FERNALD CITIZENS ADVISORY BOARD

Off-Site Committee Meeting Summary

October 12, 1998

Topics:

- Intermodal Transport of Waste to NTS
- Waste Pits Remedial Action Project
- Preparation for SSAB Transportation Seminar at Fernald

Attendees:

CAB members:	Mike Clawson
	Doug Sarno
	Bob Tabor
	Tom Wagner
	Gene Willike
CSX:	Tom Marta
DOE:	Mike Giblin (NV)
	John Hall
	Dave Lojek
	David Rast
Fluor Daniel Fernald:	Willy Benson
	Bob Fellman
	Lew Goidell
	Mike Jannelli
	Tisha Patton
FRESH members:	Sandy Butterfield
IT Corporation:	Doug Draper
	Skip Dunham
	Con Murphy

FCAB Action Items:

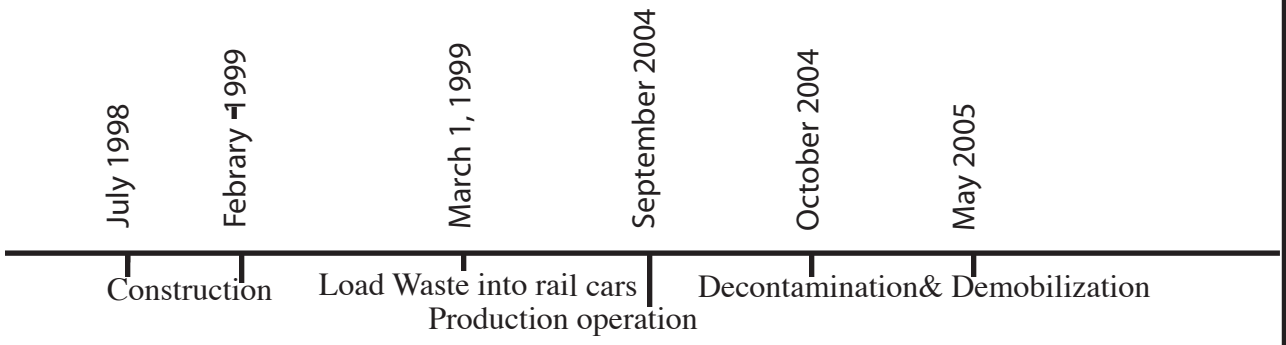
1) Support the environmental assessment plan for intermodal transport of waste to NTS and create a summary for them.
2) Write a letter to site management at Fernald to expedite intermodalto DOE Nevada, other site generators and other SSABs.
3) Write a letter to the Ohio Congressional Delegation requesting the opening of the Nellis Road, which goes through Nellils Air Force Base to truck traffic
4) Arrange a date for a presentation on emergency response with CSXT

Meeting Summary:

Mike Giblin, DOE Nevada (DOE/NV), presented the pre-approved draft of the environmental assessment (EA) intermodal transportation of low-level radioactive waste to the Nevada test site. It included the purpose and need for the intermodal transportation environmental assessment, the results of the analysis, and how the public can be involved (see handouts). Mike outlined four purposes and needs for the EA: 1) DOE/NV needs to minimize risk, enhance safety, reduce cost, and be responsible to stakeholders; 2) all DOE low-level radioactive waste bound for the NTS passes through Las Vegas; 3) stakeholders believe avoiding Las Vegas reduces risk; and 4) the EA contains an analysis of rail and truck operations which go "through"and those that "avoid" Las Vegas Valley. The DOE/NV will encourage all DOE/NV approved low-level radioactive waste generators and their transportation contractors to use transportation alternatives which go around the Las Vegas Valley (currently approximately 80% of the waste transported to NTS travels through the Las Vegas Valley). Clark County, the county in which Las Vegas is located, wants the DOE/NV to require the use of alternative routes, however, the DOE/NV has no legal authority to require the waste generators nor their transportation

contractors to use alternative routes. The DOE/NV analyzed the proposed transportation alternatives within five scenarios: 1) radiological risk under normal operations; 2) radiological risk with the probability of a traffic accident; 3) radiological risk under the assumption of a traffic accident; 4) accident risk; and a 5) traffic accident with no radioactive release - fatality from impact (see handout). DOE/NV concluded that: 1) intermodal transportation offers less radiological and accident risk than trucks; 2) the least favorable alternative is less risk than natural background radiation; and 3) DOE and the carriers of radioactive waste can be responsive to the publics routing preferences. Mike conclusioned that: 1) the EA is not a decision document, 2) a preferred alternative will not be identified; 3) the EA analysis will be factored into the transportation decisions made by generators; and 4) public comments are encouraged. Send comments to U.S. Department of Energy, Nevada Operations Office, Attention: Michael G. Skougard, 232 Energy way, North Las Vegas, NV 89030 by November 30, 1998.

Skip Dunham, Doug Draper, John Hall, Con Murphy, Willy Benson, and Bob Fellman presented the waste pits remedial action project. Skip Dunham reviewed the time table for the project: construction will be from July 1998 - February 1999, waste will be loaded into rail cars beginning March 1, 1999, the project will operate from March 1999 through September 2004, decontamination & demobilization will take place between October 2004 and May 2005, and the project will be finished May 2005. Doug Draper discussed the flow of material (see handout). Most of the material will need to be screened and shredded and then dried, however, some of the material may meet the moisture requirement and can be place directly into the blending & storage. Next, Doug D. described the gas cleaning system (see handout). Some of the committee members were concerned with the emission of radon. He assured them that the emissions would be lower than the earth's normal emissions (see handout) for three reasons: because the system is new, dust buildup will not affect emissions, beta-gama monitor will be continuously monitoring particulates and will signal any large increase in radioactive materials in the HEPA filter, and the system is unique, the HEPA filter gas will flow into an ionization chamber which will monitor for RN220/222, from there the gas will flow into a holding tank at the rate of 2 liters per minute (the tank has the capacity of 40L), there RN 222 is removed.

Willy Benson discussed the transportation aspect of the project. A total of 50 new gondola rail cars have been purchased and modified with the addition of a 60 mm thick polyuria liner and drain plug. The personnel have completed training and an emergency response plan is in place. In the 1999 Fiscal Year, eight to ten rail cars will be loaded per week and one unit train (40-60 cars) will be shipped per month. In case of an emergency en route, train crews will stabilize the situation and provide initial incident notification. Rail emergency response organizations will make additional notifications and dispatch emergency response personnel to the scene of the accident to support the on-scene commander. The DOE expected a receipt of the railroad tender by October 16, 1998 and anticipates acceptance before April 1999.

Waste Pits Remedial Action Project Schedule