

OFFICE OF THE SECRETARY
CORRESPONDENCE CONTROL TICKET

Date Printed: Aug 30, 2012 13:49

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LOGGING DATE: 08/30/2012

ACTION OFFICE:

EDO

To: Sharon, RES

AUTHOR:

Donna Gilmore (San Onofre Safety)

AFFILIATION:

CA

ADDRESSEE:

NRCExecSec Resource

SUBJECT:

Provides comments regarding the 8/29 NRC Public Meeting on Economic Consequences

CYS: EDO
DEDMRT
DEDR
DEDCM
AO
RIV

NRK
Merckle, PEXO

ACTION:

Appropriate

DISTRIBUTION:

LETTER DATE:

08/30/2012

ACKNOWLEDGED

No

SPECIAL HANDLING:

NOTES:

FILE LOCATION:

ADAMS

DATE DUE:

DATE SIGNED:

Template: SECY-017

E-RIDS: SECY-01

Remsburg, Kristy

From: NRCExecSec Resource
Sent: Thursday, August 30, 2012 9:26 AM
To: Mike, Linda; Lewis, Antoinette; Remsburg, Kristy
Subject: FW: NRC Public Meeting on Economic Consequences

From: Siu, Carolyn
Sent: Thursday, August 30, 2012 9:25:36 AM
To: NRCExecSec Resource
Subject: FW: NRC Public Meeting on Economic Consequences Auto forwarded by a Rule

Good morning,

Please see the comments below re: the 8/29 economic consequences public meeting.

Carolyn Siu
301-251-7568

-----Original Message-----

From: Donna Gilmore [<mailto:dgilmore@cox.net>]
Sent: Wednesday, August 29, 2012 4:52 PM
To: Siu, Carolyn
Cc: Me
Subject: Re: NRC Public Meeting on Economic Consequences

Hi Carolyn,

I was told at this meeting that you could get this information to the right person(s).

Please consider these facts when evaluating whether the NRC needs a policy change on Economic Consequences. For example, the following is critical information that needs to be considered when deciding whether to restart or relicense San Onofre.

California's ports serve as a major economic engine for the state and the nation. In 2008, port facilities processed an estimated \$500 billion of goods. More than 40 percent of containerized imports enter the country through California ports, and nearly 30 percent of the country's exports depart through them. Their far-reaching economic contributions to the regional economy include:

The ports of Los Angeles and Long Beach generate more than \$10 billion in state and local tax revenues a year.

Businesses that receive imports or ship exports through the Port of Los Angeles generate about \$12.1 billion and stimulate an additional \$5.5 billion in local industry indirect sales.

Employees for businesses that receive imports or ship exports through the Port of Los Angeles spend about \$4.1 billion in the region.

With more than \$100 billion of cargo moving through the Port of Long Beach every year, foreign and domestic shippers and steamship companies spend more than \$5 billion in the region.

More than \$10 billion a year is spent on wholesale distribution services for goods imported through the Port of Long Beach.

California ports also have a significant nationwide impact:

More than three million jobs across the country are linked to California's public ports. The Port of Los Angeles generates \$21.5 billion in federal tax revenue. More than \$32 billion a year is spent nationwide on wholesale distribution services for goods that come through the Port of Long Beach.
source: <http://www.pmsaship.com/default.aspx?ID=8>

Thank you,
Donna Gilmore
SanOnofreSafety.org
San Clemente, CA

----- "Siu wrote:
> Good morning,
>
> The slides for the subject meeting have been made publicly available, and are accessible in the NRC's web-based ADAMS<<http://adamswebsearch2.nrc.gov/webSearch2/main.jsp?AccessionNumber='ML12241A316'>>. You can access them by clicking on the link. Please let me know if you have any questions.
>
> Carolyn Siu
> Contract Administrative Assistant II
> Office of Nuclear Regulatory Research
> Division of Risk Analysis
> U.S. Nuclear Regulatory Commission
> CSB-4A06
> division line: 301-251-7430
> direct line: 301-251-7568
> fax: 301-251-7424
> Carolyn.Siu@nrc.gov<<mailto:Carolyn.Siu@nrc.gov>>
>
> I haven't slept for ten days, because that would be too long.
>