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Secretary of the Commission
U.S. Nuclear Regulatory Commission
Washington, D.C. 20555
ATTN: Docketing and Service Section

(17)

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PROPOSED RULE PR - misc. NUREG 0610 (44 FR 55546)

Dear Sir:

I am writing in response to the proposed amendments to Regulatory Guide 1.101, published as NUREG-0610, which recommend the replacement of the Emergency Action Level classes which are contained in Section 4 of Regulatory Guide 1.101. I find the proposed new classification scheme unacceptable.

As a resident of the area surrounding the Three Mile Island Nuclear Station and a party to the Unit No. 1 Restart Hearings now in progress, I am shocked by the impropriety of the proposed classifications. It is clear from reading the Technical Reports of the Staff of the President's Commission on the Accident at Three Mile Island as well as NRC documents (principally NUREG-0600 and NUREG-0396) that the proposed scheme will not satisfy the need for better emergency planning and timely notification of the public under emergency conditions.

For example, to permit the release of up to 1000 curies of I-131 and still not go to a General Emergency status is unthinkable. Further, the example initiating conditions given in the proposed classification scheme are littered with inappropriate examples. To cite "Imminent loss of physical control of the plant" as a condition for only a Site Emergency is absurd; similarly, to cite "Degraded core with possible loss of coolalbe geometry" as a condition for Site Emergency is not acceptable. Both of these conditions call for a General Emergency and a high level of emergency preparedness off-site for potential evacuation.

Some proposed initiating conditions at the level of Site Emergency appear to suggest that a Class 9 accident could occur and not result in the declaration of a General Emergency. For instance, a known loss of coolant accident greater than makeup pump capacity suggests that the design basis has been exceeded--in fact, that a Class 9 accident has occurred. Imminent loss of physical control of the plant certainly suggests Class 9 accident conditions exist, yet the proposed amendments to Regulatory Guide 1.101 list this a requiring only a declaration of Site Emergency.

A prime criticism of the NRC in the President's Commission on the Accident at Three Mile Island was that of attitude. The proposed changes to Regulatory Guide 1.101 as embodied in NUREG-0610

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strongly suggest that the "business as usual" attitude is alive and well at NRC.

I would gladly provide detailed responses to each section of the proposed changes, but may time is totally absorbed by the Unit 1 Restart Hearings. Suffice it to say that my recommendation regarding these changes is that they be rescinded and that the Staff be requested to do its homework prior to another proposal along these lines. I, for one, am not willing to put up with such "business as usual" attitudes any longer. If the residents of this area were aware of these proposed guidelines, which were issued over the signature of Mr. Denton, they would be enraged.

Respectfully,

Steven C. Sholly

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