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# PUBLIC SUBMISSION

**Docket:** NRC-2018-0017  
Storing Spent Nuclear Fuel Waste

**Comment On:** NRC-2018-0017-0003  
Requirements for the Indefinite Storage of Spent Nuclear Fuel

**Document:** NRC-2018-0017-DRAFT-0036  
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## General Comment

Altho I do not have a degree in engineering, I am convinced by the careful engineering work performed by Ray Lutz (for Citizens Oversight) that the Proposed HELMS design (Hardened Extended Life Monitored Surface Storage) and system described in NRC Petition (Docket 72-PRM) is a carefully engineered plan that Nuclear Regulatory Commission (NRC) must adopt at earliest possible opportunity, because public stakeholders in California are well informed, and failure by NRC to do so is expected to be a gross breach of duty, and failure to conform with mandates for public health and safety.

I have invested many years during most of my adult life, to become as well informed as I can to familiarize myself with NRC regulations, Parts 70 through 72, and have been an active public participant during many years of NRC's ongoing Rulemaking process (undertaken almost 20 years ago) to develop regulations, establish specific safety design criteria, and

phased implementation plans necessary for application at numerous nuclear reactors in various stages of Decommissioning. I live in Escondido (San Diego county) within 50 miles of San Onofre SONGS 2 & 3, in southern CA where unique physical site circumstances exist which pose readily foreseeable risks (seismic, tsunami, accelerated bluff retreat, erosion, rising sea levels, climate change impacts that are expected to be accelerated beyond forecast projection dates so flooding impacts are now expected to be more severe, more serious, and extremely underestimated in NRC's fast-track streamlined permit processing of series of 'emergency exemptions' during summer 2015, when Nuclear Regulatory Commission's premature permit approval of authority to substantially modify the San Diego County Emergency Response Plan in a way that severely reduced layers of safety, defense in depth features, eliminated over 39 critical fire safety positions, reduced funding, training for first responders, and approved a grossly negligent cost cutting Emergency Plan, based on superficial, inaccurate assumptions and faulty computer modeling, and eliminated emergency assistance and funding from FEMA, in the event of a potential radiological emergency at San Onofre, or release of radiation.

By the time this case arrived on doorstep of California Coastal Commission for permit approval, extreme ex parte contacts between Commissioners and utility SCE Edison, and its contractors/consultants and industry advocates had already taken place so often it was established practice (despite explicit policy to prohibit or restrict ex parte communications by Coastal Commissioners. So, it was well before the Coastal Commission public hearing in Long Beach on 10/06/18, where I and many other local activists had only 3 minutes to describe technical reasons for strong opposition, with technical detail necessary in our collective effort to convince Coastal Commissioners to reject the poorly designed ISFSI, the proposed use of inferior Holtec Umax spent fuel storage casks, and inform Commissioners about extremely poor operational history performed by Holtec International, and domestic applications in United States that were already in evidence in NRC's possession. As a public stakeholder during that 10/06/15 CA Coastal Commission public hearing, I was among many other stakeholders that found 3 minutes was insufficient, so I submitted my formal written comments for the public record. Coastal Commission approved the coastal development permit after lunch in Long Beach, following hours of hearing time mostly afforded to SCE Edison, or consultants retained by Edison, and their attorneys. The central message was the Coastal Commissioners approved the permit, without consent by the public for Edison to construct ISFSI, over objections by over 45 local informed activists and independent experts .

After failed steam generators at SONGS cost ratepayers billions, SCE prematurely retired Units 2 & 3 in 2013, series of lawsuits through 2017 left stakeholders in CA fatigued. Then in Feb. 2018, work at SONGS on the ISFSI was suspended, due to loose bolts discovered in four of the first Holtec Umax casks installed at the ISFSI, due to Holtec engineering design defects, with pins elevating bottom surface of Holtec container which broke. The serial Amendments (over 14) approved for Holtec Umax casks makes it apparent that 'ideal design' is constantly moving target.

Long story... Skip to the chase here on HELMS. The proposed improved design by Citizens Oversight must be adopted immediately by NRC, to initiate necessary regulatory reform and acceptance of prudent design criteria, with service life of 1,000 years, constant cask monitoring (real time), 24/7, 365 days/year, with specific maintenance protocols, and leak detection system to trigger warning to operators, and apply urgent technical diagnostics, immediate cask replacement. URGENT need to relocate SONGS HLRW away from ISFSI on coastline.