Response to Resnikoff Report

Statement/Issue	Problem with Statement	Action/Source
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."	Which analyses does he speak of? What are "pre-conditions for release of radioactive materials"? How do these fires cause failure of the seals or of fuel ?	
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.	

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.	