Bay to Concord NWS were considered as part of the port selection process. The passage was found to meet the requirements of Criterion 2 (Favorable Transit From Open Ocean) for port selection (Appendix D, Section D.1.9.2 of the EIS).

As shown by the port selection process described in Appendix D, Section D.1 of the EIS, Concord NWS and the other nine ports all meet the port selection criteria and hence are considered to be able to safely handle the foreign research reactor spent nuclear fuel. Criterion 3 regarding appropriate port facilities (Appendix D, Section D.1.9.1) was established to evaluate each port for "adequate port cargo facilities" as recommended by the U.S. Merchant Marine Academy. Under Criterion 3, each port was to have at least one adequate crane for offloading containerized spent nuclear fuel onto ground transport. Currently, the Concord NWS has a floating crane that routinely handles containers. Also, the NWS is scheduled to add two container cranes to increase the container handling capacity of the facility.

Response to Comment No. 1260-4

As a part of the port selection process, the EIS examines desirable port attributes as one of the criteria used in selecting ports acceptable for the receipt and handling of foreign research reactor spent nuclear fuel. The port selection process is described in detail in Appendix D, Section D.1.9 of the EIS with desirable port attributes discussed in Section D.1.9.6. Included among the desirable port attributes, DOE examined the environmental concerns near the ports and the environmental concerns from severe natural phenomena, such as earthquakes.

COMMENTOR NO. 1260: MCLEOD, DEAN L. (CONT'D.)

2. There is a substantial presence of "conflicting uses: explosives, petroleum..." Concord is the main west coast transhipment center for weapons and explosives. Bringing in waste nuclear material to the same facility, even if to a separate area, contradicts the panel's recommendation. The station is surrounded by petroleum and chemical plants. Why has this been ignored?

Likelihood of severe natural phenomena impacting port activities (such as high winds ...earthquakes". The port at CNWS was built adjacent to the town of Bay Point, which was renamed Port Chicago in 1931 because, like the more famous place, there are constant high winds. The port straddles the Concord Earthqake Fault, and is built on swamp land subject to instant liquifaction in a severe earthquake. Why has this been ignored? *1260-4 (Cont'd.)*

Why would the DOE ignore the requirements of the National Defence Authorization Act and the recommendations of the U.S. Merchant Marine Academy panel?

I believe it is significant that the safety statistics quoted in the study separate the risks of marine transportation, port handling and rail/truck transportation, ignoring the fact that Contra Costa, particularly Bay Point, would be subject to all three hazards, thus tripling the risks. Why have not the impacted communities been advised of these risks?

4. p. 21: "In more than three decades of shipping spent nuclear fuel into and within the United States, no accident has ever occurred in which a "Type B" cask was punctured or spent nuclear fuel contents released, even in actual highway accidents.

Try this logic: In the 27 years that Southwest Airlines has flown there has been no crash, accident or death. Therefore, is there no such risk? Statistically, taking only Southwest Airlines, the risk of accident is one in billions, considering all the passenger miles the airline has flown. But what is the reality? Every few months airlines crash somewhere in the world. What are the statistics for airline safety over-all? Although quite safe, entirely different than that for Southwest Airlines alone. What is pertinent to this issue are the odds of road accidents, shipping accidents and train accidents in general. More fundamental, though, is the consequence of an accident. In an auto or train accident, one or two persons might get killed. When an airline crashes, a couple of hundred people can die. If there is a serious accident, where the spent nuclear fuel rods burn, many thousands of persons could ultimately die from radiation sickness or cancer. Why does the EIS downplay the real dangers? *1260-5*

5. p. 26: "An emergency management and response infrastructure exists to support the implementation of those Management Alternatives that have an effect in the United States. This encompasses ports of entry, ground *1260-6*

RESPONSE TO COMMENT
COMMENTOR NO. 1260: MCLEOD, DEAN L. (CONT'D.)

Although ports are not generally environmentally sensitive areas within the context of NEPA, the EIS identifies the presence of wetlands and Tule Elk near the Concord NWS as an environmental concern. If foreign research reactor spent nuclear fuel is accepted by the United States, environmental concerns may be considered in the decision as to which port to use for each shipment of foreign research reactor spent nuclear fuel. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk to humans as well as wildlife associated with bringing spent nuclear fuel to the Concord NWS, or to any of the ports analyzed in the EIS, is low.

DOE understands that Concord NWS's primary mission is to support the military through handling munitions and that no handling of the foreign research reactor spent nuclear fuel could occur concurrently with handling explosives. Administrative controls would be in place to preclude the handling of high explosives while the foreign research reactor spent nuclear fuel was on Concord NWS or in a ship near Concord NWS. While there would be high explosives in Concord NWS's bunkers while the foreign research reactor spent nuclear fuel was being handled, as long as the high explosives were not handled, there would be little danger of explosion. The port selection criteria do not consider the existence of other land-based facilities, such as refineries or inventories of hazardous materials, because they have no direct impact on the risk associated with the shipment of foreign research reactor spent nuclear fuel.

The risk of releasing radioactive material from a foreign research reactor spent nuclear fuel transportation cask as the result of a seismic event is low. While local hazards, such as earthquakes, could slightly increase the probability of an accident, they would not increase the consequences of the accident, which were found to be very minor for both marine and land transportation accidents. Appendix D, Section D.5.3.1.3 of the EIS discusses the port accident probabilities developed from marine accident data. Hence the overall low risk is essentially unchanged in seismic areas.

In preparing the EIS, DOE has considered accepting the foreign research reactor spent nuclear fuel at any of 10 ports selected on the basis of specific criteria described in Section 2.6.3.1 of the EIS. As stated in the EIS, the criteria were based on several sources, including the recommendations made at a U.S. Merchant Marine Academy workshop, public input received during the scoping process, and the factors identified in Section 3151 of Public Law 103-160 (the National Defense Authorization Act for the fiscal year 1994). For each port selected, the impacts from activities related to the shipments of foreign research reactor spent nuclear fuel were evaluated in Section 4.2.2. The evaluation includes impacts from incident-free activities, credible accidents (including shipboard fires), emergency management and response, cumulative impacts, mitigation measures, and environmental justice concerns. The risk to the environment and the health and safety of workers and public resulting from the proposed action for all candidate ports was determined to be low.

COMMENTOR NO. 1260: MCLEOD, DEAN L. (CONT'D.)

transportation routes, and management sites." "In the United States, state and local governments are required to have emergency management and response programs." "Thses programs must be capable of managing all hazards, ranging from natural disasters to hazardous materials incidents on a day-to-day basis."

This totally begs the question.

The emergency management and response infrastructure in Contra Costa and Solano Counties would be powerless to "manage" in the face of a nuclear materials leak on the river, at Concord Naval Weapons Station or on highway 4. Contra Costa County failed to adequately manage a simple chemical spill at the General Chemical Plant in Richmond two years ago. Why does the EIS provide no indication of how Contra Costa County would cope? *1260-6 (Cont'd.)*

6. p. 36: "The most severe ground transport accidents would be truck or train crashes, followed by a large fire."

Highway 4, the main route between Concord and the storage sites is one of the most dangerous highways in Northern California. Were it to be used east of Concord or west of Martinez the odds of a truck accident rise astronomically. The road beds of the railroads leading to and from Concord Naval Weapons Station are under-maintained and their general safety is questionable. *1260-7*

Review of Appendix A: Environmental Justice Analysis

8. p. A-1: "Executive Order 12898 *Federal Actions to Address Environmental Justice in Minority Populations and Low Income Populations,* directs Federal agencies to identify and address...disproportionately high and adverse human health or environmental effects of their programs, policies and activities on minority and low income populations."

The fundamental assumptions of the analysis in Appendix A are faulty. A circle with a ten mile radius (the assumption chosen) could be drawn around any metropolitan area and produce the finding that no environmental injustice exists. By including the racial and economic demographics of the mored distant affluent and well educated areas in the statistics, the real impact on those most at risk is obscured. The study admits that the closer a community is to the accident, the greater the risk. The greatest risk is at the port of entry. A circle drawn 3 miles around the loading docks of Concord Naval Weapons station would primarily include the communities of Clyde and Bay Point. An examination of the racial and demographic make-up of these communities will persuade the objective observer that using Concord Naval Weapons Station violates Executive Order 12898. *1260-8*

9. p. A-1: "In the case of spent nuclear fuel from foreign research reactors, no fatalities are expected due to radiological exposure or traffic accidents." *1260-9*

RESPONSE TO COMMENT
COMMENTOR NO. 1260: MCLEOD, DEAN L. (CONT'D.)

No significant health, safety, or environmental risks were found to exist at any of the candidate commercial or military ports selected (Sections 4.2.2 and 4.5 of the EIS) which would warrant a cumulative impact analysis in the final EIS addressing the effect of receiving spent nuclear fuel on existing commercial and military environments at the various ports, including the Concord NWS. Spent nuclear fuel from foreign research reactors is shipped in standard containers, and does not require special handling techniques (Section 2.6.3.2.2 of the EIS) or additional security beyond that required by NRC regulation (which can readily be provided in any of the commercial or military ports). No special precautions are required by the U.S. Coast Guard (Section 2.6.3.2.2 of the EIS).

Response to Comment No. 1260-5

While it is a fact, that there have not been any accidents in the United States in which a "Type B" spent nuclear fuel transportation cask was punctured, the EIS evaluated the consequences of accidents involving a cask where the cask is considered failed with a certain probability. The accidents ranged from no cask failure to that of cask failure combined with a high intensity fire. The approach and the results of the transportation analysis are documented in Appendix E and summarized in Section 4 of the EIS. For the analysis of accidents at sea and at ports, Appendices C and D of the EIS provide the approach and the calculational results. The results are not downplayed.

Response to Comment No. 1260-6

DOE considers that if foreign research reactor spent nuclear fuel is managed in the United States, there is adequate regulatory and emergency preparedness infrastructure to ensure its safe acceptance and transportation to the designated management site. Emergency preparedness, security, and coordination of DOE with local emergency response authorities that would be involved with the acceptance and transportation of foreign research reactor spent nuclear fuel will be discussed in detail in the Transportation Plan, to be prepared prior to the implementation of the policy. The general provisions of the Transportation Plan are included in Appendix H, which was added to the final EIS in response to public comments.

As discussed in Section 2.7.3.2 of the EIS, DOE provides funding to States and Tribes through the Office of Environmental Management and the Office of Civilian Radioactive Waste Management to assist with transportation related issues. This funding has been used in the past to enhance a jurisdiction's emergency management and response capabilities. Besides funding, much of DOE's assistance is provided in the form of technical assistance, for which DOE bears the cost. Assistance may be provided through DOE's Radiological Assistance Program and under the National Contingency Plan, as well as through training, DOE sponsored meetings, informal discussions, and informational materials.

This totally begs the question. The statistical analysis used to dismiss potential risks is completely bogus. The analysts who scratched out the piffle in this study should be forced to give their names to the public for ridicule, and be reported to any professional organizations to which they belong. 1260-9 (Cont'd.)

10. p. A-2: "Potential radiological impacts to people residing near the port are associated with low probability (less than one in a million) accidents that are so severe that the spent nuclear fuel casks rupture and a fire would burn long enough around the cask that some of the radiological material would be released." "Most of this vaporized spent nuclear fuel would be expected to be deposited in the first few miles downwind of the fire but small amounts could be carried out for several tens of miles."!! 1260-10

Yes, death for several tens of miles. This is the crux of the issue. There can be almost no imaginable scenario in which anyone would willingly submit to any level of risk. The residents of Bay Point have born excessive risks for 53 years. Concord is 6-7 miles south and west of the docks. Bay Point is 1 1/2 miles southeast and directly downwind. Fifty-one years ago today over 300 persons were killed and the town of Bay Point/Port Chicago was devastated WITH WORLD WAR II VINTAGE BOMBS.

11. p. A-3: "The port at Concord Naval Weapons Station is the exception [among proposed ports in that it has] larger percentages of minority populations *in the surrounding county.*" 1260-8 (Cont'd.)

The assertion here is that within a 10 mile radius of the base (the presumed danger zone) the percentage of minority and poor people is lower than the surrounding counties. This conclusion is so fallacious and deceptive that it boggles the mind. Within the 10 mile radius (see map on A10) are included Pittsburg, Bay Point, Concord, Pleasant Hill, Martinez, Benicia, Vallejo and Crockett. If you average in Benicia, Concord, Pleasant Hill and Martinez, the impact on poor and minorities is less than average. Why has the DOE ignored the fact that the greatest risk is in Bay Point, with its large minority and poor population.

Review of Appendix C:
Marine Transport and Associated Environmental Impacts:

The major flaw in the analysis is that no consideration was given to the special risks associated with ship transport 35 miles up river from the Golden Gate. The Carquinez Straits are particularly narrow, with treacherous currents. Furthermore, populations all along the route are put at risk. This cannot be compared to open sea shipping, nor highway or rail transportation. Why has the DOE failed to study this special risk? 1260-11

Response to Comment No. 1260-7

DOE has not yet selected ground transportation or transport modes for the foreign research reactor spent nuclear fuel. If Concord NWS is selected, then DOE would choose the best route to I-680 in accordance with Department of Transportation regulations (49 CFR Part 397.101 (a)(2)). That route could use Route 4, Route 24, and/or Waterfront Road. These are the local Concord streets that the trucks would probably use. The State of California routing agency can designate a preferred route, which the shipments would be required to follow, in accordance with 49 CFR Part 397.103.

The commentor's view that the railroad roadbeds leading to and from Concord NWS are under-maintained and their general safety is questionable is noted. Section 4.2.3 of the EIS, however, demonstrates that the risks of transporting the foreign research reactor spent nuclear fuel by rail would be low.

Response to Comment No. 1260-8

As discussed in Appendix D, Section D.1.9.5 of the EIS, a circle with a 10-mile (16-km) radius centered at each candidate port was selected for the analysis because it is the area most likely affected in the event of an accident involving spent nuclear fuel from foreign research reactors. Table A-1 of Appendix A, shows an enumeration of minority populations residing within ten miles of candidate ports and in counties having boundaries within ten miles of the candidate ports. For eight of the twelve terminals listed in Table A-1, the percentage of minority population residing within ten miles of the candidate port exceeded the percentage of minority population residing in surrounding counties. The opposite was found for four of the twelve terminals, including Concord NWS. Due to the different racial and ethnic compositions and geographical dispersions of populations residing near candidate ports (Table A-2 of Appendix A), it is not feasible to identify a typical demographic condition. The analysis in the EIS provides an equal treatment for all the candidate ports consistent with the physical nature of radiological risks in the event of an accident. As discussed in Section 4 of the EIS, implementation of the proposed action would result in no significant benefits or risks to workers or the general population, including minority and low-income populations.

Response to Comment No. 1260-9

DOE disagrees with the commentor's assertion that the statistical analysis is bogus. The statistical nature of radiological health effects is explained in Section 4.1.3 of the EIS. Other analytical procedures are discussed throughout Section 4 and Appendices B, C, D, E, and F. Since the commentor does not offer any specific criticisms of the analysis, DOE is unable to respond in specific terms. Nevertheless, the commentor's disagreement with the results is noted. The names of the analysts are listed in Section 6 of the EIS.

COMMENTOR NO. 1260: MCLEOD, DEAN L. (CONT'D.)

Review of Appendix D: Selection and Evaluation of Potential Ports of Entry

The section for Concord Naval Weapons Station (D-60 through D-63) was put together very hastily, so much so that place names are not even spelled correctly (San Suisun Bay, Clydea, Brizzly Bay). More significant, though is the complete failure to mention the community of Bay Point, with its population of 20,000 adjacent to the weapons station fence. How can the DOE ignore out of existence a community of 20,000 people? *1260-11 (Cont'd.)*

13. p. D-62: The likelihood of severe natural phenomena, such as high winds and earthquakes is reflected in the structural requirements...in the Uniform Building Code." "For the Port of Concord NWS, the code provides a basic wind speed of about 70 miles per hour. The port is located on the edge of a very high seismic zone with an acceleration of 0.45 g."

Yes, any reasonable person can see that this is no place for hazardous materials of the nature proposed. On this basis alone, the Concord Naval Weapons Station should be dropped from consideration. Were an accident to occur, the prevailing winds would spread the radioactive material very far, very fast. Furthermore, the docks are on the edge of the Concord Fault Zone. Dramatically significant, though is the fact that the whole dock area is filled wetlands subject to immediate liquifaction in the case of an earthquake. The USGS regularly warns us that it is not a question of whether we will have a severe earthquake, but simply a question of when. Further, the study makes no mention of the 25 inch natural gas main that runs parallel to the railroad tracks through the weapons station and through the community of Bay Point. Nor does it mention the gasoline and jet fuel pipes that abound along the tracks near the docks. This is a major disaster waiting to happen. Why does the EIS ignore these explosive safety factors? *1260-12*

Mr. Head, please give careful consideration to your place in history. Surely you don't want to risk being in the position of the Navy Port Director, 12th Naval District, who recommended in 1941 that Port Chicago was an ideal location for weapons storage, particularly because of "its complete isolation from habitation and industrial activity". Two years later, on July 17, 1944,the adjacent town of Port Chicago was extensively damaged and hundreds were killed. The risks to your place in history and to Contra Costa are exponentially greater this July 17, 1995.

Sincerely yours,

Dean L. McLeod
1830 Polk Street
Concord, California 94521

RESPONSE TO COMMENT
COMMENTOR NO. 1260: MCLEOD, DEAN L. (CONT'D.)

Response to Comment No. 1260-10

The commentor's quote from Appendix A is accurate, but DOE disagrees with the commentor's conclusion about impacts from an accident, "death for several tens of miles." Exposure to small amounts of radioactive material increases the risk of cancer whether the radioactive material comes from natural sources or man-made sources, but this exposure does not cause death to everyone who is exposed. The amount of risk depends on the amount of exposure (Sections 4.1.3 and 4.1.4 of the EIS).

Response to Comment No. 1260-11

The port selection process that determined that Concord NWS was an acceptable port considered the population of the port and surrounding areas. Appendix D, Section D.1.9.5 of the EIS provides an explanation of the "population" criterion. In regard to the amount of marine traffic and the number of refineries and bridges along the route to Concord NWS, the passage from San Francisco Bay to Concord NWS was evaluated and found to meet the requirements of Criterion 2 (Favorable Transit From Open Ocean) for port selection (Appendix D, Section D.1.9.2). The population and favorable transit from open ocean are not the only considerations in selecting ports of entry for the foreign research reactor spent nuclear fuel, if it is accepted into the United States. Other items of importance include population along the route to the management site, port experience with handling containers, and port facilities. Appendix D, Section D.1.9 of the EIS presents details of the port selection process.

The corrections identified by the commentor have been incorporated into the EIS.

None of the port descriptions, either in Section 3.2 or Appendix D, Section D.2 of the EIS, list or discuss all of the communities in the area of the port. There was no attempt to ignore Bay Point out of existence. When the population of the area was calculated for the port selection evaluation and for accident analyses, Bay Point was included.

Response to Comment No. 1260-12

Appendix D, Section D.5.3.1 of the EIS describes several accident scenarios that involve fire. When the impacts of accidents were calculated (Appendix D, Section D.5.3.3), a 50-mile radius around the port, as well as the local meteorology and prevailing winds, were taken into account. The results of the analysis of these accidents can be found in Appendix D, Section D.5.4. The analysis shows that even in the event of a severe ship fire, neither the consequences nor risks are great (Appendix D, Section D.5.5). Although such a catastrophic accident would obviously impact the local environment, no significant impacts are predicted due to the presence of foreign research reactor spent nuclear fuel. In fact, the analysis of impacts associated with an accident involving foreign research

reactor spent nuclear fuel also determined that no decontamination, interdiction, or condemnation of property would result from the worst plausible accident (Section 4.2.2.3 of the EIS). The analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing foreign research reactor spent nuclear fuel to the Concord NWS, or to any of the ports analyzed in the EIS, is low, even for the most-affected individuals.

The effects of a severe explosion on a foreign research reactor spent nuclear fuel transportation cask was not evaluated because the radiological impacts of the fire discussed above would be worse, or "bound" the results of an explosion. The energy content of a severe fire greatly exceeds that of a severe explosion. With a severe fire not only is the cask violated, as it might be by a large explosion, but the heat of the fire would lift what is released from the cask, spreading the radioactive material farther, affecting more people. The impacts of an explosion followed by a severe fire are equivalent to the category 6 accident which results in a violated cask being engulfed by a severe fire (Appendix D, Section D.5.3.1.1 of the EIS), which is discussed above.

Earthquakes were not analyzed separately in the EIS because seismic activity would not result in greater damage to a transportation cask than that caused by a ship collision and subsequent fire. Rather, the consequences from the worst plausible accidents involving foreign research reactor spent nuclear fuel transportation casks were evaluated, regardless of what initiated them. An earthquake could be the initiator of either a ship or road accident, and thus affect the probability of such accidents; however, the number of earthquake-induced ship and road accidents is small compared to other causes.

DOE would like to point out that the foreign research reactor spent nuclear fuel is neither volatile nor unstable. The fuel that the proposed policy deals with is a metal which contains enriched uranium matrixed in, all clad with either aluminum or stainless steel. This type of fuel is very stable. See Section 2.6.1 of the EIS for a detailed description of the foreign research reactor spent nuclear fuel.

COMMENTOR NO. 1261: SALTER, GAYLE CORD

Written Comments on the Draft Environmental Impact Statement on a Proposed Nuclear Weapons Nonproliferation Policy Concerning Foreign Research Reactor Spent Nuclear Fuel

If you would like to give us written comments, please feel free to use this page and drop it off at the registration table when you leave. Alternatively, you may mail your comments to the Department of Energy at the address listed below. Also, please provide us with your name, address, and telephone number for any follow-up information or any questions concerning the intent of your comments. This will also allow us to properly indicate the source of the comments in the comment response document. Thank you.

Name: Gayle Salter **Phone:** 510-672-0599
Title and Organization: — a concerned citizen
Address: 302 Mt. Sierra Place
City: Clayton **State** CA **Zip** 94517

*** COMMENTS ***

I am writing on behalf of all my family. We oppose the plan for nuclear waste coming to our nearby Naval Weapons Station in Concord. 1261-1

It is our choice that foreign waste be kept abroad hopefully under international management. We feel the U.S. has more than enough to handle with the storage of our own nuclear waste. 1261-2

The Concord area is part of the East Bay Area, a densely populated part of northern California. We are setting on an active quake fault line. I'm sure by now many area citizens have contacted you with the tense, negative opinions regarding this matter.

Sincerely,
Gayle Cord Salter

P.S. I'd love to have part of the monies spent to produce all your hand-out materials!!

To Mail in Comments, Address Correspondence to:

Mr. Charles R. Head
Office of Spent Fuel Management, EM-37
U.S. Department of Energy
1000 Independence Avenue, SW
Washington, DC 20585-0001

RESPONSE TO COMMENT
COMMENTOR NO. 1261: SALTER, GAYLE CORD

Response to Comment No. 1261-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Concord NWS is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Concord NWS, or to any of the ports analyzed in the EIS, is low.

Response to Comment No. 1261-2

The commentor's preference for overseas management is noted. This is Management Alternative 2, which is discussed in Sections 2.3 and 4.4 of the EIS.

All of the population within a 50-mile radius of the Concord NWS were considered when analyzing the impact of both incident-free transport and the range of hypothetical port accidents. The risks were found to be low. (Appendix D, Section D.5 of the EIS provides details of the accident analysis). Earthquakes were not analyzed separately in the EIS because seismic activity would not result in greater damage to a transportation cask than that caused by a ship collision and subsequent fire. Rather, the consequences from the worst plausible accidents involving foreign research reactor spent nuclear fuel transportation casks were evaluated, regardless of what initiated them. An earthquake could be the initiator of either a ship or road accident, and thus affect the probability of such accidents; however, the number of earthquake-induced ship and road accidents is small compared to other causes. Therefore, the probability of accidents, and hence overall low risk (consequences multiplied by probability) is essentially unchanged in seismic areas.

COMMENTOR NO. 1262: CONCERNED CITIZENS

We, the undersigned, object to the Department of Energy's plan for the transportation of nuclear waste, such as spent nuclear fuel rods, through the waterways, and on the railways, highways and roads of the San Francisco Bay Area. We also object to the unloading and storage, no matter how temporary, of nuclear waste in the Bay Area, including the Concord Naval Weapons Station in Concord, CA., as is currently proposed. 1262-1 1262-2

Name	Address	Date
Gayle Salter	302 Mt. Sierra Place Clayton	05/31/95
Philip W. Salter	302 Mt. Sierra Pl. Clayton	5/31/95
Jennifer Schnolle	1880 Farm Bureau Rd Concord	6-20-95
[illegible]	[illegible] RD CONCORD CA	6-20-95
[illegible]	2100 PACHECO ST #311, CONCORD, CA 94520	6-23-95
[illegible]	5262 Olive dr., Concord, CA 94521-32	
[illegible]	[illegible]	
Lisa Ungridi	305 Mountaire Parkway Clayton, CA.	7/12/95
Everett Ford	7800 Quinn Pl. Loomis, CA.	7/12/95

Please return to Concerned Citizens 4672 North Larwin Ave., Concord, CA. 94521

RESPONSE TO COMMENT
COMMENTOR NO. 1262: CONCERNED CITIZENS

Response to Comment No. 1262-1

The commentors' opposition to bringing foreign research reactor spent nuclear fuel through the Concord NWS and on the waterways, railroads, highways, and roads in the San Francisco Bay Area is noted. Sections 4.2.2 and 4.2.3 of the EIS, however, demonstrate that the risk associated with bringing spent nuclear fuel to the Concord NWS and through the Bay Area, or to any of the ports or routes analyzed in the EIS, is low.

Response to Comment No. 1262-2

If the foreign research reactor spent nuclear fuel is accepted into the United States (Management Alternative 1 or 3) there would be no storage of this material in the Concord NWS, any other port, or anyplace except for DOE management sites. Under normal circumstances, it would remain at a port for only a few hours. In the event of a major disruption of ground transportation systems due to adverse weather, seismic activity, or other situation, DOE's goal is to minimize holding times at the ports and to provide safe transport of the spent nuclear fuel to its destination as quickly as possible.

COMMENTOR NO. 1263: HOLLANDER, TARA

~~Charles Head~~
Program Manager

\Office of S pent Nuclear Fuel Management (EM-37)
U.S. Dept. of Energy
1000 Independence Ave., S.W.
Washington, D.C. 20585

Dear Mr. Head;

I wish to strongly state my objections to the plan that would make Tacoma the port that would receive nuclear waste currently being shipped from overseas. My understanding is that arrangements could be made to keep the waste in Scotland, Japan, or France. All of these other options have not yet been thoroughly explored. I would also strenuously object to shipping the waste through Tacoma, as there are better ports to do so in Portland and California. 1263-1 1263-2 1263-1 (Cont'd.)

Thank you for your consideration.

Sincerely,

Tara Hollander

Tara Hollander
2613 N. Shirley St.
Tacoma, WA. 98407

RESPONSE TO COMMENT
COMMENTOR NO. 1263: HOLLANDER, TARA

Response to Comment No. 1263-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

Response to Comment No. 1263-2

The commentor's preference for shipping the material to Scotland, Japan, or France is noted. This is covered under Management Alternative 2, which is discussed in Sections 2.3 and 4.4 of the EIS.

COMMENTOR NO. 1266: PEDERSEN, DOUGLAS

July 20, 1995

Department of Energy
Forrestal Building, Room GB-205
1000 Independence Avenue Southwest
Washington, DC 20585

Attention: Charles Head, Project Manager

Subject: Shipment of High Level Nuclear Waste through the Port of Tacoma

Dear Mr. Head:

I was unable to attend the public hearings held recently by the Department of Energy (DOE) in Tacoma, Washington. The newspaper reports indicated that the DOE is seeking "technical reasons" for disqualifying the Port of Tacoma from receiving radioactive spent fuel rods from foreign reactors.

The first technical reason involves a train wreck that never should have happened. On November 11, 1993, two fully loaded freight trains collided head-on at high speed, shredding eight locomotives and launching freight cars hundreds of feet through the air (see attached). Had one of your "unbreakable" nuclear shipping casks been involved, I shudder to think of how the local volunteer fire department would deal with the pieces, especially since the wreckage smoldered for over 14 hours. 1266-1

The second objection comes from DOE Secretary Hazel O'Leary -- your boss. She says that in eight years, we will run out of storage space for domestically-produced, high-level radioactive waste (see attached). Why then are we bringing in materials from overseas when there is no place to put it? 1266-2

Thanks for your time.

Douglas Pedersen
409 SE 23rd
Auburn, WA 98002

cc: Senator Slade Gorton
Congressman Norm Dicks
Governor Mike Lowry
Senator Patty Murray
Congressman Randy Tate

Attachments

RESPONSE TO COMMENT
COMMENTOR NO. 1266: PEDERSEN, DOUGLAS

Response to Comment No. 1266-1

Accidents do occur. That is why the spent nuclear fuel transportation casks are designed, constructed and tested by simulation to withstand a series of impact and fire tests (Appendix B, Section B.2 of the EIS). Representative transportation casks have been crash tested to confirm compliance with regulatory standards. Two actual crash tests involving locomotive and tractor trailer carrying a spent nuclear fuel transportation cask have been performed. Both tests showed no failure of the casks, but the locomotive was destroyed. These tests demonstrated that the spent nuclear fuel transportation casks built to the federal standard would protect and retain their contents in all credible accidents. With regards to fire duration, real life tests have been conducted to determine the accuracy of the techniques used to demonstrate compliance with this regulatory requirement. Further, examinations of real life fires on land and at seas, and fire tests have demonstrated that high intensity fires are unlikely to be sustained for lengthy periods, and even then not in a single location.

Nevertheless, in spite of the improbability of such fires, the EIS contains the results of an analysis of such a fire (Section 4.2.1.3). The results of the analyses are given in Appendix D of the EIS.

Response to Comment No. 1266-2

Storage technologies which could be used for safe storage of spent nuclear fuel from foreign research reactors are discussed in Section 2.6.5 of the EIS. Candidate management sites for foreign research reactor spent nuclear fuel are described in Section 3.3 of the EIS. As discussed in Section 2.6.5.3 of the EIS, management of foreign research reactor spent nuclear fuel could be accomplished with modifications to existing facilities and construction of new interim storage facilities. Activities of the domestic commercial nuclear power industry are unrelated to the management alternatives evaluated in this EIS.

COMMENTOR NO. 1270: KARAIM, DENNIS A.

Mr. Charles R. Head
Office of Spent Fuel Management (EM-37)
United States Department of Energy
1000 Independence Avenue, S.W.
Washington, D.C. 20585-0001

Re: Public Comments on the Draft FRR SNF EIS

Dear Sir,

I am a five-year resident of Bay Point, a town bordering the Concord Naval Weapons Station. More accurately, my property is directly adjacent to the Weapons Station. Therefore, I was very interested to hear of the Department of Energy's proposed plans for the Weapons Station.

I attended the Public Hearing held by the Department of Energy in Concord, California on May 22, 1995. A proposal for using the Concord Naval Weapons Station as a spent nuclear fuel transfer station was discussed.

I presented information about the Concord fault which runs through the proposed site. The Concord fault is only one of many faults in the San Francisco Bay Area. Not only will the spent nuclear fuel be transferred from ship to land on this fault, but then by ground over many other Bay Area faults to one of the proposed temporary storage facilities.

Having an active fault line under a proposed transfer station, as well as many other faults in the area which would affect ground transportation, will greatly increase the possibility of an accident and increase fatality risks.

The information I presented came from the Association of Bay Area Governments. The following is the agency's name, address, phone and fax number:

Association of Bay Area Governments (ABAG)
P.O. Box 2050
Oakland, CA 94604-2050
Phone: 510-464-7900
Fax: 510-464-7970

A document was written about the San Francisco Bay Area fault locations, their activity, and impact. The document's name is "San Francisco Bay Area On Shaky Ground" and the authors are Jean B. Perkins and Jack Boatwright. The source for the fault locations and activity was the California Division of Mines and Geology. Please contact Jean for further information regarding this document.

This week I also contacted the U.S. Geological Survey in Menlo Park, CA. An earthquake with a magnitude of 1.9 was measured on the Concord Fault on July 10, 1995, at 6:52 a.m.

I am confident that the three resources I have mentioned could, upon request, provide more information related to the location, activity, and impact of all the San Francisco Bay Area fault lines.

Finally, I am oppose to the Concord Naval Weapons Station being used for the transfer or storage of spent nuclear fuel or any other nuclear material.

Sincerely,

D. A. K.

Dennis A. Karaim
23 Wharf Drive
Bay Point, CA 94565
Phone: 510-458-9315

1270-1

1270-2

RESPONSE TO COMMENT
COMMENTOR NO. 1270: KARAIM, DENNIS A.

Response to Comment No. 1270-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Concord NWS is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Concord NWS, or to any of the ports analyzed in the EIS, is low.

The risk of releasing radioactive material from a foreign research reactor spent nuclear fuel transportation cask as the result of a seismic event is low. Transportation casks are designed and built to withstand significant punishment without releasing their contents (Section 2.6.2 of the EIS). Therefore, a seismic event, even if it caused structures at Concord NWS to fail, is not expected to compromise the transportation cask. Further, the analyses of impacts associated with accidents involving foreign research reactor spent nuclear fuel presented in Section 4.2.2.3 of the EIS demonstrates that the use of any of the selected ports would not pose any significant risk to the port personnel or the population near the ports.

Response to Comment No. 1270-2

If the foreign research reactor spent nuclear fuel is accepted into the United States (Management Alternative 1 or 3), there would be no storage of this material in the Concord NWS, any other port, or anyplace except for DOE management sites. Under normal circumstances, it would remain at a port for only a few hours. In the event of a major disruption of ground transportation systems due to adverse weather, seismic activity, or other situation, DOE's goal is to minimize holding times at the ports and to provide safe transport of the spent nuclear fuel to its destination as quickly as possible.

COMMENTOR NO. 1277: ALFONSO, MARY DUDLEY

MARY DUDLEY ALFONSO
26707 34TH AVE. E., SPANAWAY, WA. 98387

Dear Mr. Nead,
I hope you will act upon what you heard the people of Washington State say; NO NUCLEAR WASTE SHIPPED THROUGH THE PORT OF TACOMA!!! Dispose of it and transport it through areas where the populace is not as fearful or opposed to such things. The federal system must not overstep its bound
a concerned citizen
Mary Dudley Alfonso

1277-1

RESPONSE TO COMMENT
COMMENTOR NO. 1277: ALFONSO, MARY DUDLEY

Response to Comment No. 1277-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

COMMENTOR NO. 1278: VIKON, SHIRLEY J.

July 29, 1995

Charles Head, Office of Spent
Nuclear Fuel Management
(EM-37) U.S. Dept of Energy
1000 Independence Ave. S.W.
Washington D.C., 20585

Dear Mr. Head:

I live in the city of Tacoma WA. I strongly disapprove of sending Spent Nuclear Fuel through our Port. I understand there are two places – neither in the U.S.A. who would like to receive it – ~~Scotland~~ + Israel. Please do not route the waste fuel through our port. 1278-1

1278-2

Thank you,
Shirley J. Vikon
1524 S. 58th St.
Tacoma WA 98408

RESPONSE TO COMMENT
COMMENTOR NO. 1278: VIKON, SHIRLEY J.

Response to Comment No. 1278-1

The commentor's opposition to bringing foreign research reactor spent nuclear fuel through the Port of Tacoma is noted. However, analysis in Sections 4.2.2 and 4.5 of the EIS indicates that the risk associated with bringing spent nuclear fuel to the Port of Tacoma, or to any of the ports analyzed in the EIS, is low.

Response to Comment No. 1278-2

The commentor's preference for shipping the foreign research reactor spent nuclear fuel to Scotland and/or Israel is noted. Shipment to Israel would not be possible, but shipment to Scotland is covered under Management Alternative 2, which is discussed in Sections 2.3 and 4.4 of the EIS.