

Chairman Selin  
USNR  
Washington D.C. 20555

May 31, 1993

Dear Chairman Selin,

This is the latest update and interpretation of the transportation provider information I have recently obtained. As you know I have finally received this information through a FOIA. MEMA has attempted to exempt the Confidential Worksheets which contain the driver commitments but the Secretary of States office ruled against that exemption and I will soon be receiving that information as well. When I do I will be updating the figures once again. As you know, historically the majority of the buses have been thrown out because of lack of driver commitments. This year, I have found the transportation providers fall far below the necessary numbers without having yet seen driver commitments.

Due to the status of the 2.205 petition I felt it was necessary to provide you with this information as quickly as possible. I have talked to Jim Partlow briefly about this information and he has done a masterful job interpreting "Jane's Midnight Writings". Usually I am the only one who can figure out what I am saying and even I have difficulty with that. Hopefully, when I have all the necessary information, I will be able to put it into a format all can follow.

I also want to make you aware of the actions I have taken on this information. Needless to say after all the years of work I have put into buses and all the work the Task Force did, I expected great improvements in the world of Buses. I was greatly disappointed or as the movie said "I am as mad as Hell and I'm not going to take it anymore" I call Dave Rodham, MEMA, and at his invitation I am going to meet with David, Slaney and Forbes and discuss why these buses are not acceptable and either find alternatives or announce that MEMA can not evacuate the EPZ and let someone else find an alternative. Then I called Roy Anderson V.P. BECO and suggested a similar meeting with BECO. Mr. Anderson accepted my suggestion. I will meet with Roy and Varley June 15th. Needless to say I will send any pertinent information from these meeting to you.

Again I remind you that I am only one person, without any power. I do want planning and I am willing to fight for it, but I am limited. One of the lovely MEMA people informed me last week that: "Now that Carr is gone, they don't have to listen to me." I assume that was their philosophy when they did such a bang up job on the transportation this year. I also assume that the NRC is interested in achieving emergency

planning that will work. To date your actions and interest in this issue indicate that you would like to see this done correctly. I hope I am correct and I do hope I have your continued interest and support on this issue.

It is now 12:45 a.m., my daughter is sick and I can't find which bed the puppy is hiding under, thus I will end tonight's Midnight writings.

Thank You for your time and consideration. We do need and deserve planning that will work.

Sincerely,

Jane A. Fleming

Transportation Provider Analysis

1991 - 1992

Buses

Provider	total assets	Estimated MEMA on hours	available actual according to JAF	Driver
no info				
American Eagle	11	11	4*	footnotes
Bay State Bus CO	2	7	7	
Bloom H.L. Bus	30	30	0*	*6*
Chaulk Ambulance	1	1	1	
Crowell A.L. INC	32	37	0*	*1*
Foxborough Pub. SC.	19	10	10	
Gatra	10	10	0*	
Joseph Ingles Bus	15	8	8	
Laidlaw	125	125	0	**7**
M.S. Merritt	14	14	14	
Ply Erecton	56	13	0	*2*
Reliable	17	15	0*	
Rockland	9	9	0*	
Donald Roger	6	6	5	*4*
Ryder	200	200	200	**8**
SSRVTS	4	4	4	
Union St Bus	27	27	27	
Town Brook	3	3	0*	
Tremblay	76	76	0	*5*
Warrentown Trans	15	15	15	
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totals	670	597	282	

\* NRC information, Task Force Findings

\*\* FEMA information TWB findings

MEMA stated in a Feb. 24, 1992 document that there are 642 buses with drivers under agreement.

Reality states for the on hours, there are 282, at best, buses under a letter of intent, no drivers are under agreement in any way.

\*1\* A.L. Crowell, Inc. According to FEMA TWB response to my document "Buses or the lack thereof" The MEMA confidential worksheets (CWS) states no Crowell buses will be available June to Sept.

The Task Force established the criteria that buses must

be available year round to be acceptable. It was on this criteria that the NRC Task Force found unacceptable Rockland and Townbrook. (See NUREG-1438 pg 2-128 footnotes\*)

FEMA finds it acceptable because buses are registered in the summer. Did FEMA ask were the Drivers here? (See TWG response to document entitled "Buses or Lack Thereof" pg.3) These Document will be referred to as "TWG response"

\*2\* Plymouth Brocton (see doc. M1464-7)

NO DRIVERS... According to the above mentioned Document FEMA's TWG noted that the BECo TPDS contained a note: "Drivers response during operating hours unknown" MEMA feels they have resolved the issue by phone with Mrs Nancy Devine, Public Relations. Mrs Devine stated on Sept. 18, 1991 that actual driver commitment is still unknown and the LOA reflects HER expectations.

The LOA is also signed by Nancy Devine, Public Relations. I am sure the Corporate Vote does not authorize a Public Relations person to sign contracts and I am sure the people in the EPZ to whom the Plymouth-Brocton buses are assigned to would like more than a "P.R. expectation."

\*3\* Rockland Motors (see doc. M1464-6) no buses summers

Again the FEMA TWG noticed that the BECo TPDS notes that:

1. No buses are available in the summer.
2. Off hour driver availability unknown

Again MEMA resolved the problems by a phone call and received a verbal commitment that drivers could be mobilized in the summer. No mention of off hours but it was determined there were only seven buses not nine as stated. A verbal commitment made by a Robert Christie of Rockland Motors this does not appear to be the name of the President of the Corporation who signed the LOA. Again the people deserve more than a supposed verbal commitment from an unknown source.

NO DRIVERS

No Summers

No off hours

7 buses not 9 as stated

\*4\* Rogers (see doc. M1464-5)

BECo TPDS states 4 According to phone call Stanley claims 5. LOA claims 6. These aren't big numbers, maybe someone could count.

\*5\* Tremblay (See doc M1464-4)

LOA states 76 CWS states 66

LOA makes notation that buses aren't available between 6am

and 9 am and between 1pm and 4 pm .

According to a phone conversation with Stanley McMA Mr. Tremblay stated EMT for 10 buses would be one and one half hours; for twenty buses 2 and one half hours. This translates into the fact if an accident happens and buses are called at 7:30 a.m. there is first the Hour and half to wait until 9:00 am then one and one half hours EMT which equals three hours. The next 20 will be arriving in three and one half hours and the rest in four and one half or five and one half hours. These buses are assigned to schools, including Dunbury. Who gets to play Hitler in the schools and determine which kids get to leave and which kids stay and wait 5 1/2 hours or more. Maybe we should choose by grades or I.O.s. If an accident happens around noon and the buses are called at one pm the majority of Tremblay buses will not arrive until 3 or 4 at night. The host schools will be shutdown by then!

Tremblay is also responsible for providing many of the vans that will transport handicapped students such as PAC students, severely handicapped infant to adult and the extended kindergarten geared for hearing impaired pre-schoolers. Talk about survival of the fittest. I can envision the headlines:

#### NUCLEAR INDUSTRY PRESENT DAY HITLER

\*6\* Bloom, H.L. LOA signed by dispatcher.

I am willing to bet the Corporate Vote does not authorize a dispatcher to sign contracts.

\*7\* Laidlaw (See doc. PNPS Offsite EPZ Transportation Matrix dtd 5/13/92 pg. 3 Col garage location)

Buses are garaged on Cape Cod = no buses.

The only egress from the Cape are two bridges, the Sagamore and the Bourne Bridge. During an accident at Pilgrim, according to the traffic management I.P., the Sagamore Bridge is closed completely, because it is in the EPZ; and the Bourne Bridge has one lane open supposedly for emergency vehicles. Anyone familiar with typical Cape traffic realizes this will create a loggerjam for miles and miles. (see news reports of the hurricane that I sent to the Chairman's office to verify). Last Fall, following the hurricane, David Rodham of MEMA finally removed the Cape based companies Canning and Barnstable from planning, because of this situation. Yet I find that his staff has added Laidlaw with 100 buses to the transportation list. According to the Matrix these buses are garaged in Hyannis which is located on Cape Cod. The number 100 did wonders for their tally's but the reality stands... these buses will never get off the Cape.

\*Bx Ryder Bus (see Matrix dtd 5/13/92

I have never before questioned the validity of Ryder Bus but after examining the current matrix I do have many questions.

First: according to the Matrix there are supposedly 74 Ryder buses garaged in Duxbury. In reality there are 22 buses garaged in Duxbury at the Chandler School. Where are the additional 52 buses? Do they exist? They are assigned to evacuate the schools of Duxbury and Kingston.

Second: The NRC Task Force acknowledged 40 vans from Ryder, the current LOA signed 5/21/91 states there are 5 vans as total assets. The task force supposedly talked to Ryder why didn't they determine the "current status" of vans. Where are the vans garaged? Where are the station wagons? The station wagons are assigned to the Magic Dragon children, 6 weeks to 4 years old. Those who are too little to ride in the big yellow school bus. This is something I have fought for, for three years. Do we now have a shell game or are those vehicles available somewhere?

Tromblay, Laidlaw, Bloom, American Eagle and Ryder are also the providers for the Homebound handicapped.