

Response to Resnikoff Report

A/26

| Statement/Issue | Problem with Statement | Action/Source |
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| Page 2 - "However, technical analyses have identified a number of circumstances in which longer duration regulatory fires may cause failure of cask seals and fuel, as well as other pre-conditions for release of radioactive materials." | <p>Which analyses does he speak of?</p> <p>What are "pre-conditions for release of radioactive materials"?</p> <p>How do these fires cause failure of the seals or of fuel ?</p> | |
| Page 2 - "The fire began on July 18, 2001, and continued for five days." | There is not yet evidence as to when the fire was under control. It could have been 3 days after the fire started to as long as 6 days. | |
| Page 2 - "According to news accounts,...may have burned above these temperatures for several days." | There is no credible indication of fire temperatures in the tunnel during the fire. Any estimates of fire temperatures are mere speculation at this point. | |
| Page 2 - "Since current U.S. Department of Transportation (USDOT) regulations...one or more SNF casks could have been part of such a train." | At this point, it is highly likely that SNF will be shipped via dedicated trains. | |
| Page 5 - Fire Characteristics | Temperatures based on a description of rail car metal colors is completely subjective and cannot be relied upon to accurately determine a temperature. | |
| Page 7 - "The tunnel fire has most assuredly exceeded these conditions" | This is not known for certain. Again, here say. | |

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| Page 9 - "This section assumes...and situated next to the tripropylene tank car." | This would not be allowed by 10CFR49 Section 174.85 | |
| Page 10 - "The cask mid-thickness temperature...reaches 600°F, at which point the cask seals have completely failed." | I don't believe that there are currently any casks with bolted fuel canisters being shipped long distances via rail. | |
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