

**BLUE RIBBON COMMISSION REMARKS**  
**John D. Parkyn, Chairman & CEO**  
**Private Fuel Storage LLC**

First a slight perspective on background. I have a degree in Nuclear Engineering from the University of Wisconsin, I have held Senior Reactor Operator Licenses on three U.S. power reactors and an Operator Certification on the U.S. Army's fast Burst reactor in New Mexico. I am a licensed Professional Engineer in Wisconsin and California and have served as the director of a nuclear power reactor. I was a member of the INPO Industry Evaluation & Assistance Industry Review Group (CNOs) as well as the Division Chair for the American Nuclear Society's Decommission Division. I was part of the U.S. representation to the 2003 Joint Academies of Science meeting in Moscow to review an International Spent Nuclear Fuel Storage Facility.

Private Fuel Storage was started in 1994 by eight utilities with the encouragement of the Nuclear Waste Strategy Coalition and the Mescalero Apache tribe to resolve the issue of on site retention of spent nuclear fuel if the Repository at Yucca Mountain failed to open in January of 1998. It was desired that a safer and more removed from population areas and waterways location be selected as an interim site. It was also desired that the cost to ratepayers and taxpayers be contained as opposed to operating 72 locations in 31 states as interim storage facilities.

The project explored the elements of shipping and storage and early on made the decision to use on Multiple Purpose Canisters to avoid any second handling of spent fuel assemblies which would be aging over time. We set site criteria of low population density, measurable distance to surface water and depth to ground water. Our emphasis in looking at over forty sites was to ensure an enhancement in safety and security over the dispersed sites at reactors which had not been analyzed or sited for longer term storage. We negotiated a site with the Skull Valley Band of Goshute Indians which has been great partner in this effort to solve the very real issue of spent fuel.

Our license application was submitted and reviewed by the NRC along with three other federal agencies as support to the Environmental Impact Statement. Both the Safety Analysis Report and EIS achieved positive results and a license was granted in 2006. Our work with the American Association of Railroads produced a new standard for transportation safety and a fuel shipping car has been fabricated to the new standard. We achieved an agreement with the Goshutes which called for a "start-clean, stay-clean approach to radioactive contamination on their lands. We worked to develop an agreement which shared the benefits of this project through both jobs and revenue with the tribe which is consistent with several U.S. Presidents' Executive Orders for economic development for American Indian Tribes.

We have a safety culture we are proud of, continuity of leadership of over a decade and stand ready to deal with the issue of spent nuclear fuel for all American reactors within thirty months after the start of construction. We are currently prevented from this

mission by political interference in the Final Lease issuance for the site. The Conditional Lease approval has not been upheld and several weeks ago a federal Judge from the 10<sup>th</sup> Circuit sitting in the Utah District Court vacated and remanded the denial of our lease.

PFS is ready and able to provide America with an interim spent fuel storage site as we move forward with nuclear power, the largest and most economical non-emitting generation source America has in its efforts to reduce global climate change by the reduction of the release of carbon.