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EIS Office, US Dept of Energy
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**Comments of the Alliance for Nuclear Responsibility on the draft Repository
Supplemental Environmental Impact Statement and draft Nevada Rail
Corridor/Alignment Environmental Impact Statement**

Dear Ms. Summerson and Mr. Bishop,

The Alliance for Nuclear Responsibility (A4NR) is a California 501 (c) (3) nonprofit corporation, founded in 2005 to address issues of nuclear power including the costs of waste storage, removal and transportation resulting from the operation of the state's reactors.

A4NR attended the November 29, 2007 Department of Energy (DOE) hearing in the remote area of Lone Pine and presented a list of questions for which we have yet to receive any responses from the DOE. We therefore begin our comments by requesting a 60 day extension on the comment period until these questions of great relevance to our state have been answered (attachment A). In addition, according to the Las Vegas Review Journal dated 1/08/08, the Yucca project is under funded and stalled and therefore a rush to force comments cannot be seen as in the public interest.

The state has patiently waited since the passage of the 1982 Nuclear Waste Policy Act for a safe, cost-effective, and secure method of transport and storage. Fortunately, California took protective measures to ensure that a permanent repository would be safely operating and be available for additional storage before allowing new nuclear plants to be sited in our state.

A4NR fully supports the comments filed by H.O.M.E., Beyond Nuclear, The Nevada Nuclear Waste Task Force and the state of Nevada. We are concerned that absent complete plans the DOE would attempt to approve transport routes that could likely be unavailable, absent adequate infrastructure, questionably secure and extremely costly for all states involved.

H.O.M.E. has expressed valid concerns regarding the following inadequacies must be resolved if the public is to have any confidence in the DOE's transport plan for tens-of thousands of tons of highly radioactive waste. Therefore, A4NR fully supports the resolution of these issues before approving any EIS for rail corridors or any other transport corridors for the shipment of highly radioactive material. A4NR reiterates H.O.M.E.'s concerns in our comments.



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Inadequate analysis of effects of groundwater pumping on groundwater migration
Inadequate analysis of socio-economic impacts
Inadequate analysis of impacts to the Timbisha Shoshone Tribe
Inadequate analysis of Land Ownership issues
Transportation, Aging, and Disposal (TAD) Canisters
Inadequate analysis of proposed repository capacity
Inadequate analysis of MRS-type storage for newer hotter irradiated nuclear fuel
Inadequate analysis of potential hazards from military over flights and airspace jurisdiction
Inadequate analysis of baseline soil and water data for future comparison

Draft Rail Corridor/Alignment Supplemental Environmental Impact Statements

Inadequate analysis of reasonable alternatives to the Caliente Rail Corridor
Potential truck transportation of nuclear materials on California Highways 127 and 178
Inadequate analysis of California impacts from the movement of construction equipment
Inadequate analysis of severe accidents and acts of terrorism
No final federal Environmental Protection Agency compliance standard
NEPA Procedural Concerns regarding availability of hearings and SEIS documents

Due to these and the unanswered questions of the Alliance for Nuclear Responsibility, A4NR restates its request for an extension for filing comments until the DOE has provided full responses and addressed all inadequacies.

Sincerely,

Rochelle Becker

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ATTACHMENT A

Nov 29, 2007

DOE PUBLIC HEARING, LONE PINE CALIFORNIA, NOVEMBER 29, 2007

QUESTIONS FOR DOE RE: YUCCA MOUNTAIN SEIS
SUBMITTED BY ALLIANCE FOR NUCLEAR RESPONSIBILITY:

PREFACE

The Alliance for Nuclear Responsibility is a statewide organization acting under the premise that the state of California has jurisdictional rights over the "cost and reliability of electrical generation." What we pay for electricity is a concern to citizens and ratepayers, and we have a right to know those costs. As authorized by the California Legislature, AB 1632 (Blakeslee-R-San Luis Obispo) requires the California Energy Commission to conduct a complete, cradle-to-grave full cost/benefit/risk analysis of nuclear power in determining whether it is in the state's fiscal interest to continue generation electricity by nuclear means. Clearly, these costs must include those involving the high level radioactive waste produced by nuclear fission. To help us ascertain these costs, we ask the following question:

1) IS ANY RADIOACTIVE WASTE (CIVILIAN OR OTHERWISE) THAT DID NOT ORIGINATE IN CALIFORNIA GOING TO PASS THROUGH OUR STATE TO GET TO YUCCA MOUNTAIN?? WHAT PERCENTAGE AND HOW MUCH BY VOLUME?

2) IF "NO," WHY DOES THE MAP SHOW THESE ROUTES AND WHAT ARE THEY THERE FOR? IF "NO," WHY IS NOT A CORRECTED MAP PART OF THE EIS AND WHY WAS THIS REVISION NOT NOTICED OR ISSUED PRIOR TO THIS MEETING?

ARE YOU STATING, ON THE RECORD TONIGHT, THAT ONLY WASTE, WHICH HAS ORIGINATED IN CALIFORNIA, WILL BE TRANSPORTED BY RAIL OR ANY OTHER VEHICLE THROUGH CALIFORNIA?

3) IF "YES," THEN THE FOLLOWING QUESTIONS APPLY:

- A) HAS DOE NOTIFIED FIRST RESPONDERS IN EACH COUNTY OR MUNICIPALITY THROUGH WHICH THIS WASTE WILL PASS THAT THEY ARE GOING TO HAVE THIS WASTE PASSING THROUGH THEIR AREAS? IF SO, WHO DID YOU SPECIFICALLY NOTIFY AND WHEN DID YOU NOTIFY THEM? HAVE YOU RECEIVED COMMENTS FROM ANY OF THESE CONCERNED PARTIES?
- B) IF YOU DID NOT NOTIFY THEM, WHY NOT? IS THE CALIFORNIA GOVERNOR AWARE OF THESE TRANSPORT ROUTES AND WHICH OTHER STATE AGENCIES AND LEGISLATIVE COMMITTEES HAVE YOU BEEN WORKING WITH?



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4) A4NR IS CERTAIN THAT THE DOE IS AWARE THAT SINCE 2004 THERE HAVE BEEN AT LEAST ONE REPORTED RADIOACTIVE WASTE TRANSPORT ACCIDENTS PER YEAR

2004—OAK RIDGE STATE HIWAY 95 5/19/04
2005—BUFFALO, NEW YORK 10/28/05
2006—SOUTHERN CALIFORNIA 2/27/06
2007—SHEARON HARRIS 10/26/07

AND WE HAVE YET TO BEGIN TO SHIP THE ACTUAL VAST QUANTITIES OF SPENT FUEL. IF THIS HAPPENS ONCE OR TWICE A YEAR NOW, WHAT ASSURANCES DOES THE PUBLIC HAVE THAT 70,000 TONS OF HIGH LEVEL WASTE CAN BE SHPPED SAFELY THROUGH OUR STATES?

5) IF YOU USED COMPUTER MODELING TO PREDICT FUTURE ACCIDENTS, DID YOUR COMPUTER PREDICT THESE SINCE 2004?

6) WHAT IS DOE PROPOSING TO DO TO REPAIR THE DILAPIDATED STATE OF OUR EXISTING US RAIL INFRASTRUCTURE?

7) HAS DOE BUDGETED FOR THE TRAINING AND EQUIPING OF FIRST RESPONDERS IN COMMUNITIES ALONG THE ROUTES OF THE WASTE IN THE EVENT OF A RADIOLOGICAL RELEASE? WHO WILL BE PAYING FOR THIS TRAINING AND EQUIPMENT AND WHAT WILL IT COST?

8) IF THE CASKS WEIGH 27 TONS AND THE TRUCK AND TRAILER ADD 13 TONS AND THIS EXCEEDS THE 80,000 POUND LIMIT ON OUR HIGHWAYS...HAS THE DOE CONSIDERED THIS LIMITATION ON THE ROADS BOTH IN CALIFORNIA AND THE USA?

9) DO YOU INTEND TO USE HIGHWAY 127 NORTH FROM BAKER TO NEVADA? HAS THIS ROAD BEEN EVALUATED FOR SUCH POTENTIAL HEAVY USAGE?

10) WHY SHOULD THE WORLD'S SEVENTH LARGEST ECONOMY ACCEPT THESE TRANSPORT RISKS? WHAT GUARANTEES WILL THE DOE MAKE (FOR THAT MATTER, WHAT GUARANTEES HAS THE DOE EVER LIVED UP TO—I.E., ROCKY FLATS, HANFORD, SAVANNAH RIVER, ETC.)?