

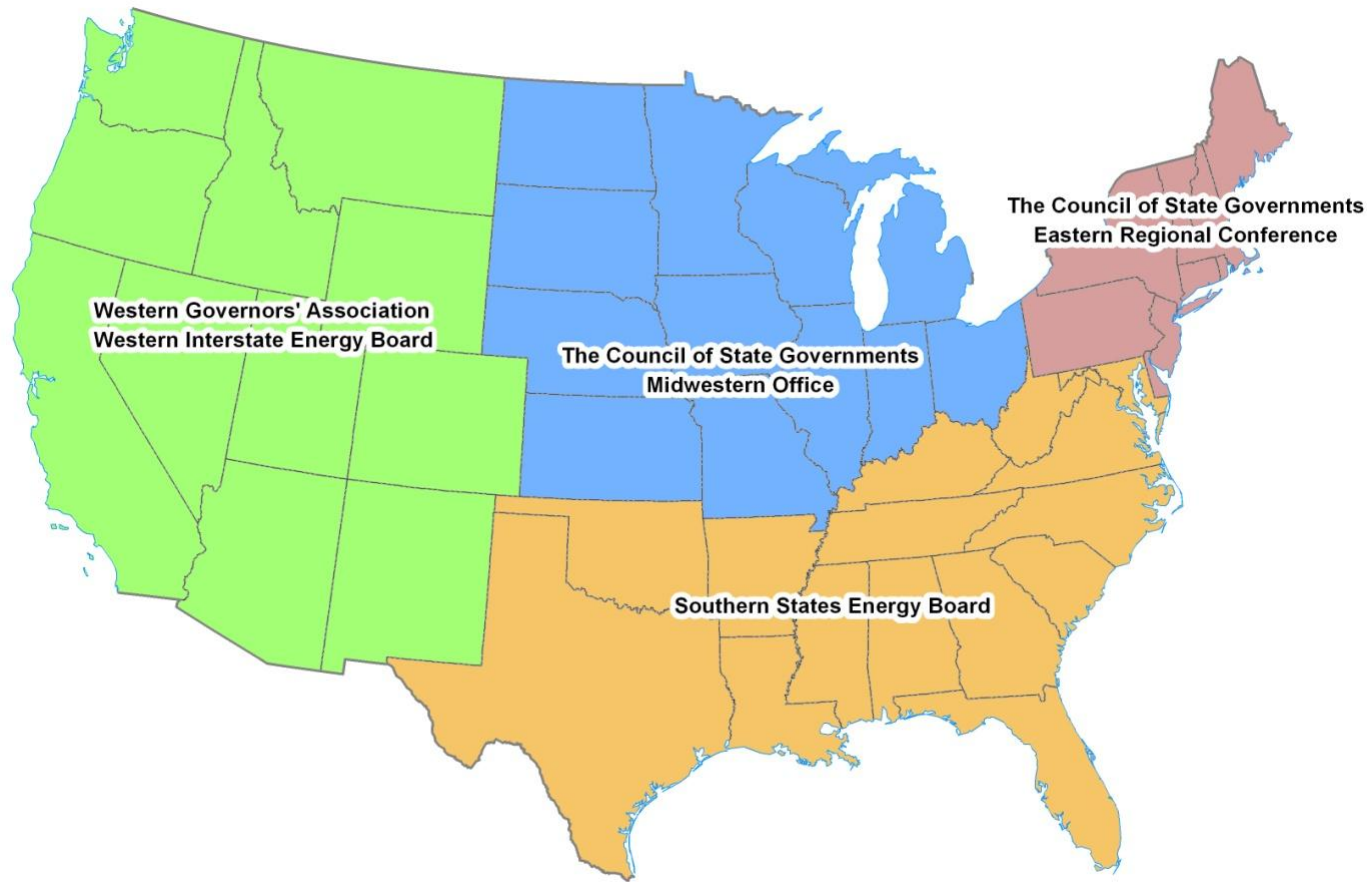


Statement before the Transportation and Storage Subcommittee of the Blue Ribbon Commission on America's Nuclear Future

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The Council of State Governments
Midwestern Office
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Regional cooperative agreement groups





Question:

What specific steps and timelines would be needed to plan for and execute a large-scale fuel campaign in the medium-term (3-5 years)?

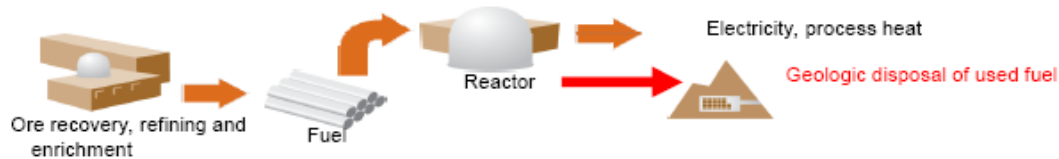


U.S. DEPARTMENT OF
ENERGY

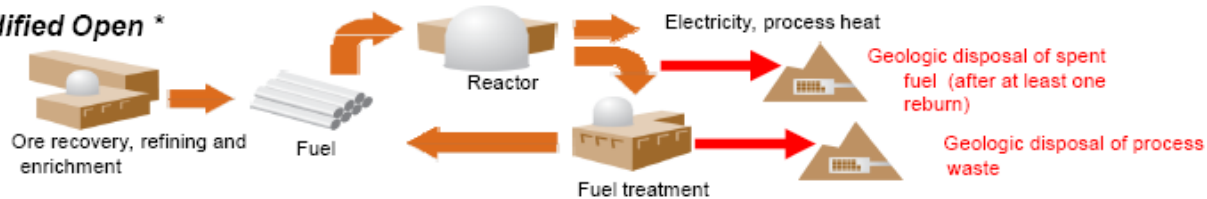
Nuclear Energy

Three Potential Fuel Cycle Options

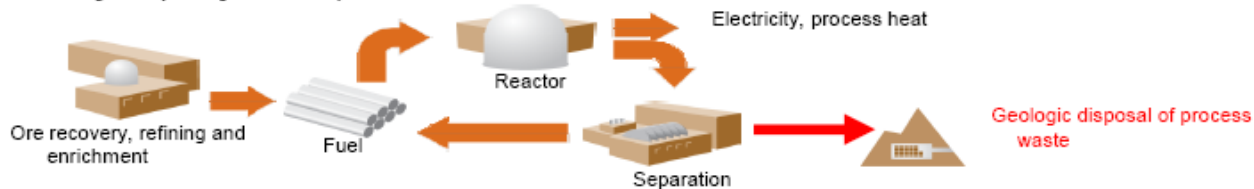
Once-Through (Open)



Modified Open *



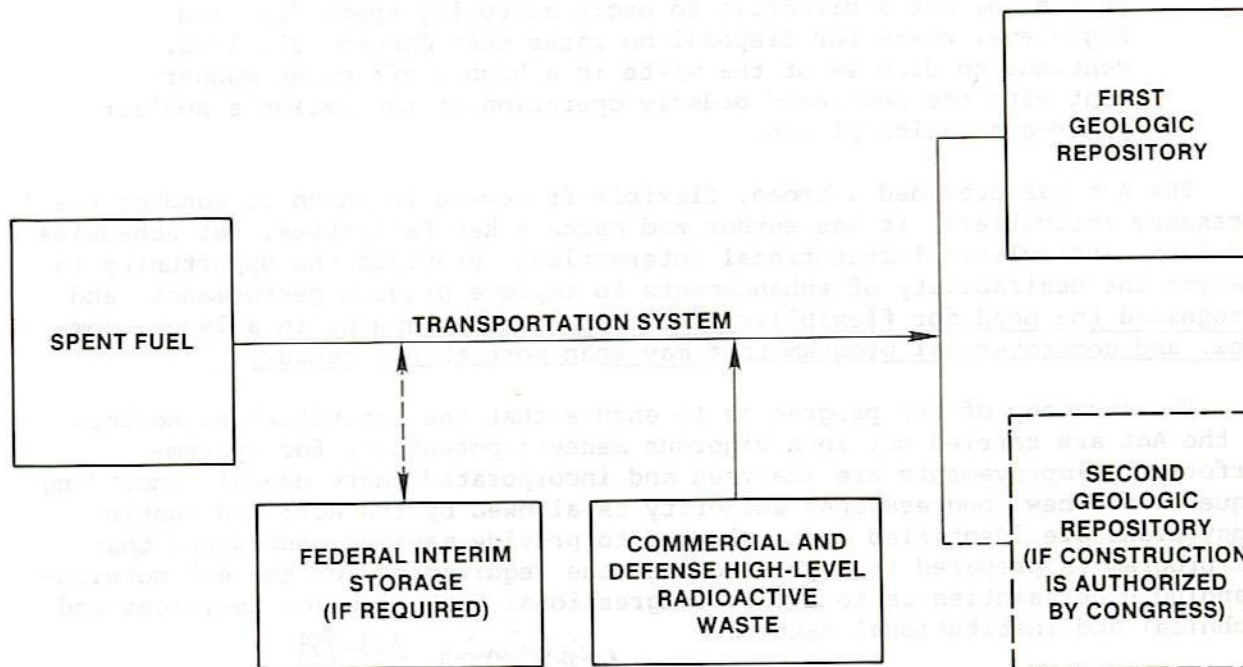
Full Recycle (Fully Closed) *



*A specific fuel cycle strategy may include more than one fuel design, reactor design, or fuel treatment process.



OCRWM Mission Plan (1985)



0114-0005

Figure 2-1. The waste-disposal system currently authorized by Congress.



Draft Mission Plan Amendment (1991)

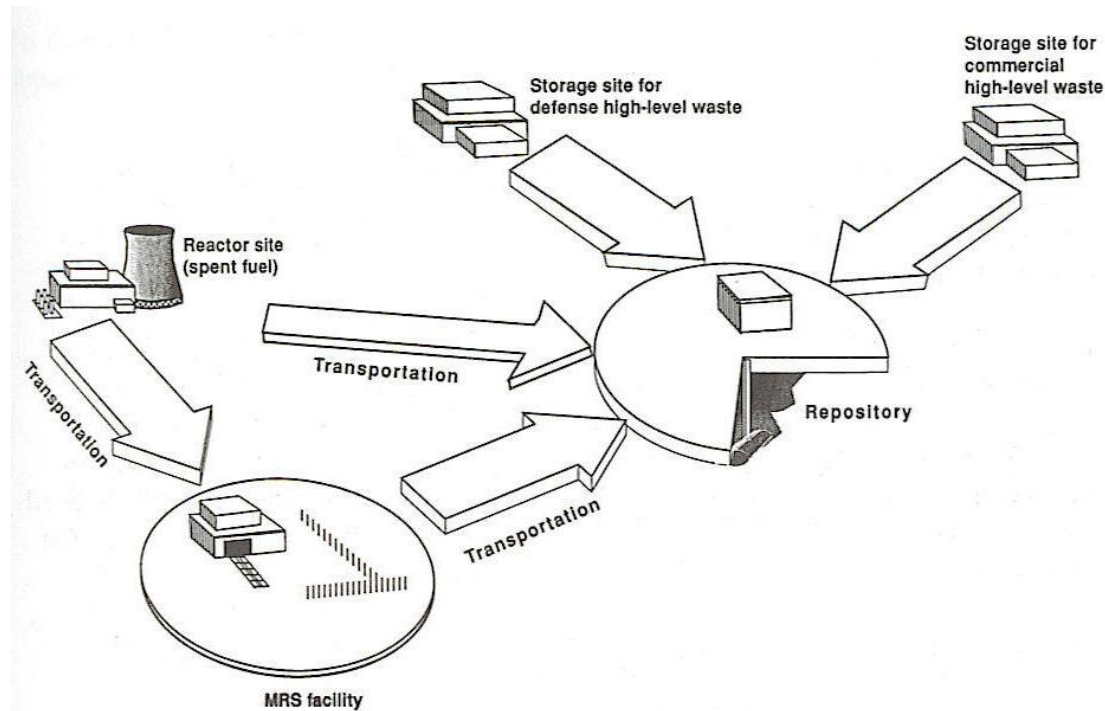


Figure 1-2. The waste-management system.



Two points

1. Transportation is not just an arrow.



Two points

1. Transportation is not just an arrow.
2. States must be involved as partners in planning shipments.
 - They are co-regulators with the NRC, DOT.
 - They are responsible for the health and safety of the public in their jurisdictions.



“The mission of OCRWM is to manage and dispose of SNF and HLW in a manner that protects public health, safety, and the environment; enhances national and energy security; and merits public confidence. The OCRWM Office of National Transportation will work with interested parties in a collaborative process to build a transportation system that supports the OCRWM mission and effectively addresses the concerns of its stakeholders.”

–OCRWM Transportation Strategic Plan (2003)



Transportation institutional issues

- Route identification
- Financial and technical assistance to states
- Emergency preparedness
- Safety and radiological inspections
- Safeguards and security
- Shipment monitoring
- Transportation operational procedures
- Public information



Route identification

- DOT requirements and guidelines for highway routing are well established; rail requirements are relatively new.
- The Midwest's regional route identification project took 18 months to complete.
- Estimated time frame for national route identification: 3-5 years



Financial and technical assistance

- Section 180(c) of the NWPA requires DOE to provide financial and technical assistance to states and tribes affected by shipments.
- Funding can only be used for training.
- States believe assistance should be available for other activities (similar to WIPP).
- Estimated time frame for providing assistance: 4 years



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Summing up

- Route identification: 3-5 years
- Financial and technical assistance: 4 years
- Other activities: add 1 year even if conducted concurrently
- Standing up program, state outreach: 1-2 years
- Total estimated time frame: 9-12 years



For further information

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