

REPORT TO N.R.C.
May 27, 2003

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Rules and Directives
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N.R.C. thanks for the transcripts and all the other hundreds of pages of information that you sent me. I read them all and passed them on as always.

1. Tunnel fires: Three reports discussed in detail the Baltimore Tunnel fire, June 17, 2001 and the road tunnel fire in West Virginia. OSHA rules, National Institute of Standards & Technology and the simulated Fire Diagnostic Simulators all failed. May we hope that this work will be repeated or abandoned because they leave more doubts about safety in the publics' mind?
2. N.T.S.B and the N.I.S.T, along with Pacific Northwest National Labs. Have not reported properly in the F.D.S simulations.
3. CASK INFORMATION: Has NRC certified 4 different rail cask resigns? Transnuclear 68....Holtec Hi Star 100 steel design....Napp Dual Purpose casks (steel-lead)....New Holmes (steel lead)? We know from Nuclear News, March, 3003, page 12 that on January 24, 2003 a 74 ton spent fuel cask was burned for more than 2 hours at Sandia for the D.O.E. Test was performed in a special pool containing both water & jet fuel (JP 8?). Heat reached 1150C (2100F) melting the casks lead shielding. Can we believe that no radioactive release would have occurred if the cask had actually contained SNF or HLW rods? May the public see that report?
4. The integrity of these casks wether transported by rail, truck (GA-4) or barge, with impact limiters attached or special lid closure mechanisms might leave doubts about the basic premise of your transport concept.
5. CANNISTERS: I am confused. MPS shipping canisters, storage canisters, DOD waste canisters (55 gallon drums containing classified materials) and many other containers in use as well as proposed have to comply with NUREG 6672 (need these codes for someone who can read them). Is NRC relying on the cask containment boundry itself to provide protection and safety without full scale testing? Wouldn't that take many years? Under 10C471 how much competition will there be to make better safer designs? How firm are the costs for the rail canister, (\$500,000) and the truck canister (\$2.75 million) and what is the cost for the barge canister?
6. POLITICAL IMPLICATIONS....Can DOE or NRC guarantee these casks for 10,000 years? Will 40 congresses and 20 presidents give the enormous financial support through its lifetime? Will the Price Anderson (\$9.6 billion now) continue to survive and grow to provide funding for accidents?
7. GENERAL QUESTIONS....If casks in transit fail and the fuel transferred on site how can you avoid the probability of disaster and monumental exposure to large populations of deadly radionuclides? Are their new studies on Radial Dust that I understand can now be measured? (very important & new) Who is responsible for proper containers? NRC or DOE? Is their a compliance department???

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Template = ADM-013

F-RADS = ADM-03
ADM = A. Snyder (AUS3)
A. J. Murphy (ASHI)

- 8 TESTING....At all four meetings there was no consensus only dissention between every group regarding how much, how long, which ones. Etc. I rely on NRC to start from scratch. Unless testing is completed on all casks (cost?) the public will not accept this project. We rely completely on your integrity.
- 9 AGENCY LAWS & COMMENTS....Does NRC demand that DOE have a safety plan for ALL transport or just a commitment to plan a safety plan? Rail transport: governed by AARR protocols. Do barge canisters comply with the International Atomic Energy Agencies standard for submersion? Continental shelf can be 280 meters deep, not 50. In case of an accident would barge canisters disrupt communication lines all along the waterways? There was no testimony about the transfer from barges to truck or rail facilities. What is the ASME code? This from Nuclear Energy Institute? Advisory Board on Nuclear Waste (works for NRC) was set up by the Federal Advisory Committee Act (no date) is supposed to provide specific information to this commission. Have reports been made public?
- 10 PPS codes or tests made under 6672 should be made understandable to the public. Are computer codes 2 dimensional or 3 dimensional? Are computer simulations acceptable for the licensing process? What percent of the latter have been wrong? (Comments from my mentors who understand what computer simulation means) Is there a potential for Private Fuel storage to be transported? If so what covers this stuff? My main worry is that truck casks have failed completely in fires.

MY RESEARCH...What DOE & NRC and ALL AGENCIES SHOULD INVESTIGATE:....I will give you the address and names of fantastic scientists that I encountered at the 10th HLW Conference in Las Vegas. They opened up a new world. Their experiments may be the solution to our nations HLW & LLW problem employing their new science. Remember Sally's bugs (NWTRB 1995) MCI are now #1 on the hit parade as new science,

Retrievable Depleted Uranium Dioxide-Steel CERMET SNF Multipurpose Casks Charles W. Forsberg...Oak Ridge Nat. Labs. P.O. Box 2008, Oak Ridge, TENN.. 37831-6179, Tel: (865)574-6783; Fax (865) 574-9512, E-mail: Forsbergew@ornl.gov...2nd report...ALTERNATIVE MFG. METHODS FOR DEPLETED URANIUM DIOXIDE-STEEL CERMET SNF CASKS..all info is the same as above but add co-worker Vinod K Sikka same place...e-mail sikkavk@ornl.gov

Yahoo.com sites for these reports....1. <http://www.nongtang.com/pozzolan.htm> "The High Quality Nat. Pozzolan etc." 2. www.ansto.gov.au/ainse/nta/a32.pdf "Stronium binding to Cemtnet Past Cured at Diff. Temps." 3. <http://www.clu-in.org/products/site/complete/democomp/chemfix.htm> "Chemfix Tech. Inc. etc." My FAVORITE...Amazing BRICK & MORE...Les Doyle, Ph.D. (at O.R.) e-mail: doleir@ornl.gov...web: www.dole.nu/lesdole...Testing the Durability of Shielding Concrete Containing Deplete DUO2 Aggregate

Let me know what you think? This boggles the mind as the bugs did in '95

(P 2) NRC Report from: Sally Devlin, P.O.Box 9266, Pahrump, NV 89060

*With love,
Sally*