

AFFIDAVIT

1. My name is Glen French, <sup>President</sup> ~~President~~ of the Town of Hampton Chamber of Commerce. *Executive Director*

2. That this Affidavit is given to provide population estimates for the Town of Hampton as relied upon and used by the Hampton Chamber of Commerce in advising and conferring with area businesses.

3. That within the Town of Hampton on a summer weekend, and assuming a sunny day and favorable beach weather, the Hampton Chamber of Commerce would estimate the total number of persons within the town on a given day at 150,000 to 200,000.

4. That within the Town of Hampton on a Fourth of July weekend, and assuming a sunny day and favorable beach weather, the Hampton Chamber of Commerce would estimate the total population within the Town of Hampton on a Fourth of July weekend day at up to 250,000 individuals.

Dated: February 20, 1986

*Glen French*  
Glen French *Executive Director*

The State of New Hampshire  
Rockingham, ss.

February 20, 1986

Personally appeared the above-named Glen French and swore to the truth of the foregoing statements based upon personal knowledge, information and belief.

*Maureen E. Maloney*  
Notary Public

*ADCK*



JOHN H. SUNUNU  
Governor

STATE OF NEW HAMPSHIRE  
EXECUTIVE DEPARTMENT

New Hampshire Civil Defense Agency  
State Office Park South  
107 Pleasant Street  
Concord, New Hampshire 03301  
603.271-2231  
1-800-852-3792

*John*



RICHARD H. STROME  
Director  
JAMES A. SAGGIOTES  
Deputy Director

LETTER OF AGREEMENT

The Jan-Car Leasing Corporation of Nashua recognizes the critical role of major transportation vehicles in the event of either natural or technological emergencies such as flooding, fires, accidents at industrial facilities, including the Vermont Yankee and Seabrook Nuclear Power Plants, and other emergencies. For this reason, Jan-Car Leasing Corporation agrees to assist the State Emergency response effort, in particular the New Hampshire Civil Defense Agency, by providing transportation as detailed under the terms of this agreement or as requested by the New Hampshire Civil Defense Agency, and for such compensation as is deemed fair and equitable by proper authority.

The number of buses available for transportation purposes during an emergency is approximately 197.

The passenger capacity of each bus is 65. The total passenger capacity of all buses is 12,805.

The location(s) of buses is Nashua.

The number of vans available for emergency response is 30.

The passenger capacity of each van is 15. The total passenger capacity of all vans is 450.

The number of drivers available for buses and vans during an emergency response is 150.

In the event of an emergency and in coordination with the State, Jan-Car Corporation will make all efforts to deploy its vehicles as specified below:

- |                               |                                |
|-------------------------------|--------------------------------|
| 4 buses/3 vans to New Castle. | 5 buses to Brentwood.          |
| 15 buses/5 vans to Newton.    | 93 buses/6 vans to Portsmouth. |
| 1 bus/6 vans to Stratham.     | 62 buses to Exeter.            |
| 5 vans to Hampton Falls.      | 2 vans to North Hampton.       |
| 17 buses/1 van to Kingston.   | (2) vans to Hampton.           |



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RICHARD H. STROME  
Director  
JAMES A. SAGGIOTES  
Deputy Director

LETTER OF AGREEMENT

The Timberlane Transportation Company of Salem recognizes the critical role of major transportation vehicles in the event of either natural or technological emergencies such as flooding, fires, accidents at industrial facilities, including the Vermont Yankee and Seabrook Nuclear Power Plants, and other emergencies. For this reason, Timberlane Transportation Company agrees to assist the State Emergency response effort, in particular the New Hampshire Civil Defense Agency, by providing transportation as detailed under the terms of this agreement or as requested by the New Hampshire Civil Defense Agency, and for such compensation as is deemed fair and equitable by proper authority.

The number of buses available for transportation purposes during an emergency is approximately 40.

The passenger capacity of each bus is 66. The total passenger capacity of all buses is 2,640.

The location(s) of buses is 51 Lowell Road, Salem.

The number of drivers available for buses and vans during an emergency response is 45.40

In the event of an emergency and in coordination with the State, Timberlane Transportation Company will make all efforts to deploy its vehicles as specified below:

A. 4 buses to East Kingston.

B. (36) buses to Hampton.

New Hampshire Civil Defense

Timberlane Transportation Company

By

Michael M. Nawoj  
Michael M. Nawoj, Chief  
Technological Hazards Division

By

Stephen O. Haddad  
Its Agent Or Representative

Executed This Day

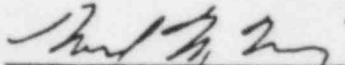
1/23/86

Executed This Day

1-23-86

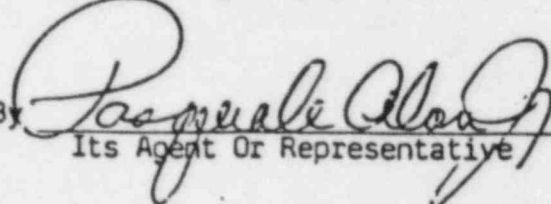
Two-way communications capability is available on all buses on 151.655.

New Hampshire Civil Defense

By   
Michael M. Nawo, Chief  
Technological Hazards Division

Executed This Day 1/8/86

Jan-Car Leasing Corporation

By   
Its Agent Or Representative

Executed This Day 1-9-86



JOHN H. SUNUNU  
Governor

STATE OF NEW HAMPSHIRE  
EXECUTIVE DEPARTMENT

New Hampshire Civil Defense Agency  
State Office Park South  
107 Pleasant Street  
Concord, New Hampshire 03301  
603/271-2231  
1-800-852-3792



RICHARD H. STROME  
Director  
JAMES A. SAGGIOTES  
Deputy Director

LETTER OF AGREEMENT

The Berry Transportation Company of North Hampton recognizes the critical role of major transportation vehicles in the event of either natural or technological emergencies such as flooding, fires, accidents at industrial facilities, including the Vermont Yankee and Seabrook Nuclear Power Plants, and other emergencies. For this reason, Berry Transportation Company agrees to assist the State Emergency response effort, in particular the New Hampshire Civil Defense Agency, by providing transportation as detailed under the terms of this agreement or as requested by the New Hampshire Civil Defense Agency, and for such compensation as is deemed fair and equitable by proper authority.

The number of buses available for transportation purposes during an emergency is approximately 65.

The passenger capacity of each bus is 65. The total passenger capacity of all buses is 4,225.

The central maintenance facility for the Berry Transportation Company of buses is located in North Hampton during the school year. Buses are located throughout the EPZ. Assignment of buses is based on this distribution.

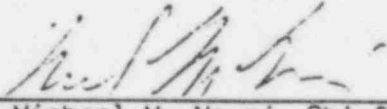
The number of drivers available for buses and vans during an emergency response is 60.

In the event of an emergency and in coordination with the State, Berry Transportation Company will make all efforts to deploy its buses as specified below:

- |                          |                               |
|--------------------------|-------------------------------|
| A. 5 buses to Seabrook.  | B. 6 buses to Hampton Falls.  |
| C. 31 buses to Hampton.  | D. 11 buses to North Hampton. |
| E. 5 buses to Stratham.  | F. 5 buses to Rye.            |
| G. 2 buses to Brentwood. |                               |

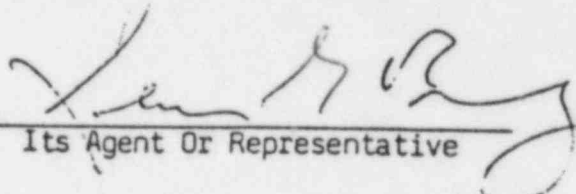
Two-way communications capability is available on all buses on 462.625.

New Hampshire Civil Defense

By   
Michael M. Nawoj, Chief  
Technological Hazards Division

Executed This Day 12/1/85

Berry Transportation Company

By   
Its Agent Or Representative

Executed This Day 12-26-85

Town of Hampton



DOCKETED

'86 JAN 21 P4:10

350th Anniversary  
1638-1988

October 29, 1985

Honorable John Sununu  
Governor's Office  
State House  
Concord, New Hampshire 03301

50-443 04  
50-444 02

SERVED JAN 22 1986

Dear Governor Sununu:

The undersigned members of the Hampton Board of Selectmen wish to state their reservations about the adequacy of the Radiological Emergency Response Plan. These reservations were publicly presented at a meeting of the Board on October 3, 1985, a meeting scheduled between new members of the Board and local department heads, but which was attended by officials from New Hampshire Civil Defense.

Our original questions about the plan concerned population estimates. We understand that the figure of 85,000 peak population has been revised to 110,000, a move in the right direction but still lower than traffic counts and local business figures indicate. Perhaps our best comment on the population figures is that they can only be an estimate and they will vary widely from day to day, especially on summer weekends.

Other problems remain. Very serious are the estimates of the number of personnel required to effect an orderly evacuation. Each of our department heads agreed that he lacks sufficient manpower to carry out the plan, but each has been told to request additional help from the State. Such advice appears to have been given to each town in the zone; obviously there will not be enough workers to go around. As a corollary to the numbers required, there are no provisions for security for workers' homes and families nor does there seem to be provision for specialized equipment other than dosimeters. It is unclear if the count on dosimeters is a State total or a town by town total, as our radiological officer said that he could obtain all the equipment needed in a matter of a few hours. Is more protective apparatus, such as suits or gloves or breathing apparatus, needed?

Another serious consideration is the lack of communication and coordination in moving school children out of the area. On October 3 the statement was made that Civil Defense is working with school officials;

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our local superintendent has received a copy of the plan the previous day. There are many problems; number of buses available (for 16 towns), availability of sufficient bus drivers, traffic problems caused by parents trying to get to schools to pick up their own children, formal signed agreements with bus companies. An added problem with buses is the number of non-auto owning residents who would need transportation, and vacationers who are at the beach without automobiles.

There seem to be severe inconsistencies in the amount of warning time available to accomplish evacuation. Can communities rely on the 18-hour figure that was presented in August as the time we would have to act? The maximum figure given to move the population out (7 hours and 40 minutes) is given for a summer population on a bad weather day; may we suggest that a summer population on a very hot Sunday is likely to be larger and pose potentially more traffic problems, both with overheated cars and tempers?

We are not qualified to comment on the adequacy of most buildings on Hampton Beach for sheltering, if that should be the preferred action. However, the plan completely ignores that there may be thousands of beach goers clad only in bathing suits during a radiological accident.

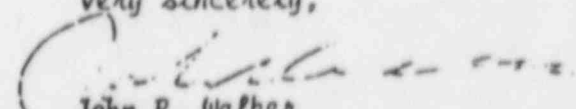
Last and vitally important is the problem of roads leading out of Hampton. The Church Street access to Route 51 and thence to Route 101 is inadequate for the "normal" non-panicked population. Route 1 is already over-loaded with daily winter traffic. All towns in the area will rely on these routes to get to I-95; it simply cannot be done safely or quickly. Nuclear plant owners and regulators have known for over six years that evacuation plans would be necessary; during that time no serious work has been done on Seacoast roads nor do there seem to be plans to improve these roads significantly.

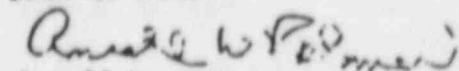
In conclusion, this plan seems to be written primarily to justify the requirement that a plan exist rather than to make a serious attempt to evacuate an endangered citizenry. We have touched on what seem to us to be primary and basic weaknesses. Added to these is the general distrust of our citizens towards the owners of the plant, occasioned by inconsistencies between promises made and results delivered during the construction process.

We would respectfully urge that you consider not approving this plan; but if you must, that you do with the understanding that you are opposing the recommendation of the majority of the Hampton Board of Selectmen. Thank you for your consideration.

cc: Richard Strome  
Gerard Coogan  
William Cahill  
Robert Preston  
State Representatives  
Area Towns

Very sincerely,

  
John R. Walker

  
Ansell W. Palmer  
Dona R. Janetos  
Dona R. Janetos