

IN THE UNITED STATES COURT OF APPEALS
FOR THE DISTRICT OF COLUMBIA CIRCUIT

SIERRA CLUB, et al.,)	
)	
Petitioners,)	No. 21-1229
)	
vs.)	
)	
UNITED STATES NUCLEAR)	
REGULATORY COMMISSION and)	Date Docketed: November 12, 2021
the UNITED STATES OF)	
AMERICA,)	PETITIONERS' DOCKETING
)	STATEMENT
Respondents.)	

Comes now the Petitioners, and hereby submit the following
Docketing Statement:

TYPE OF CASE: Review of administrative action

IS THIS CASE REQUIRED BY STATUTE TO BE EXPEDITED? No

CASE INFORMATION:

a. Identify agency whose order is to be reviewed: Nuclear Regulatory
Commission

b. Give agency docket or order numbers: Docket No. 72-1050

c. Give dates of orders: The Record of Decision was issued on
September 13, 2021.

d. Has a request for rehearing or reconsideration been filed at the
agency? No

e. Identify the basis of appellant's/petitioner's claim of standing:

1. Petitioner Sierra Club

Sierra Club was accorded standing before the agency in the administrative proceedings below. The NRC has very strict requirements for standing, so Sierra Club had to make a clear showing, through its members who live in close proximity to the site of the proposed nuclear waste storage facility at issue in this case, that its members would be impacted by the construction and operation of the facility. Attached hereto are the declarations of Sierra Club members Shirley Henson and Fletcher Williams. In those declarations Ms. Henson and Ms. Williams state that they live within 6 miles of the proposed waste facility and within one mile of the railroad line where high level radioactive waste would be transported. The declarants further explain that emergency responders in Eunice, New Mexico, where they live, are not adequately trained and equipped to deal with a situation involving a radioactive release.

The NRC, in Order CLI-2020-15, affirmed the decision of the licensing board that Sierra Club had standing in the administrative proceedings below. The Commission noted that the nature of the proposed action is to build and operate a facility to hold up to 40,000 tons of nuclear waste, which must be transported to the facility. Distinguishing this case from cases cited by ISP, the Commission noted the “obvious potential for offsite consequences.” Furthermore, in the case cited by ISP the petitioner lived 19 miles from the site. Here, Ms. Henson and Ms. Williams live within 6 miles of the site. Finally, contrary to ISP’s argument that there can be no radiological impact from its proposed facility, the Commission said, “The Commission has not held that there can be no offsite radiological consequences from a [waste storage facility].”

Pursuant to the decision of this Court in *Sierra Club v. EPA*, 292 F.3d 895 (D.C. Cir. 2002), Sierra Club in this case has shown through evidence in the administrative record and the declarations of Ms. Henson and Ms. Williams that Sierra Club members will be impacted by the proposed nuclear waste facility at issue in this case. The *Sierra Club* decision also cited with approval *Horsehead Resource Dev. Co. v. Browner*, 16 F.3d 1246 (D.C. Cir. 1994), where this Court said “environmental organizations [whose members live in affected areas] clearly do have standing.” That precisely describes Ms. Henson and Ms. Williams.

Sierra Club’s standing in this case is further supported by the Supreme Court decision in *Friends of the Earth v. Laidlaw*, 528 U.S. 167, 120 S.Ct. 693 (2000). In *Laidlaw* the plaintiff organization had members who were concerned about pollution in a river into which Laidlaw had been discharging pollutants. The *Laidlaw* decision emphasized that the concerns

expressed by the plaintiff members were injuries to persons who use and enjoy an area for whom the aesthetic and recreational values will be adversely affected.

The *Laidlaw* court also emphasized that the plaintiffs' reasonable concern that pollution in the Tyger River would adversely impact their use and enjoyment of the river and its environs was not the general conclusory allegations that were alleged in *Lujan v. National Wildlife Federation*, 497 U.S. 871, 110 S.Ct. 3177 (1990), nor the speculative "some day" intentions" proffered in *Lujan v. Defenders of Wildlife*, 504 U.S. 555, 112 S.Ct. 2130 (1992). So, in this case, the reasonable concerns of Ms. Henson and Ms. Williams about impacts from the nuclear waste facility confer standing on Sierra Club. And those concerns were echoed by the NRC in the administrative proceedings below ("The Commission has not held that there can be no offsite radiological consequences from a [waste storage facility].").

2. Petitioner Sustainable Energy and Economic Development (SEED) Coalition

Sustainable Energy and Development (SEED) Coalition – was accorded standing in the licensing proceedings before the NRC. *Interim Storage Partners LLC* (WCS Consolidated Interim Storage Facility), LBP-19-07 at p. 17 ((August 23, 2019). It was derived from the personal standing proven by Brigitte Gardner-Aguilar, a resident of Eunice, New Mexico, located 5 miles from the proposed WCS facility. The rail line that will deliver spent nuclear fuel and greater-than-Class-C radioactive waste to WCS passes through Eunice, and Ms. Gardner-Aguilar routine crosses that line on errands and lives a mile and a half from it. She expressed concerns at radiation exposure even from normal, supposedly contained spent fuel casks passing through her community. See *Horsehead Resource Dev. Co. v. Browner*, 16 F.3d 1246 (D.C. Cir. 1994) ("environmental organizations [whose members live in affected areas] clearly do have standing").

3. Don't Waste Michigan, Citizens Environmental Coalition, Public Citizen, Inc., Citizens Against Chemical Contamination, San Luis Obispo Mothers for Peace, Nuclear Energy Information Service and Leona Morgan

These Petitioners based their standing claims on their members' and Ms. Morgan's geographical proximity to potential transportation routes by

which spent nuclear fuel might travel to the proposed facility. The petitioning organizations and Ms. Morgan established causal connections between the licensing action and the threatened injuries. “Injury-in-fact” encompasses all radiation impacts, including those that do not necessarily amount to a regulatory violation. See *Duke Cogema Stone & Webster* (Savannah River Mixed Oxide Fuel Fabrication Facility), LBP-01-35, 54 NRC 403, 417 (2001) (citing *Yankee Atomic Electric Co.* (Yankee Nuclear Power Station), CLI-96-7, 43 NRC 235, 247-48 (1996)). A minor exposure to radiation – even one within regulatory limits – will suffice to state an injury-in-fact. *Id.* The declarations of 19 organization members and Ms. Morgan all describe their casual transportation in the vicinity of likely rail lines that will haul the spent fuel and their concerns that they will likely be exposed to unwanted doses of ionizing radiation from the passage of the waste through their communities. The threat of injury from radiation exposure is sufficient to satisfy the “injury in fact” requirement of traditional standing. See *Dominion Nuclear Connecticut, Inc.* (Millstone Nuclear Power Station, Unit 2), CLI-03-14, 58 NRC 207, 216 (2003) (“A threatened unwanted exposure to radiation, even a minor one, is sufficient to establish injury-in-fact.”).

Moreover, as the waste is transported by rail, or on highways or on the Great Lakes and other waterways, it will put many people physically close to a “significant source of radioactivity producing an obvious potential for offsite consequences.” *Sequoyah Fuels Corp. and General Atomics* (Gore, Oklahoma Site), CLI-94-12, 40 NRC 64, 75 n.22 (1994). In *Shaw Areva MOX Services*, LBP-07-14 (2007), petitioners opposed to a mixed oxide fuel fabrication facility were accorded standing by virtue of living from 20 to 32 miles from the facility site. The licensing board noted that a significant proximity radius was justified in cases involving large amounts of spent nuclear fuel. Here, tens of thousands of tons of inherently dangerous radiotoxic materials will travel in canisters, each of which will carry considerably more radioactivity (200 times or more) than was dispersed by the Hiroshima nuclear bomb. SNF “poses a dangerous, long-term health and environmental risk. It will remain dangerous ‘for time spans seemingly beyond human comprehension.’” *Nuclear Energy Inst., Inc. v. EPA*, 373 F.3d 1251, 1258 (D.C. Cir. 2004) (*per curiam*). Cesium-137, a very dangerous radioactive element if allowed to enter the atmosphere, is one of dozens of listed hazardous radioisotopes in SNF.

The harms and threats from SNF and GTCC that are set forth by the declarations include the potential for radiation exposures as a result of being

physically stuck in traffic proximate to (principally) rail lines over which cargoes of SNF will be hauled; exposures to spills and water runoff from accidents or leakage from SNF transport vehicles; downwind airborne radioactive exposure from defective transport containers; and possible radioactive contamination of water resources from accidents. The petitioner does *not* have the burden of articulating a plausible means through which radioactive materials could cause harm to them. It is the inherent dangers of the radioactive materials that create the obvious potential for offsite consequences. *U.S. Army Installation Command* (Schofield Barracks, Oahu, Hawaii, and Pohakuloa Training Area, Island of Hawaii, Hawaii), CLI-10-20, 71 NRC 216, 218 (2010), citing *USEC, Inc.* (American Centrifuge Plant), CLI-05-11, 61 NRC 309, 311 (2005). Spent nuclear fuel and GTCC waste are highly radioactive wastes that hold “obvious potential for offsite consequences” for those who live a handful of miles from rail lines, highways or waterways in upstate New York, southeast, central and western Michigan, the Chicago region, southern California, or east central Texas, as Petitioners’ declarations suggest.

Twenty declarations from the seven grassroots groups and Leona Morgan accompany this docketing statement, demonstrating geographical proximity to the likely transport routes for the tens of thousands of tons of inherently dangerous radioactive waste that will be transported in tens of thousands of cargoes through most states in the nation.

f. Are any other cases involving the same underlying agency order pending in this Court or any other? Yes

g. Are any other cases, to counsel’s knowledge, pending before the agency, this Court, another Circuit Court, or the Supreme Court which would involve *substantially the same issues* as the instant case presents? Yes

If YES, give the names and numbers of these cases and identify court/agency: State of Texas, et al. v. NRC, No. 21-60743, in United States Court of Appeals for the Fifth Circuit; State of New Mexico v. NRC, No. 9593, in the United States Court of Appeals for the Tenth Circuit.

h. Have the parties attempted to resolve the issues in this case through arbitration, mediation, or any other alternative for dispute resolution? No

/s/ *Wallace L. Taylor*

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ATTORNEY FOR SIERRA CLUB

/s/ *Terry J. Lodge*

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lodgelaw@yahoo.com

ATTORNEY FOR DON'T WASTE
MICHIGAN, *ET AL.*

CERTIFICATE OF SERVICE

This motion was served by the ECF electronic system on December
15, 2021.

/s/ *Wallace L. Taylor*

APPENDIX 2***STANDING DECLARATIONS OF LEONA MORGAN, CITIZENS FOR ALTERNATIVES TO CHEMICAL CONTAMINATION, CITIZENS ENVIRONMENTAL COALITION, DON'T WASTE MICHIGAN, NUCLEAR ENERGY INFORMATION SERVICE, PUBLIC CITIZEN, INC., SAN LUIS OBISPO MOTHERS FOR PEACE AND SUSTAINABLE ENERGY AND ECONOMIC DEVELOPMENT (SEED) COALITION***

Leona Morgan

Citizens for Alternatives to Chemical Contamination

Chambre Beauvais

John T. Benetti

Citizens Environmental Coalition

Lynda Schneekloth

Charlie Bowman

Thomas Ellis

Joanne E. Hameister

Don't Waste Michigan

Hedwig Kaufman

Martin Kaufman

Michael Keegan

Alice Hirt

Jessie Pauline Collins

Nuclear Energy Information Service

Joyce Harant

Arlene Hickory

Patricia Walter

Public Citizen, Inc.

Rev. James Caldwell

San Luis Obispo Mothers for Peace

Lucy Jane Swanson

Jill ZamEk

Sustainable Energy and Economic Development (SEED) Coalition

Brigitte Gardner-Aguilar

Patricia Mona Golden

DECLARATION OF LEONA MORGAN

I, Leona Morgan, am the Declarant herein, and I hereby make the following statements under the penalty of perjury:

1) I am an adult citizen of the United States, am not under disability, and make the following statements voluntarily.

2) My residence address is 725 Tijeras Ave. NW, Albuquerque, NM 87102.

3) I have investigated into the case where the Nuclear Regulatory Commission considered and then granted granting a license to Interim Storage Partners for the construction and operation of WCS Consolidated Interim Spent Fuel Storage Facility in Andrews County, Texas. This radioactive waste facility will be developed for the purpose of storing up to 40,000 tons of high-level nuclear waste in the form of spent nuclear fuel (SNF), and greater-than-Class-C (GTCC) wastes for at least 80 years, and possibly for centuries. The facility will receive delivery of at least 3,000 shipments up to 8,000 shipments of SNF-filled or GTCC waste-filled casks. These dangerous radioactive wastes will be transported by truck, barge and/or rail to WCS. I understand that the deliveries to WCS will take place over 20 years and literally will involve hundreds of thousands of miles of railroad travel.

4) All or nearly all of the planned deliveries of SNF and GTCC waste to WCS are presently planned to be via railroad. Some may involve barge shipment and highway transport over earlier stages of shipment. I have studied Figure 2.2-4 on p. 2 71 of the WCS Environmental Report (Rev. 3),¹ which is a U.S. national map of main trunk line rail routes that will be used by WCS to transport SNF and GTCC. A main rail line in that grid passes within 1 mile of my home. That is a main rail line route and such route will likely be used to transport many cargoes of SNF and/or GTCC wastes to the WCS facility from nuclear power plant sites in California and Arizona.

¹<https://www.nrc.gov/docs/ML2005/ML20052E152.pdf>

5) I am concerned for my personal safety and that of others in my household from radiation exposure in the event of a serious transport accident, vandalism or a terrorist attack on a shipment. I believe that if there are airborne or waterborne emissions from a breached cask during transport that those in my household and I might be exposed to radiation and suffer health consequences and serious property damage. I disagree with the rosy projections of error-free transport predicted by ISP and the Nuclear Regulatory Commission in the Draft and Final Environmental Impact Statements and Safety Evaluation Report, which are parts of the ISP proposal.

6) There is no planned public health impact assessment of the effects on public health and the environment of the expected 20+ years of transports of SNF and GTCC waste, and only a superficial analysis of the risks from unbreached casks in transport.

7) I note that the NRC has approved a policy of "start clean/stay clean," where if a cask is delivered to the facility with a radiation leakage problem, it will supposedly be wiped down and the rail car with the cask will be moved to a storage platform at the site for indefinite storage. There seem to be no provisions for dealing with casks with serious exterior radioactive contamination, leakage, structural damage or structural failure upon their arrival at WCS, or with casks where problems develop after they've been received at WCS. I am concerned that actively-leaking or damaged casks or casks with damaged spent fuel in them will travel close to my home, place of employment and/or places where I seek recreation. I believe that the risks of a radiation accident from leaking, damaged or contaminated casks will be present. I note that the WCS application documents contain no analysis of the potential scenarios involving a breached cask in transit. Further, there is no analysis in them that addresses the potential contamination of land, water and property resources or the threat to public health and the environment from such a practice.

8) I understand the casks, once set on rail cars, will be extremely heavy and concentrated loads on the tracks, and similarly will be unusually heavy loads on the specially-built truck trailers used to transport them on highways. I am concerned that scenarios not contemplated by ISP/WCS in its application documents could occur, such as a radioactive cask being so overweight that it derails and sits for days or longer in an area in which I live/work/recreate; or a truck trailer load

failure that requires transfer of the transport cask onto another trailer occurring near me or others in my household.

9) The potential of my being stuck in traffic at a rail crossing or on a parallel highway near a cask containing SNF or GTCC causes me concern for my health and safety and that of people and animals in my household. The prospect of hundreds or thousands of transports of radioactive waste through vicinity of my home suggests that there may be routine, cumulative radiation effects on me, other people, plants and property from even uneventful transports of SNF and GTCC wastes along the proposed rail routes.

10) The U.S. federal government or private industry should not have the right to make transportation decisions that put at risk our public health and the environment with only spotty and incomplete investigation and analysis.

11) I seek for the Court to hear my petition for review of the decision of the Nuclear Regulatory Commission denying contentions raised on my behalf challenging the ISP project and issuing a Final Environmental Impact Statement for the project.

12) I hereby state under penalty of perjury that the foregoing statements are true and correct to the best of my knowledge and belief.

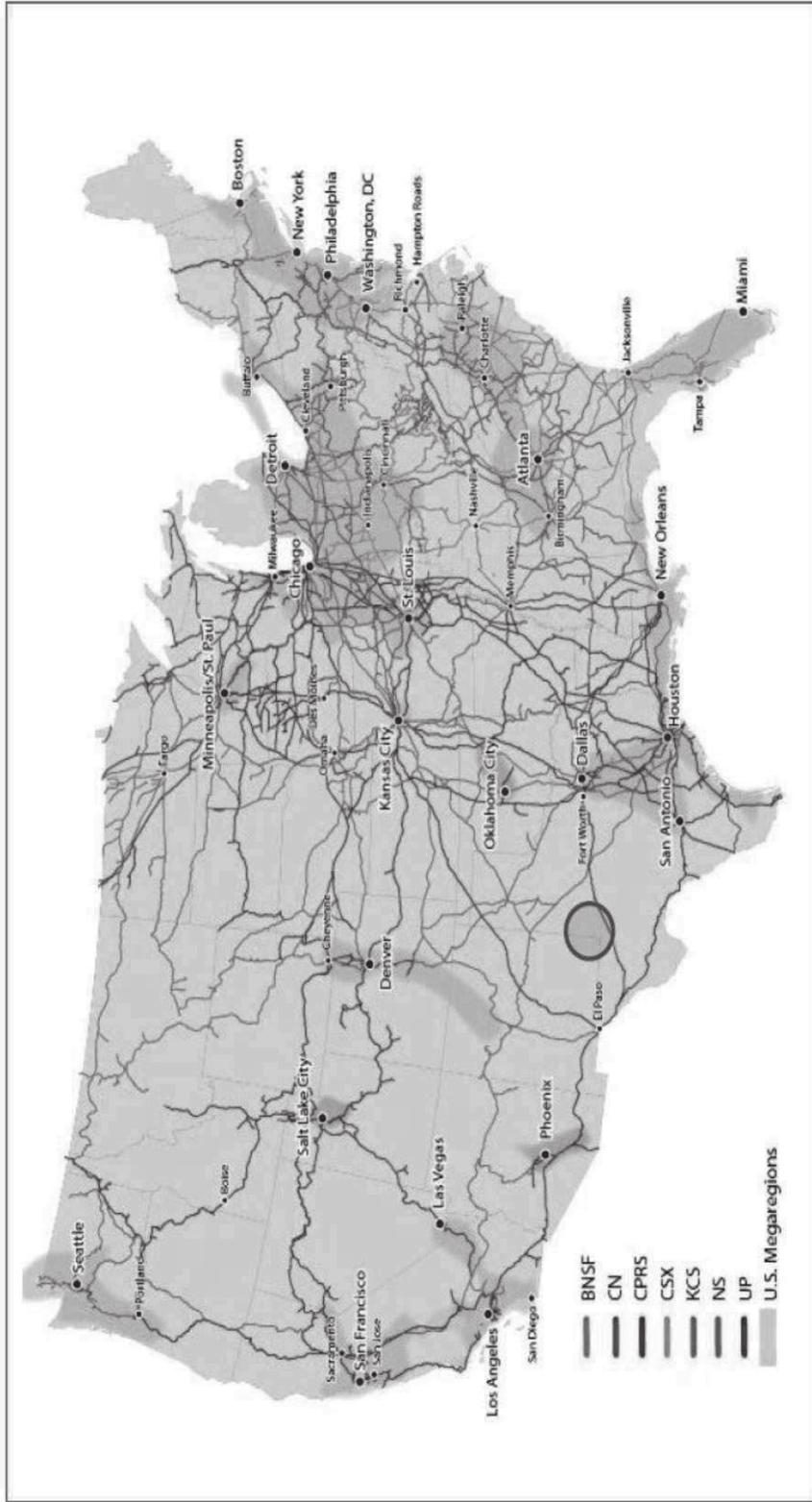
11/08/2021
Date



Leona Morgan

CHAPTER 2

INTERIM STORAGE PARTNERS LLC ENVIRONMENTAL REPORT



Title:	RAIL LINES MAP		Figure:	2.2-4
			Date:	11/16/2015
			Scale:	NONE



DECLARATION OF CHAMBRE BEAUVAIS

I, Chambre Beauvais, am the Declarant herein, and I hereby make the following statements under the penalty of perjury:

1) I am an adult citizen of the United States, am not under disability, and make the following statements voluntarily.

2) My residence address is 13031 Center Road, Bath, MI 48808.

3) I have investigated into the case where the Nuclear Regulatory Commission considered and then granted a license to Interim Storage Partners for the construction and operation of WCS Consolidated Interim Spent Fuel Storage Facility in Andrews County, Texas. This radioactive waste facility will be developed for the purpose of storing up to 40,000 tons of high-level nuclear waste in the form of spent nuclear fuel (SNF), and greater-than-Class-C (GTCC) wastes for at least 80 years, and possibly for centuries. The facility will receive delivery of at least 3,000 shipments up to 8,000 shipments of SNF-filled or GTCC waste-filled casks. These dangerous radioactive wastes will be transported by truck, barge and/or rail to WCS. I understand that the deliveries to WCS will take place over 20 years and literally will involve hundreds of thousands of miles of railroad travel.

4) All or nearly all of the planned deliveries of SNF and GTCC waste to WCS are presently planned to be via railroad. Some may involve barge shipment and highway transport over earlier stages of shipment. I have studied Figure 2.2-4 on p. 2-71 of the WCS Environmental Report (Rev. 3),¹ which is a U.S. national map of main trunk line rail routes that will be used by WCS to transport SNF and GTCC. A main rail line in that grid passes within 3 miles of my home. That is a main rail line route and such route will likely be used to transport many cargoes of SNF and/or GTCC wastes to the WCS facility from the Fermi 2 and Big Rock Point nuclear power plant sites in Michigan.

5) I am concerned for my personal safety and that of others in my household from radiation exposure in the event of a serious transport accident, vandalism or a

¹<https://www.nrc.gov/docs/ML2005/ML20052E152.pdf>

terrorist attack on a shipment. I believe that if there are airborne or waterborne emissions from a breached cask during transport that those in my household and I might be exposed to radiation and suffer health consequences and serious property damage. I disagree with the rosy projections of error-free transport predicted by ISP and the Nuclear Regulatory Commission in the Draft and Final Environmental Impact Statements and Safety Evaluation Report, which are parts of the ISP proposal.

6) There is no planned public health impact assessment of the effects on public health and the environment of the expected 20+ years of transports of SNF and GTCC waste, and only a superficial analysis of the risks from unbreached casks in transport.

7) I note that the NRC has approved a policy of "start clean/stay clean," where if a cask is delivered to the facility with a radiation leakage problem, it will supposedly be wiped down and the rail car with the cask will be moved to a storage platform at the site for indefinite storage. There seem to be no provisions for dealing with casks with serious exterior radioactive contamination, leakage, structural damage or structural failure upon their arrival at WCS, or with casks where problems develop after they've been received at WCS. I am concerned that actively-leaking or damaged casks or casks with damaged spent fuel in them will travel close to my home, place of employment and/or places where I seek recreation. I believe that the risks of a radiation accident from leaking, damaged or contaminated casks will be present. I note that the WCS application documents contain no analysis of the potential scenarios involving a breached cask in transit. Further, there is no analysis in them that addresses the potential contamination of land, water and property resources or the threat to public health and the environment from such a practice.

8) I understand the casks, once set on rail cars, will be extremely heavy and concentrated loads on the tracks, and similarly will be unusually heavy loads on the specially-built truck trailers used to transport them on highways. I am concerned that scenarios not contemplated by ISP/WCS in its application documents could occur, such as a radioactive cask being so overweight that it derails and sits for days or longer in an area in which I live/work/recreate; or a truck trailer load failure that requires transfer of the transport cask onto another trailer occurring near me or others in my household.

9) The potential of my being stuck in traffic at a rail crossing or on a parallel highway near a cask containing SNF or GTCC causes me concern for my health and safety and that of people and animals in my household. The prospect of hundreds or thousands of transports of radioactive waste through vicinity of my home suggests that there may be routine, cumulative radiation effects on me, other people, plants and property from even uneventful transports of SNF and GTCC wastes along the proposed rail routes.

10) The U.S. federal government or private industry should not have the right to make transportation decisions that put at risk our public health and the environment with only spotty and incomplete investigation and analysis.

11) I hereby designate Citizens for Alternatives to Chemical Contamination (CACC), a grassroots environmental organization of which I am a member which is located in Bath, Michigan, to represent my interests in a petition for review of the decision of the Nuclear Regulatory Commission denying contentions raised on my behalf challenging the ISP project and issuing a Final Environmental Impact Statement for the project. My interests will not be adequately represented unless CACC is allowed to participate as a full party in this proceeding on my behalf.

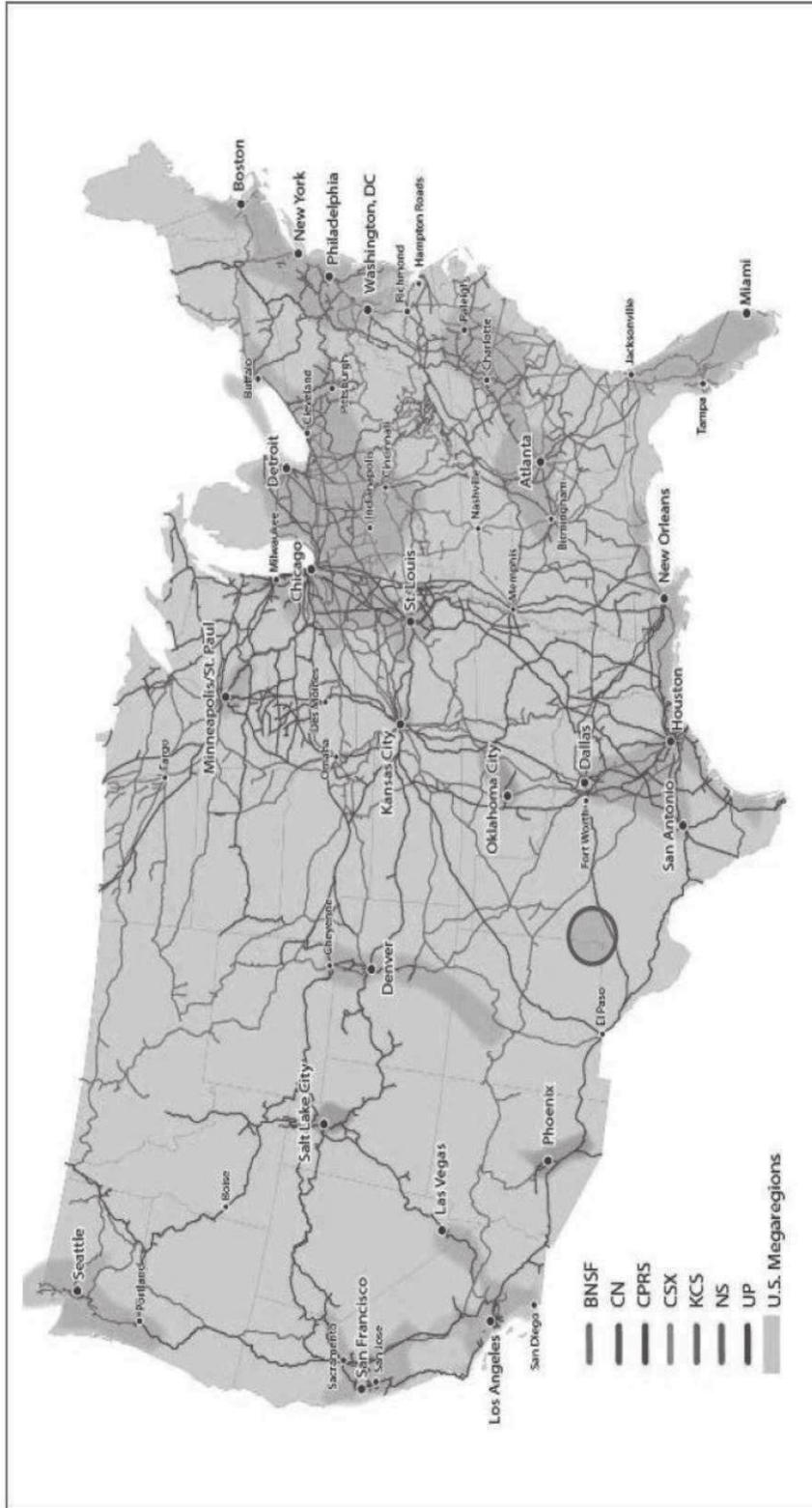
12) I hereby state under penalty of perjury that the foregoing statements are true and correct to the best of my knowledge and belief.

11-6-2021
Date

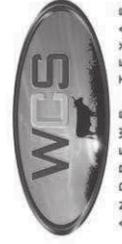
Chambre J. Beauvais
Chambre Beauvais

CHAPTER 2

INTERIM STORAGE PARTNERS LLC ENVIRONMENTAL REPORT



Title:	RAIL LINES MAP		Figure:	2.2-4
			Date:	11/16/2015
			Scale:	NONE



DECLARATION OF JOHN T. BENETTI

I, John T. Benetti, am the Declarant herein, and I hereby make the following statements under the penalty of perjury:

1) I am an adult citizen of the United States, am not under disability, and make the following statements voluntarily.

2) My residence address is 515 East Jefferson, Dimondale, MI 48821.

3) I have investigated into the case where the Nuclear Regulatory Commission considered and then granted a license to Interim Storage Partners for the construction and operation of WCS Consolidated Interim Spent Fuel Storage Facility in Andrews County, Texas. This radioactive waste facility will be developed for the purpose of storing up to 40,000 tons of high-level nuclear waste in the form of spent nuclear fuel (SNF), and greater-than-Class-C (GTCC) wastes for at least 80 years, and possibly for centuries. The facility will receive delivery of at least 3,000 shipments up to 8,000 shipments of SNF-filled or GTCC waste-filled casks. These dangerous radioactive wastes will be transported by truck, barge and/or rail to WCS. I understand that the deliveries to WCS will take place over 20 years and literally will involve hundreds of thousands of miles of railroad travel.

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5) I am concerned for my personal safety and that of others in my household from radiation exposure in the event of a serious transport accident, vandalism or a

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terrorist attack on a shipment. I believe that if there are airborne or waterborne emissions from a breached cask during transport that those in my household and I might be exposed to radiation and suffer health consequences and serious property damage. I disagree with the rosy projections of error-free transport predicted by ISP and the Nuclear Regulatory Commission in the Draft and Final Environmental Impact Statements and Safety Evaluation Report, which are parts of the ISP proposal.

6) There is no planned public health impact assessment of the effects on public health and the environment of the expected 20+ years of transports of SNF and GTCC waste, and only a superficial analysis of the risks from unbreached casks in transport.

7) I note that the NRC has approved a policy of "start clean/stay clean," where if a cask is delivered to the facility with a radiation leakage problem, it will supposedly be wiped down and the rail car with the cask will be moved to a storage platform at the site for indefinite storage. There seem to be no provisions for dealing with casks with serious exterior radioactive contamination, leakage, structural damage or structural failure upon their arrival at WCS, or with casks where problems develop after they've been received at WCS. I am concerned that actively-leaking or damaged casks or casks with damaged spent fuel in them will travel close to my home, place of employment and/or places where I seek recreation. I believe that the risks of a radiation accident from leaking, damaged or contaminated casks will be present. I note that the WCS application documents contain no analysis of the potential scenarios involving a breached cask in transit. Further, there is no analysis in them that addresses the potential contamination of land, water and property resources or the threat to public health and the environment from such a practice

8) I understand the casks, once set on rail cars, will be extremely heavy and concentrated loads on the tracks, and similarly will be unusually heavy loads on the specially-built truck trailers used to transport them on highways. I am concerned that scenarios not contemplated by ISP/WCS in its application documents could occur, such as a radioactive cask being so overweight that it derails and sits for days or longer in an area in which I live/work/recreate; or a truck trailer load failure that requires transfer of the transport cask onto another trailer occurring near me or others in my household.

9) The potential of my being stuck in traffic at a rail crossing or on a parallel highway near a cask containing SNF or GTCC causes me concern for my health and safety and that of people and animals in my household. The prospect of hundreds or thousands of transports of radioactive waste through vicinity of my home suggests that there may be routine, cumulative radiation effects on me, other people, plants and property from even uneventful transports of SNF and GTCC wastes along the proposed rail routes.

10) The U.S. federal government or private industry should not have the right to make transportation decisions that put at risk our public health and the environment with only spotty and incomplete investigation and analysis.

11) I hereby designate Citizens for Alternatives to Chemical Contamination (CACCC), a grassroots environmental organization of which I am a member which is located in Bath, Michigan, to represent my interests in a petition for review of the decision of the Nuclear Regulatory Commission denying contentions raised on my behalf challenging the ISP project and issuing a Final Environmental Impact Statement for the project. My interests will not be adequately represented unless CACCC is allowed to participate as a full party in this proceeding on my behalf.

12) I hereby state under penalty of perjury that the foregoing statements are true and correct to the best of my knowledge and belief.

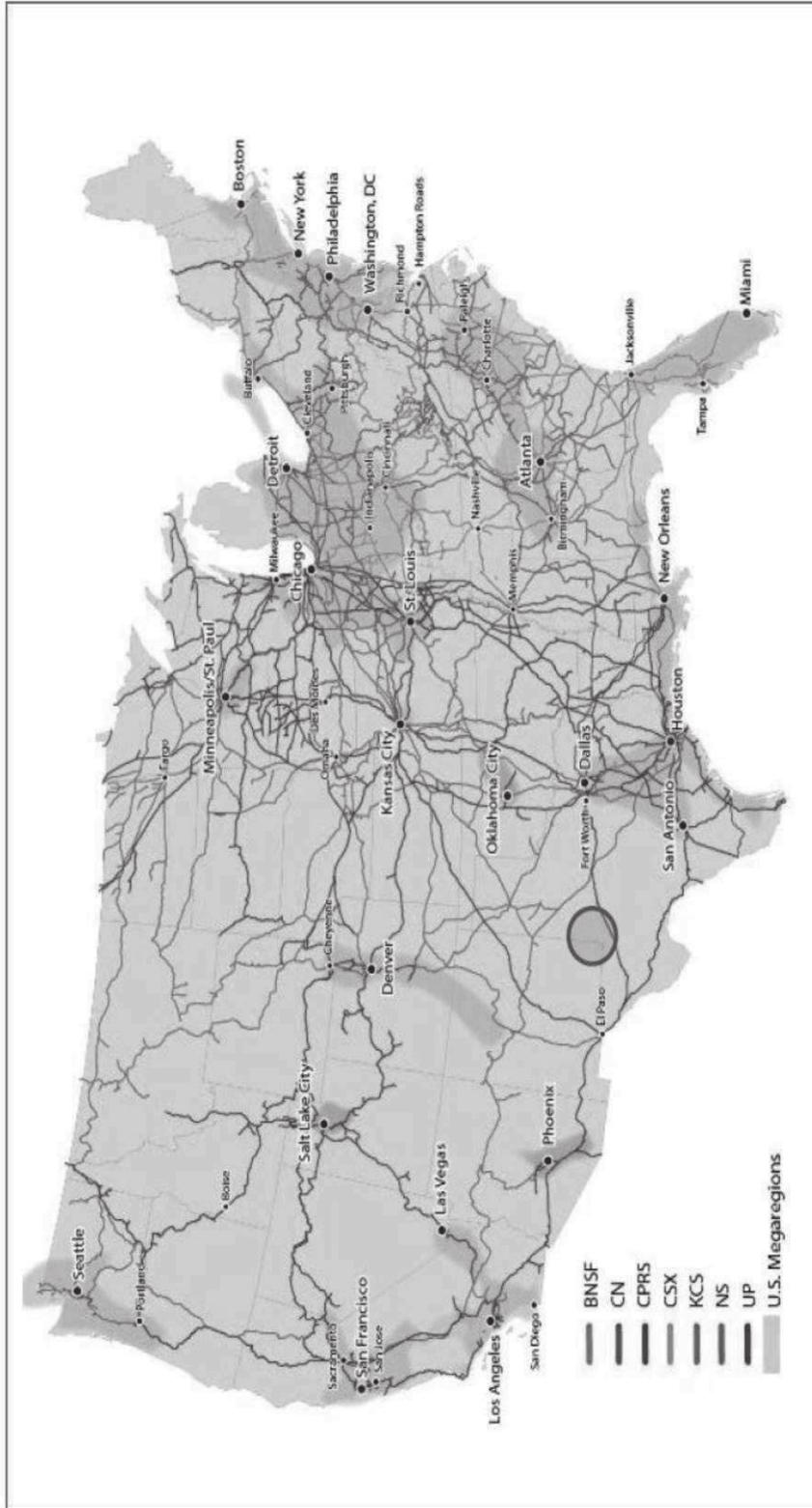
11.8.2021

John T. Benetti

John T. Benetti

CHAPTER 2

INTERIM STORAGE PARTNERS LLC ENVIRONMENTAL REPORT



Title: **RAIL LINES MAP**

Figure: **2.2-4**

Date: 11/16/2015

Scale: NONE

WCS
ANDREWS, TEXAS

DECLARATION OF LYNDA SCHNEEKLOTH

I, Lynda Schneekloth, am the Declarant herein, and I hereby make the following statements under the penalty of perjury:

1) I am an adult citizen of the United States, am not under disability, and make the following statements voluntarily.

2) My residence address is 601 West Ferry St., Buffalo, NY 14222.

3) I have investigated into the case where the Nuclear Regulatory Commission considered and then granted a license to Interim Storage Partners for the construction and operation of WCS Consolidated Interim Spent Fuel Storage Facility in Andrews County, Texas. This radioactive waste facility will be developed for the purpose of storing up to 40,000 tons of high-level nuclear waste in the form of spent nuclear fuel (SNF), and greater-than-Class-C (GTCC) wastes for at least 80 years, and possibly for centuries. The facility will receive delivery of at least 3,000 shipments up to 8,000 shipments of SNF-filled or GTCC waste-filled casks. These dangerous radioactive wastes will be transported by truck, barge and/or rail to WCS. I understand that the deliveries to WCS will take place over 20 years and literally will involve hundreds of thousands of miles of railroad travel.

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¹<https://www.nrc.gov/docs/ML2005/ML20052E152.pdf>

5) I am concerned for my personal safety and that of others in my household from radiation exposure in the event of a serious transport accident, vandalism or a terrorist attack on a shipment. I believe that if there are airborne or waterborne emissions from a breached cask during transport that those in my household and I might be exposed to radiation and suffer health consequences and serious property damage. I disagree with the rosy projections of error-free transport predicted by ISP and the Nuclear Regulatory Commission in the Draft and Final Environmental Impact Statements and Safety Evaluation Report, which are parts of the ISP proposal.

6) There is no planned public health impact assessment of the effects on public health and the environment of the expected 20+ years of transports of SNF and GTCC waste, and only a superficial analysis of the risks from unbreached casks in transport.

7) I note that the NRC has approved a policy of “start clean/stay clean,” where if a cask is delivered to the facility with a radiation leakage problem, it will supposedly be wiped down and the rail car with the cask will be moved to a storage platform at the site for indefinite storage. There seem to be no provisions for dealing with casks with serious exterior radioactive contamination, leakage, structural damage or structural failure upon their arrival at WCS, or with casks where problems develop after they’ve been received at WCS. I am concerned that actively-leaking or damaged casks or casks with damaged spent fuel in them will travel close to my home, place of employment and/or places where I seek recreation. I believe that the risks of a radiation accident from leaking, damaged or contaminated casks will be present. I note that the WCS application documents contain no analysis of the potential scenarios involving a breached cask in transit. Further, there is no analysis in them that addresses the potential contamination of land, water and property resources or the threat to public health and the environment from such a practice.

8) I understand the casks, once set on rail cars, will be extremely heavy and concentrated loads on the tracks, and similarly will be unusually heavy loads on the specially-built truck trailers used to transport them on highways. I am concerned that scenarios not contemplated by ISP/WCS in its application documents could occur, such as a radioactive cask being so overweight that it derails and sits for days or longer in an area in which I live/work/recreate; or a truck trailer load

failure that requires transfer of the transport cask onto another trailer occurring near me or others in my household.

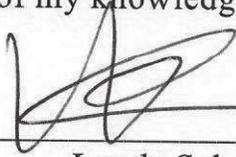
9) The potential of my being stuck in traffic at a rail crossing or on a parallel highway near a cask containing SNF or GTCC causes me concern for my health and safety and that of people and animals in my household. The prospect of hundreds or thousands of transports of radioactive waste in the vicinity of my home suggests that there may be routine, cumulative radiation effects on me, other people, plants and property from even uneventful transports of SNF and GTCC wastes along the proposed rail routes.

10) The U.S. federal government or private industry should not have the right to make transportation decisions that put at risk our public health and the environment with only spotty and incomplete investigation and analysis.

11) I hereby designate Citizens Environmental Coalition (CEC), a grassroots environmental organization of which I am a member which is located at 422 Oakland Valley Road, Cuddebackville, NY 12729, to represent my interests in a petition for review of the decision of the Nuclear Regulatory Commission denying contentions raised on my behalf challenging the ISP project and issuing a Final Environmental Impact Statement for the project. My interests will not be adequately represented unless CEC is allowed to participate as a full party in this proceeding on my behalf.

12) I hereby state under penalty of perjury that the foregoing statements are true and correct to the best of my knowledge and belief.

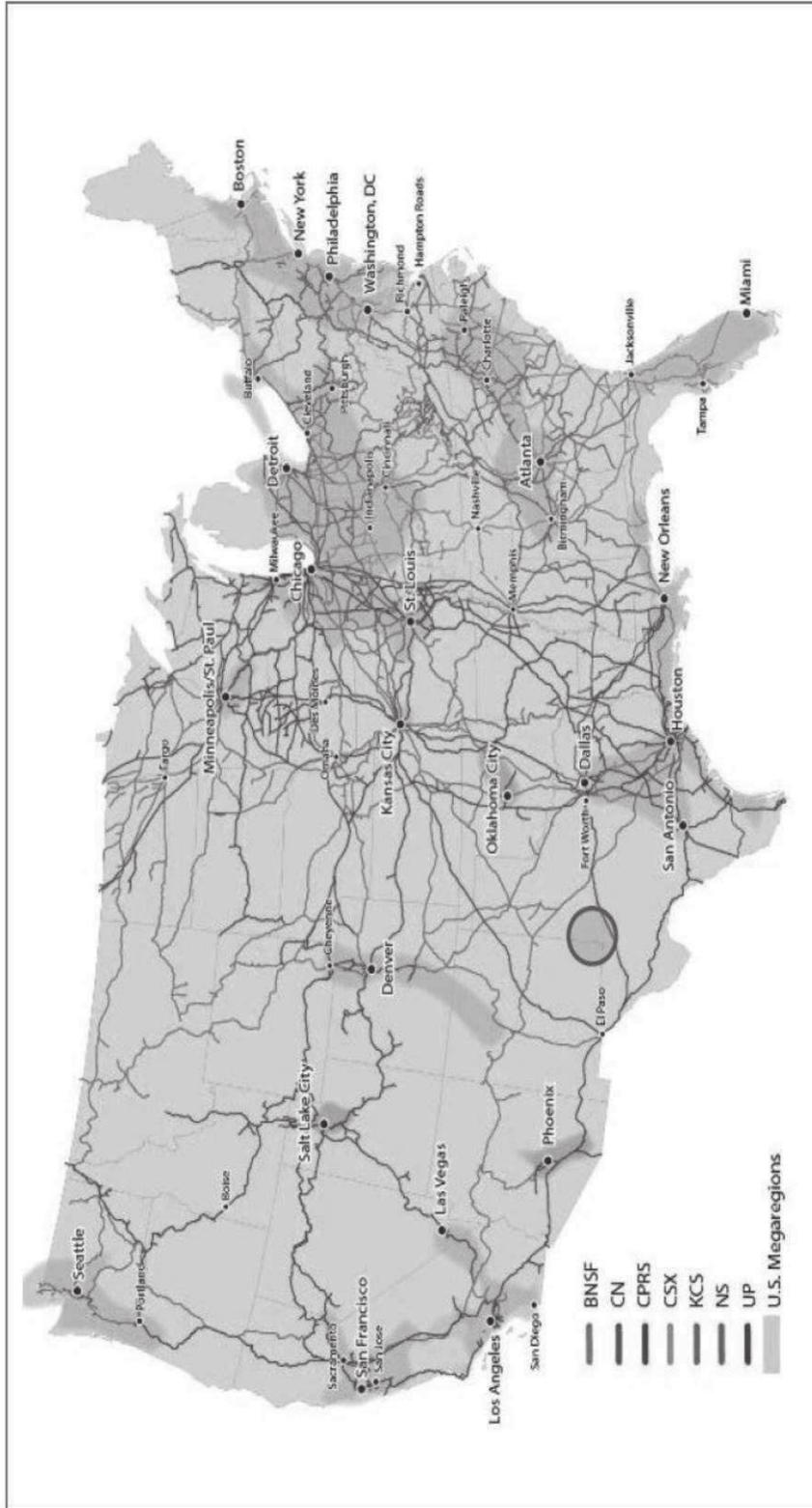
11-5-21
Date



Lynda Schneekloth

CHAPTER 2

INTERIM STORAGE PARTNERS LLC ENVIRONMENTAL REPORT



Title: **RAIL LINES MAP**

Figure: **2.2-4**

Date: 11/16/2015

Scale: NONE



DECLARATION OF CHARLES L. BOWMAN

I, Charles L. Bowman, am the Declarant herein, and I hereby make the following statements under the penalty of perjury:

1) I am an adult citizen of the United States, am not under disability, and make the following statements voluntarily.

2) My residence address is 48 Sandelwood Drive, Getzville, NY 14068.

3) I have investigated into the case where the Nuclear Regulatory Commission considered and then granted a license to Interim Storage Partners for the construction and operation of WCS Consolidated Interim Spent Fuel Storage Facility in Andrews County, Texas. This radioactive waste facility will be developed for the purpose of storing up to 40,000 tons of high-level nuclear waste in the form of spent nuclear fuel (SNF), and greater-than-Class-C (GTCC) wastes for at least 80 years, and possibly for centuries. The facility will receive delivery of at least 3,000 shipments up to 8,000 shipments of SNF-filled or GTCC waste-filled casks. These dangerous radioactive wastes will be transported by truck, barge and/or rail to WCS. I understand that the deliveries to WCS will take place over 20 years and literally will involve hundreds of thousands of miles of railroad travel.

4) All or nearly all of the planned deliveries of SNF and GTCC waste to WCS are presently planned to be via railroad. Some may involve barge shipment and highway transport over earlier stages of shipment. I have studied Figure 2.2-4 on p. 2-71 of the WCS Environmental Report (Rev. 3),¹ which is a U.S. national map of main trunk line rail routes that will be used by WCS to transport SNF and GTCC. A main rail line in that grid passes within 8.2 miles of my home and workplace. That is a main rail line route and such route will likely be used to transport many cargoes of SNF and/or GTCC wastes to the WCS facility from nuclear power plant sites southeast of my home in New York as well as from plant sites in New Hampshire, Connecticut and Massachusetts.

5) I am concerned for my personal safety and that of others in my household from radiation exposure in the event of a serious transport accident, vandalism or a

¹<https://www.nrc.gov/docs/ML2005/ML20052E152.pdf>

terrorist attack on a shipment. I believe that if there are airborne or waterborne emissions from a breached cask during transport that those in my household and I might be exposed to radiation and suffer health consequences and serious property damage. I disagree with the rosy projections of error-free transport predicted by ISP and the Nuclear Regulatory Commission in the Draft and Final Environmental Impact Statements and Safety Evaluation Report, which are parts of the ISP proposal.

6) There is no planned public health impact assessment of the effects on public health and the environment of the expected 20+ years of transports of SNF and GTCC waste, and only a superficial analysis of the risks from unbreached casks in transport.

7) I note that the NRC has approved a policy of “start clean/stay clean,” where if a cask is delivered to the facility with a radiation leakage problem, it will supposedly be wiped down and the rail car with the cask will be moved to a storage platform at the site for indefinite storage. There seem to be no provisions for dealing with casks with serious exterior radioactive contamination, leakage, structural damage or structural failure upon their arrival at WCS, or with casks where problems develop after they’ve been received at WCS. I am concerned that actively-leaking or damaged casks or casks with damaged spent fuel in them will travel close to my home, place of employment and/or places where I seek recreation. I believe that the risks of a radiation accident from leaking, damaged or contaminated casks will be present. I note that the WCS application documents contain no analysis of the potential scenarios involving a breached cask in transit. Further, there is no analysis in them that addresses the potential contamination of land, water and property resources or the threat to public health and the environment from such a practice.

8) I understand the casks, once set on rail cars, will be extremely heavy and concentrated loads on the tracks, and similarly will be unusually heavy loads on the specially-built truck trailers used to transport them on highways. I am concerned that scenarios not contemplated by ISP/WCS in its application documents could occur, such as a radioactive cask being so overweight that it derails and sits for days or longer in an area in which I live/work/recreate; or a truck trailer load failure that requires transfer of the transport cask onto another trailer occurring near me or others in my household.

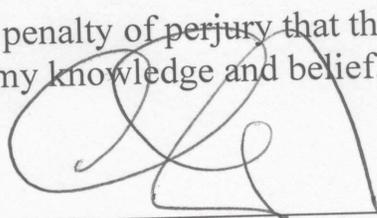
9) The potential of my being stuck in traffic at a rail crossing or on a parallel highway near a cask containing SNF or GTCC causes me concern for my health and safety and that of people and animals in my household. The prospect of hundreds or thousands of transports, of radioactive waste in the vicinity of my home suggests that there may be routine, cumulative radiation effects on me, other people, plants and property from even uneventful transports of SNF and GTCC wastes along the proposed rail routes.

10) The U.S. federal government or private industry should not have the right to make transportation decisions that put at risk our public health and the environment with only spotty and incomplete investigation and analysis.

11) I hereby designate Citizens Environmental Coalition (CEC), a grassroots environmental organization of which I am a member which is located at 422 Oakland Valley Road, Cuddebackville, NY 12729, to represent my interests in a petition for review of the decision of the Nuclear Regulatory Commission denying contentions raised on my behalf challenging the ISP project and issuing a Final Environmental Impact Statement for the project. My interests will not be adequately represented unless CEC is allowed to participate as a full party in this proceeding on my behalf.

12) I hereby state under penalty of perjury that the foregoing statements are true and correct to the best of my knowledge and belief.

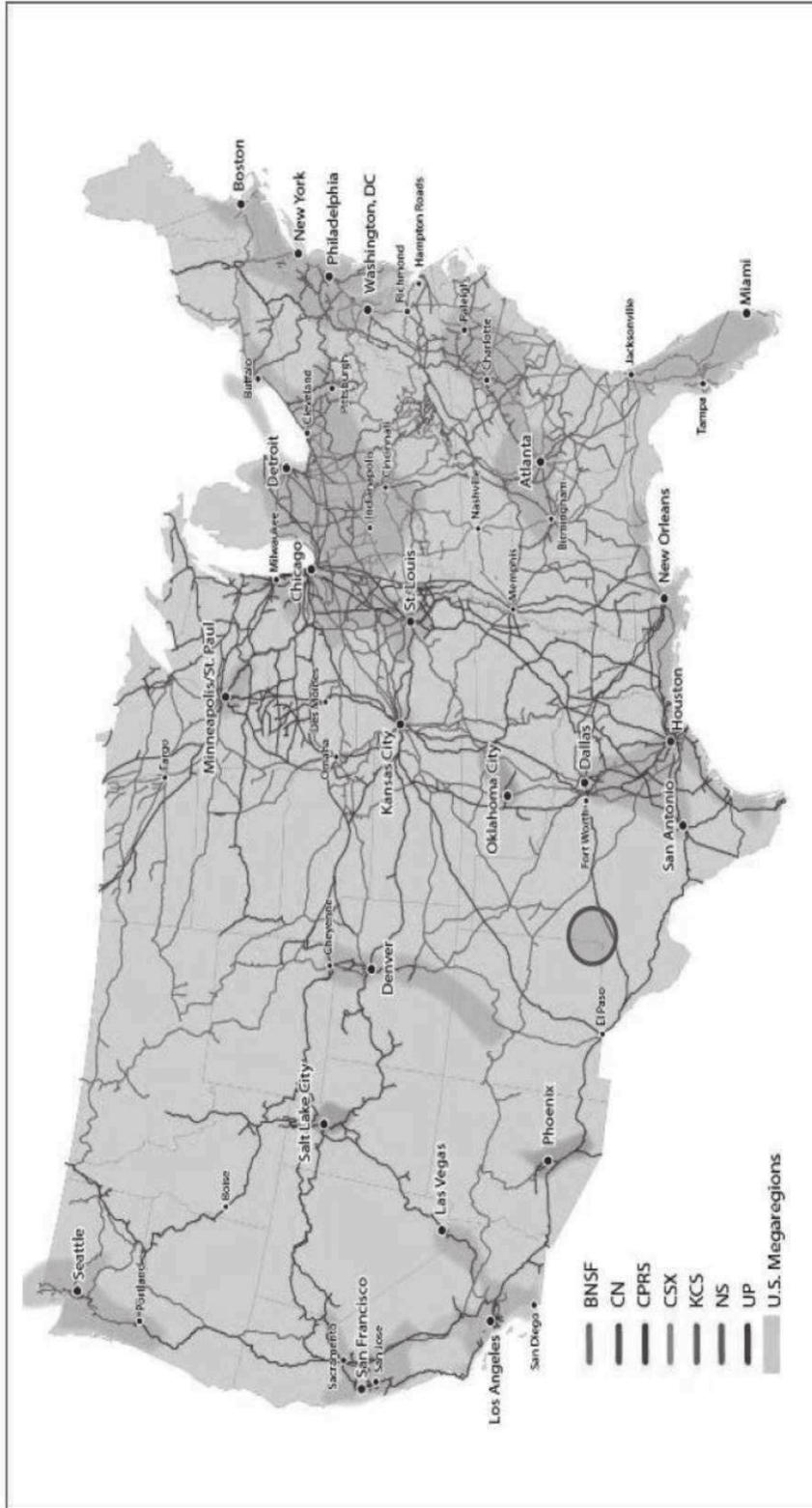
11/7/2021



Charles L. Bowman

CHAPTER 2

INTERIM STORAGE PARTNERS LLC ENVIRONMENTAL REPORT



Title: **RAIL LINES MAP**

Figure: **2.2-4**

Date: 11/16/2015

Scale: NONE

WCS
ANDREWS, TEXAS

DECLARATION OF THOMAS ELLIS

I, Thomas Ellis, am the Declarant herein, and I hereby make the following statements under the penalty of perjury:

1) I am an adult citizen of the United States, am not under disability, and make the following statements voluntarily.

2) My residence address is 43 N. Pine Avenue, Albany, NY 12203.

3) I have investigated into the case where the Nuclear Regulatory Commission considered and then granted a license to Interim Storage Partners for the construction and operation of WCS Consolidated Interim Spent Fuel Storage Facility in Andrews County, Texas. This radioactive waste facility will be developed for the purpose of storing up to 40,000 tons of high-level nuclear waste in the form of spent nuclear fuel (SNF), and greater-than-Class-C (GTCC) wastes for at least 80 years, and possibly for centuries. The facility will receive delivery of at least 3,000 shipments up to 8,000 shipments of SNF-filled or GTCC waste-filled casks. These dangerous radioactive wastes will be transported by truck, barge and/or rail to WCS. I understand that the deliveries to WCS will take place over 20 years and literally will involve hundreds of thousands of miles of railroad travel.

4) All or nearly all of the planned deliveries of SNF and GTCC waste to WCS are presently planned to be via railroad. Some may involve barge shipment and highway transport over earlier stages of shipment. I have studied Figure 2.2-4 on p. 2-71 of the WCS Environmental Report (Rev. 3),¹ which is a U.S. national map of main trunk line rail routes that will be used by WCS to transport SNF and GTCC. A main rail line in that grid passes within 10 miles of my home and the places where I recreate. That is a main rail line route and such route will likely be used to transport many cargoes of SNF and/or GTCC wastes to the WCS facility from nuclear power plant sites south of my home in New York as well as from plant sites in New Hampshire, Connecticut and Massachusetts.



¹<https://www.nrc.gov/docs/ML2005/ML20052E152.pdf>

5) I am concerned for my personal safety and that of others in my household from radiation exposure in the event of a serious transport accident, vandalism or a terrorist attack on a shipment. I believe that if there are airborne or waterborne omissions from a breached cask during transport that those in my household and I might be exposed to radiation and suffer health consequences and serious property damage. I disagree with the rosy projections of error-free transport predicted by ISP and the Nuclear Regulatory Commission in the Draft and Final Environmental Impact Statements and Safety Evaluation Report, which are parts of the ISP proposal.

6) There is no planned public health impact assessment of the effects on public health and the environment of the expected 20+ years of transports of SNF and GTCC waste, and only a superficial analysis of the risks from unbreached casks in transport.

7) I note that the NRC has approved a policy of "start clean/stay clean," where if a cask is delivered to the facility with a radiation leakage problem, it will supposedly be wiped down and the rail car with the cask will be moved to a storage platform at the site for indefinite storage. There seem to be no provisions for dealing with casks with serious exterior radioactive contamination, leakage, structural damage or structural failure upon their arrival at WCS, or with casks where problems develop after they've been received at WCS. I am concerned that actively-leaking or damaged casks or casks with damaged spent fuel in them will travel close to my home, place of employment and/or places where I seek recreation. I believe that the risks of a radiation accident from leaking, damaged or contaminated casks will be present. I note that the WCS application documents contain no analysis of the potential scenarios involving a breached cask in transit. Further, there is no analysis in them that addresses the potential contamination of land, water and property resources or the threat to public health and the environment from such a practice.

8) I understand the casks, once set on rail cars, will be extremely heavy and concentrated loads on the tracks, and similarly will be unusually heavy loads on the specially-built truck trailers used to transport them on highways. I am concerned that scenarios not contemplated by ISP/WCS in its application documents could occur, such as a radioactive cask being so overweight that it derails and sits for days or longer in an area in which I live/work/recreate; or a truck trailer load



failure that requires transfer of the transport cask onto another trailer occurring near me or others in my household.

9) The potential of my being stuck in traffic at a rail crossing or on a parallel highway near a cask containing SNF or GTCC causes me concern for my health and safety and that of people and animals in my household. The prospect of hundreds or thousands of transports of radioactive waste in the vicinity of my home suggests that there may be routine, cumulative radiation effects on me, other people, plants and property from even uneventful transports of SNF and GTCC wastes along the proposed rail routes.

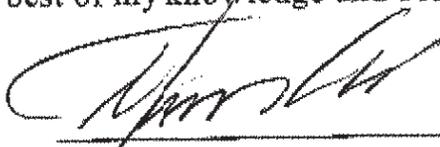
10) The U.S. federal government or private industry should not have the right to make transportation decisions that put at risk our public health and the environment with only spotty and incomplete investigation and analysis.

11) I hereby designate Citizens Environmental Coalition (CEC), a grassroots environmental organization of which I am a member which is located at 422 Oakland Valley Road, Cuddebackville, NY 12729, to represent my interests in a petition for review of the decision of the Nuclear Regulatory Commission denying contentions raised on my behalf challenging the ISP project and issuing a Final Environmental Impact Statement for the project. My interests will not be adequately represented unless CEC is allowed to participate as a full party in this proceeding on my behalf.

12) I hereby state under penalty of perjury that the foregoing statements are true and correct to the best of my knowledge and belief.

11/6/2021

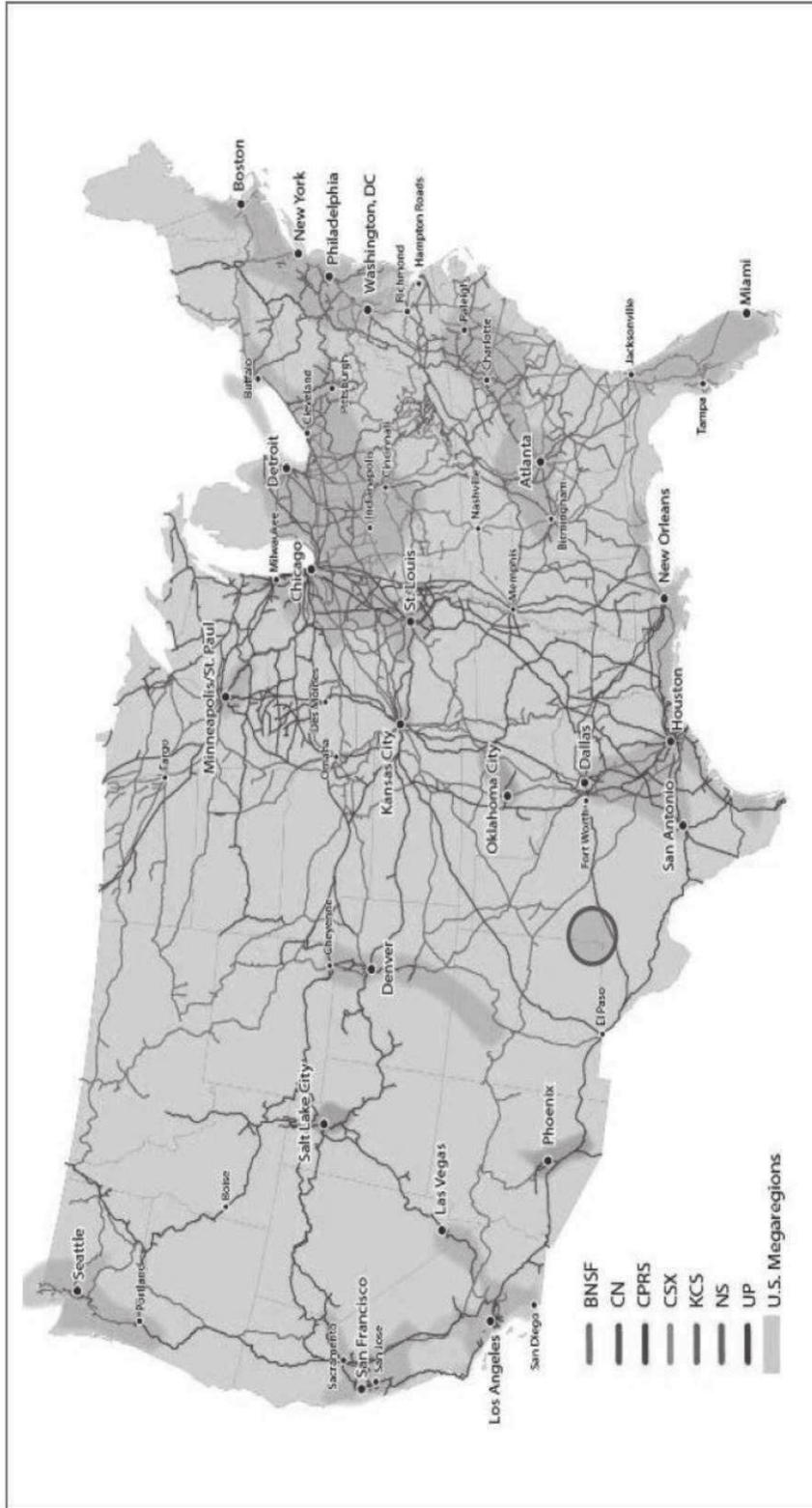
Date



Thomas Ellis

CHAPTER 2

INTERIM STORAGE PARTNERS LLC ENVIRONMENTAL REPORT



Title: **RAIL LINES MAP**

Figure: **2.2-4**

Date: 11/16/2015

Scale: NONE

WCS
ANDREWS, TEXAS

DECLARATION OF JOANNE E. HAMEISTER

I, Joanne E. Hameister, am the Declarant herein, and I hereby make the following statements under the penalty of perjury:

1) I am an adult citizen of the United States, am not under disability, and make the following statements voluntarily.

2) My residence address is 1051 Sweet Rd., East Aurora, NY 14052.

3) I have investigated into the case where the Nuclear Regulatory Commission considered and then granted a license to Interim Storage Partners for the construction and operation of WCS Consolidated Interim Spent Fuel Storage Facility in Andrews County, Texas. This radioactive waste facility will be developed for the purpose of storing up to 40,000 tons of high-level nuclear waste in the form of spent nuclear fuel (SNF), and greater-than-Class-C (GTCC) wastes for at least 80 years, and possibly for centuries. The facility will receive delivery of at least 3,000 shipments up to 8,000 shipments of SNF-filled or GTCC waste-filled casks. These dangerous radioactive wastes will be transported by truck, barge and/or rail to WCS. I understand that the deliveries to WCS will take place over 20 years and literally will involve hundreds of thousands of miles of railroad travel.

4) All or nearly all of the planned deliveries of SNF and GTCC waste to WCS are presently planned to be via railroad. Some may involve barge shipment and highway transport over earlier stages of shipment. I have studied Figure 2.2-4 on p. 2-71 of the WCS Environmental Report (Rev. 3),¹ which is a U.S. national map of main trunk line rail routes that will be used by WCS to transport SNF and GTCC. A main rail line in that grid passes within 15 miles of my home and my workplace. That is a main rail line route and such route will likely be used to transport many cargoes of SNF and/or GTCC wastes to the WCS facility from nuclear power plant sites southeast of my home in New York as well as from plant sites in New Hampshire, Connecticut and Massachusetts.

¹<https://www.nrc.gov/docs/ML2005/ML20052E152.pdf>

5) I am concerned for my personal safety and that of others in my household from radiation exposure in the event of a serious transport accident, vandalism or a terrorist attack on a shipment. I believe that if there are airborne or waterborne emissions from a breached cask during transport that those in my household and I might be exposed to radiation and suffer health consequences and serious property damage. I disagree with the rosy projections of error-free transport predicted by ISP and the Nuclear Regulatory Commission in the Draft and Final Environmental Impact Statements and Safety Evaluation Report, which are parts of the ISP proposal.

6) There is no planned public health impact assessment of the effects on public health and the environment of the expected 20+ years of transports of SNF and GTCC waste, and only a superficial analysis of the risks from unbreached casks in transport.

7) I note that the NRC has approved a policy of “start clean/stay clean,” where if a cask is delivered to the facility with a radiation leakage problem, it will supposedly be wiped down and the rail car with the cask will be moved to a storage platform at the site for indefinite storage. There seem to be no provisions for dealing with casks with serious exterior radioactive contamination, leakage, structural damage or structural failure upon their arrival at WCS, or with casks where problems develop after they’ve been received at WCS. I am concerned that actively-leaking or damaged casks or casks with damaged spent fuel in them will travel close to my home, place of employment and/or places where I seek recreation. I believe that the risks of a radiation accident from leaking, damaged or contaminated casks will be present. I note that the WCS application documents contain no analysis of the potential scenarios involving a breached cask in transit. Further, there is no analysis in them that addresses the potential contamination of land, water and property resources or the threat to public health and the environment from such a practice.

8) I understand the casks, once set on rail cars, will be extremely heavy and concentrated loads on the tracks, and similarly will be unusually heavy loads on the specially-built truck trailers used to transport them on highways. I am concerned that scenarios not contemplated by ISP/WCS in its application documents could occur, such as a radioactive cask being so overweight that it derails and sits for days or longer in an area in which I live/work/recreate; or a

truck trailer load failure that requires transfer of the transport cask onto another trailer occurring near me or others in my household.

9) The potential of my being stuck in traffic at a rail crossing or on a parallel highway near a cask containing SNF or GTCC causes me concern for my health and safety and that of people and animals in my household. The prospect of hundreds or thousands of transports of radioactive waste in the vicinity of my home suggests that there may be routine, cumulative radiation effects on me, other people, plants and property from even uneventful transports of SNF and GTCC wastes along the proposed rail routes.

10) The U.S. federal government or private industry should not have the right to make transportation decisions that put at risk our public health and the environment with only spotty and incomplete investigation and analysis.

11) I hereby designate Citizens Environmental Coalition (CEC), a grassroots environmental organization of which I am a member which is located at 422 Oakland Valley Road, Cuddebackville, NY 12729, to represent my interests in a petition for review of the decision of the Nuclear Regulatory Commission denying contentions raised on my behalf challenging the ISP project and issuing a Final Environmental Impact Statement for the project. My interests will not be adequately represented unless CEC is allowed to participate as a full party in this proceeding on my behalf.

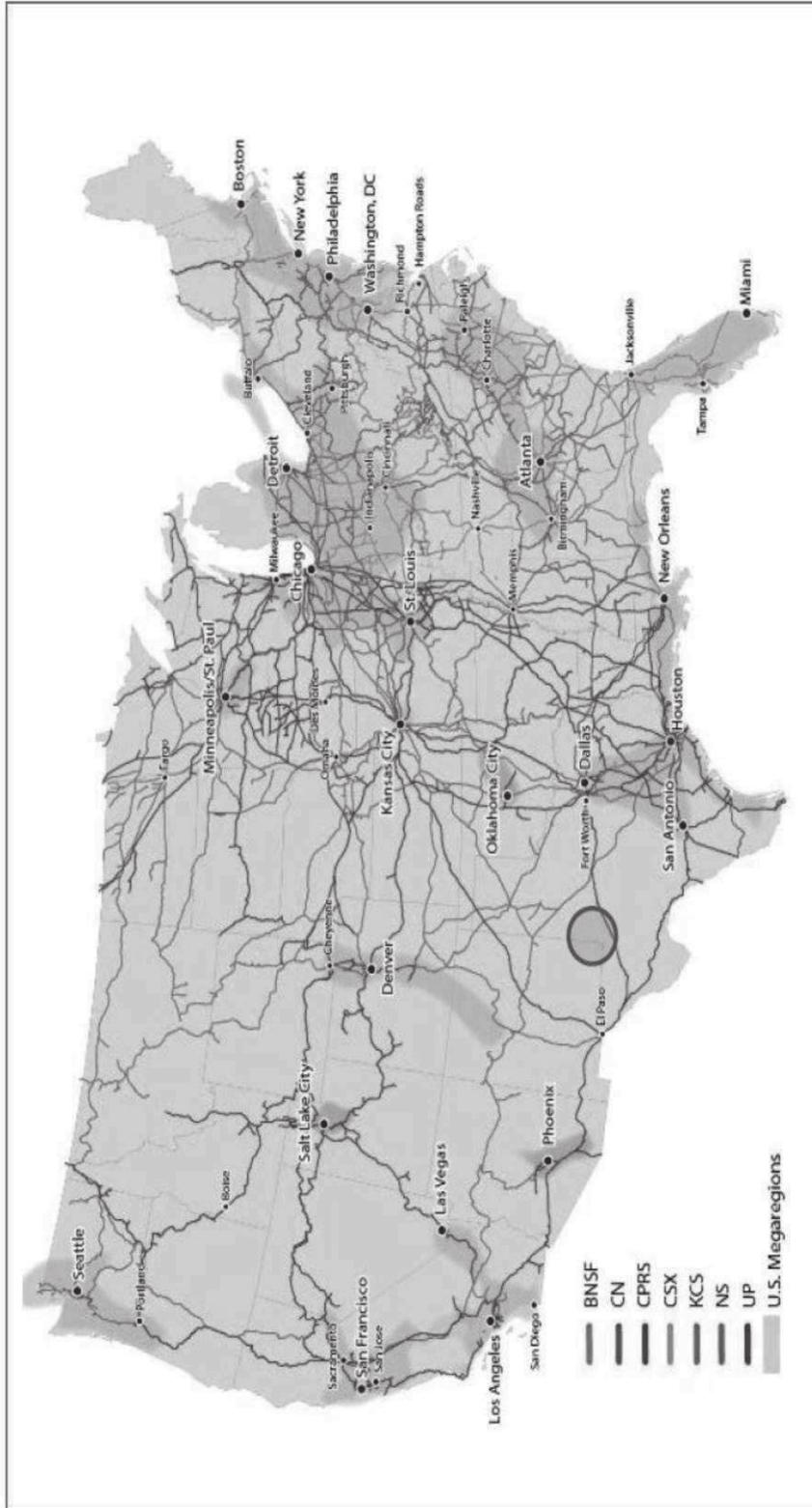
12) I hereby state under penalty of perjury that the foregoing statements are true and correct to the best of my knowledge and belief.

11/6/2021
Date

Joanne E. Hameister
Joanne E. Hameister

CHAPTER 2

INTERIM STORAGE PARTNERS LLC ENVIRONMENTAL REPORT



Title:

RAIL LINES MAP

Figure:

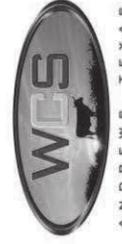
2.2-4

Date:

11/16/2015

Scale:

NONE



DECLARATION OF HEDWIG B KAUFMAN

I, Hedwig B. Kaufman, am the Declarant herein, and I hereby make the following statements under the penalty of perjury:

1) I am an adult citizen of the United States, am not under disability, and make the following statements voluntarily.

2) My residence address is 1515 East Hurd Road, Monroe, Michigan 48162.

3 The Nuclear Regulatory Commission considered and then granted a license to Interim Storage Partners for the construction and operation of WCS Consolidated Interim Spent Fuel Storage Facility in Andrews County, Texas. This radioactive waste facility will be developed for the purpose of storing up to 40,000 tons of high-level nuclear waste in the form of spent nuclear fuel (SNF), and greater-than-Class-C (GTCC) wastes for at least 80 years, and possibly for centuries. The facility will receive delivery of at least 3,000 shipments up to 8,000 shipments of SNF-filled or GTCC waste-filled casks. These dangerous radioactive wastes will be transported by truck, barge and/or rail to WCS. I understand that the deliveries to WCS will take place over 20 years and literally will involve hundreds of thousands of miles of railroad travel.

4) All or nearly all of the planned deliveries of SNF and GTCC waste to WCS are presently planned to be via railroad. Some may involve barge shipment and highway transport over earlier stages of shipment. Figure 2.2-4 on p. 2-71 of the WCS Environmental Report (Rev. 3)¹ ~~which~~ ^{HK} is a U.S. national map of main trunk line rail routes that will be used by WCS to transport SNF and GTCC. I note that the rail route spur into and out of Fermi 2 nuclear plant is within 2.5 miles of my home and where I recreate. The rail spur going into and out of Fermi 2 nuclear plant is to meet a rail corridor shared by Norfolk Southern Railway and Canadian National Railway and CSX Transportation before heading north through Detroit, then west toward Plymouth, Michigan. This route will be used to transport many cargoes of SNF and/or GTCC wastes to the WCS facility. The Fermi 2 nuclear plant is 5 miles from my home. In addition to the threat from Fermi 2 nuclear reactor, Fermi 2 has on site an independent spent fuel storage installation (ISFSI) containing SNF. My sole source of drinking water for family draws from water

¹<https://www.nrc.gov/docs/ML2005/ML20052E152.pdf>

intake pipes 1/4 mile and 1/2 mile from the Fermi 2 site. An accident with SNF while loading could be catastrophic, and affect the entire Great Lake Erie and region.

5) I am concerned for my personal safety and that of others in my household from radiation exposure in the event of a serious transport accident, vandalism or a terrorist attack on a shipment. I believe that if there are airborne or waterborne emissions from a breached cask during transport that those in my household and I might be exposed to radiation and suffer health consequences and serious property damage. I disagree with the rosy projections of error-free transport predicted by ISP and the Nuclear Regulatory Commission in the Draft and Final Environmental Impact Statements and Safety Evaluation Report, which are parts of the ISP proposal.

6) There is no planned public health impact assessment of the effects on public health and the environment of the expected 20+ years of transports of SNF and GTCC waste, and only a superficial analysis of the risks from unbreached casks in transport.

7) I note that the NRC has approved a policy of "start clean/stay clean," where if a cask is delivered to the facility with a radiation leakage problem, it will supposedly be wiped down and the rail car with the cask will be moved to a storage platform at the site for indefinite storage. There seem to be no provisions for dealing with casks with serious exterior radioactive contamination, leakage, structural damage or structural failure upon their arrival at WCS, or with casks where problems develop after they've been received at WCS. I am concerned that actively-leaking or damaged casks or casks with damaged spent fuel in them will travel close to my home and/or places where I seek recreation. I believe that the risks of a radiation accident from leaking, damaged or contaminated casks will be present. I note that the WCS application documents contain no analysis of the potential scenarios involving a breached cask in transit. Further, there is no analysis in them that addresses the potential contamination of land, water and property resources or the threat to public health and the environment from such a practice.

8) I understand the casks, once set on rail cars, will be extremely heavy and concentrated loads on the tracks, and similarly will be unusually heavy loads on the specially-built truck trailers used to transport them on highways. I am concerned

that scenarios not contemplated by ISP/WCS in its application documents could occur, such as a radioactive cask being so overweight that it derails and sits for days or longer in an area in which I live and recreate; or a truck trailer load failure that requires transfer of the transport cask onto another trailer occurring near me or others in my household.

9) The potential of my being stuck in traffic at a rail crossing or on a parallel highway near a cask containing SNF or GTCC causes me concern for my health and safety and that of people in my household. The prospect of hundreds of transports of radioactive waste in the vicinity of my home suggests that there may be routine, cumulative radiation effects on me, other people, plants and property from even uneventful transports of SNF and GTCC wastes along the proposed rail routes.

10) The U.S. federal government or private industry should not have the right to make transportation decisions that put at risk our public health and the environment with only spotty and incomplete investigation and analysis.

11) I hereby designate Don't Waste Michigan (DWM), a grassroots environmental organization of which I am a member, located at 811 Harrison Street, Monroe, MI 48161, to represent my interests in a petition for review of the decision of the Nuclear Regulatory Commission denying contentions raised on my behalf challenging the ISP project and issuing a Final Environmental Impact Statement for the project. My interests will not be adequately represented unless DWM is allowed to participate as a full party in this proceeding on my behalf.

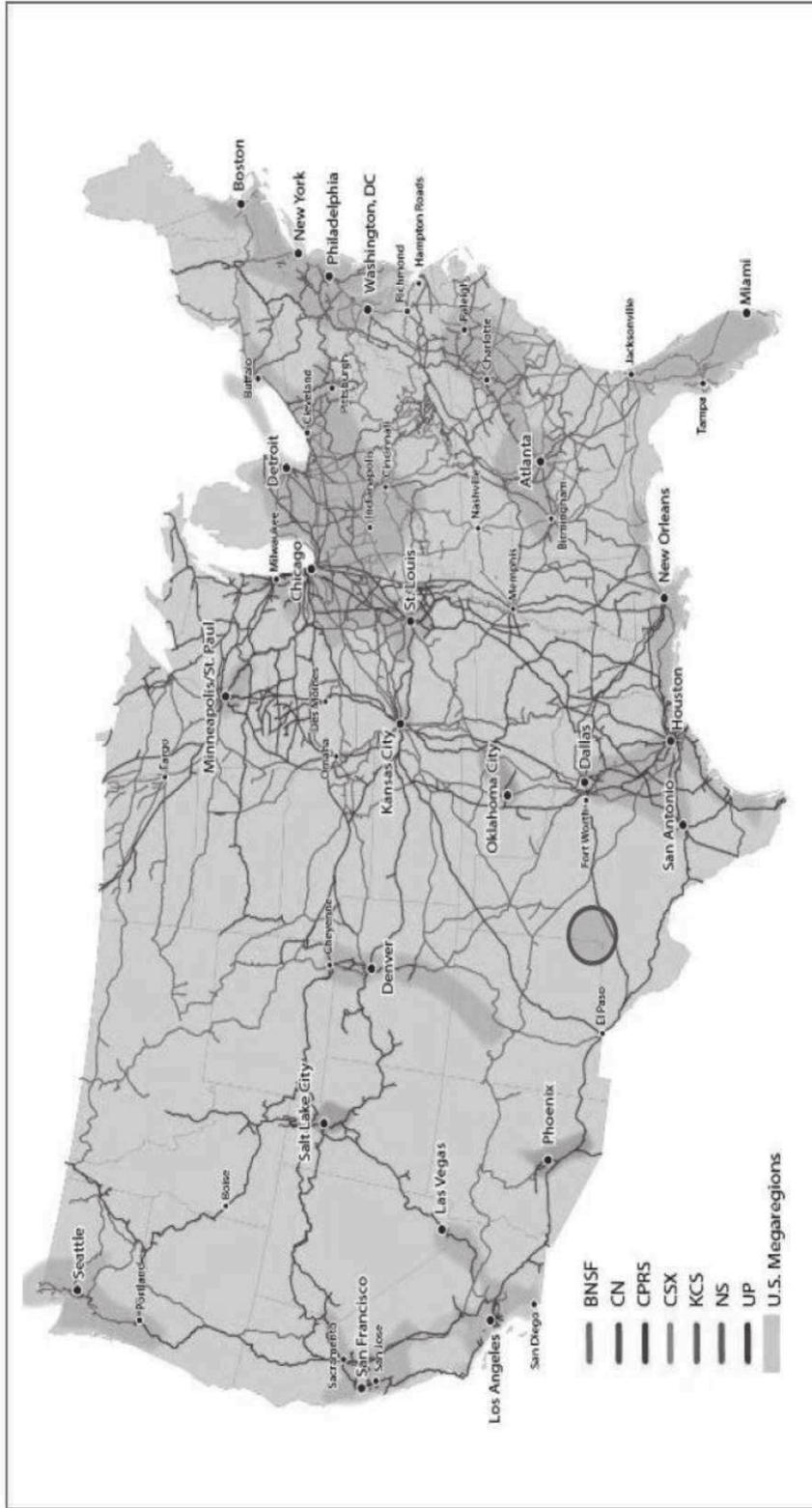
12) I hereby state under penalty of perjury that the foregoing statements are true and correct to the best of my knowledge and belief.

Nov. 7, 2021
Date

Hedwig B. Kaufman
Hedwig B. Kaufman

CHAPTER 2

INTERIM STORAGE PARTNERS LLC ENVIRONMENTAL REPORT



Title:	RAIL LINES MAP		Figure:	Date:	
				11/16/2015	
			2.2-4	Scale:	
				NONE	

DECLARATION OF MARTIN R. KAUFMAN

I, Martin R. Kaufman, am the Declarant herein, and I hereby make the following statements under the penalty of perjury:

1) I am an adult citizen of the United States, am not under disability, and make the following statements voluntarily.

2) My residence address is 1515 East Hurd Road, Monroe, Michigan 48162.

3) The Nuclear Regulatory Commission considered and then granted a license to Interim Storage Partners for the construction and operation of WCS Consolidated Interim Spent Fuel Storage Facility in Andrews County, Texas. This radioactive waste facility will be developed for the purpose of storing up to 40,000 tons of high-level nuclear waste in the form of spent nuclear fuel (SNF), and greater-than-Class-C (GTCC) wastes for at least 80 years, and possibly for centuries. The facility will receive delivery of at least 3,000 shipments up to 8,000 shipments of SNF-filled or GTCC waste-filled casks. These dangerous radioactive wastes will be transported by truck, barge and/or rail to WCS. I understand that the deliveries to WCS will take place over 20 years and literally will involve hundreds of thousands of miles of railroad travel.

4) All or nearly all of the planned deliveries of SNF and GTCC waste to WCS are presently planned to be via railroad. Some may involve barge shipment and highway transport over earlier stages of shipment. Figure 2.2-4 on p. 2-71 of the WCS Environmental Report (Rev. 3)¹ which is a U.S. national map of main trunk line rail routes that will be used by WCS to transport SNF and GTCC. I note that the rail route spur into and out of Fermi 2 nuclear plant is within 2.5 miles of my home and where I recreate. The rail spur going into and out of Fermi 2 nuclear plant is to meet a rail corridor shared by Norfolk Southern Railway and Canadian National Railway and CSX Transportation before heading north through Detroit, then west toward Plymouth, Michigan. This route will be used to transport many cargoes of SNF and/or GTCC wastes to the WCS facility. The Fermi 2 nuclear plant is 5 miles from my home. In addition to the threat from Fermi 2 nuclear reactor, Fermi 2 has on site an independent spent fuel storage installation (ISFSI) containing SNF. My sole source of drinking water for family draws from water

¹<https://www.nrc.gov/docs/ML2005/ML20052E152.pdf>

intake pipes 1/4 mile and 1/2 mile from the Fermi 2 site. An accident with SNF while loading could be catastrophic, and affect the entire Great Lake Erie and region.

5) I am concerned for my personal safety and that of others in my household from radiation exposure in the event of a serious transport accident, vandalism or a terrorist attack on a shipment. I believe that if there are airborne or waterborne emissions from a breached cask during transport that those in my household and I might be exposed to radiation and suffer health consequences and serious property damage. I disagree with the rosy projections of error-free transport predicted by ISP and the Nuclear Regulatory Commission in the Draft and Final Environmental Impact Statements and Safety Evaluation Report, which are parts of the ISP proposal.

6) There is no planned public health impact assessment of the effects on public health and the environment of the expected 20+ years of transports of SNF and GTCC waste, and only a superficial analysis of the risks from unbreached casks in transport.

7) I note that the NRC has approved a policy of "start clean/stay clean," where if a cask is delivered to the facility with a radiation leakage problem, it will supposedly be wiped down and the rail car with the cask will be moved to a storage platform at the site for indefinite storage. There seem to be no provisions for dealing with casks with serious exterior radioactive contamination, leakage, structural damage or structural failure upon their arrival at WCS, or with casks where problems develop after they've been received at WCS. I am concerned that actively-leaking or damaged casks or casks with damaged spent fuel in them will travel close to my home and/or places where I seek recreation. I believe that the risks of a radiation accident from leaking, damaged or contaminated casks will be present. I note that the WCS application documents contain no analysis of the potential scenarios involving a breached cask in transit. Further, there is no analysis in them that addresses the potential contamination of land, water and property resources or the threat to public health and the environment from such a practice.

8) I understand the casks, once set on rail cars, will be extremely heavy and concentrated loads on the tracks, and similarly will be unusually heavy loads on the specially-built truck trailers used to transport them on highways. I am concerned

that scenarios not contemplated by ISP/WCS in its application documents could occur, such as a radioactive cask being so overweight that it derails and sits for days or longer in an area in which I live and recreate; or a truck trailer load failure that requires transfer of the transport cask onto another trailer occurring near me or others in my household.

9) The potential of my being stuck in traffic at a rail crossing or on a parallel highway near a cask containing SNF or GTCC causes me concern for my health and safety and that of people in my household. The prospect of hundreds of transports of radioactive waste in the vicinity of my home suggests that there may be routine, cumulative radiation effects on me, other people, plants and property from even uneventful transports of SNF and GTCC wastes along the proposed rail routes.

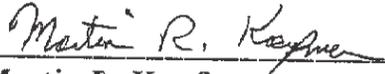
10) The U.S. federal government or private industry should not have the right to make transportation decisions that put at risk our public health and the environment with only spotty and incomplete investigation and analysis.

11) I hereby designate Don't Waste Michigan (DWM), a grassroots environmental organization of which I am a member, located at 811 Harrison Street, Monroe, MI 48161, to represent my interests in a petition for review of the decision of the Nuclear Regulatory Commission denying contentions raised on my behalf challenging the ISP project and issuing a Final Environmental Impact Statement for the project. My interests will not be adequately represented unless DWM is allowed to participate as a full party in this proceeding on my behalf.

12) I hereby state under penalty of perjury that the foregoing statements are true and correct to the best of my knowledge and belief.

07 NOV 2021

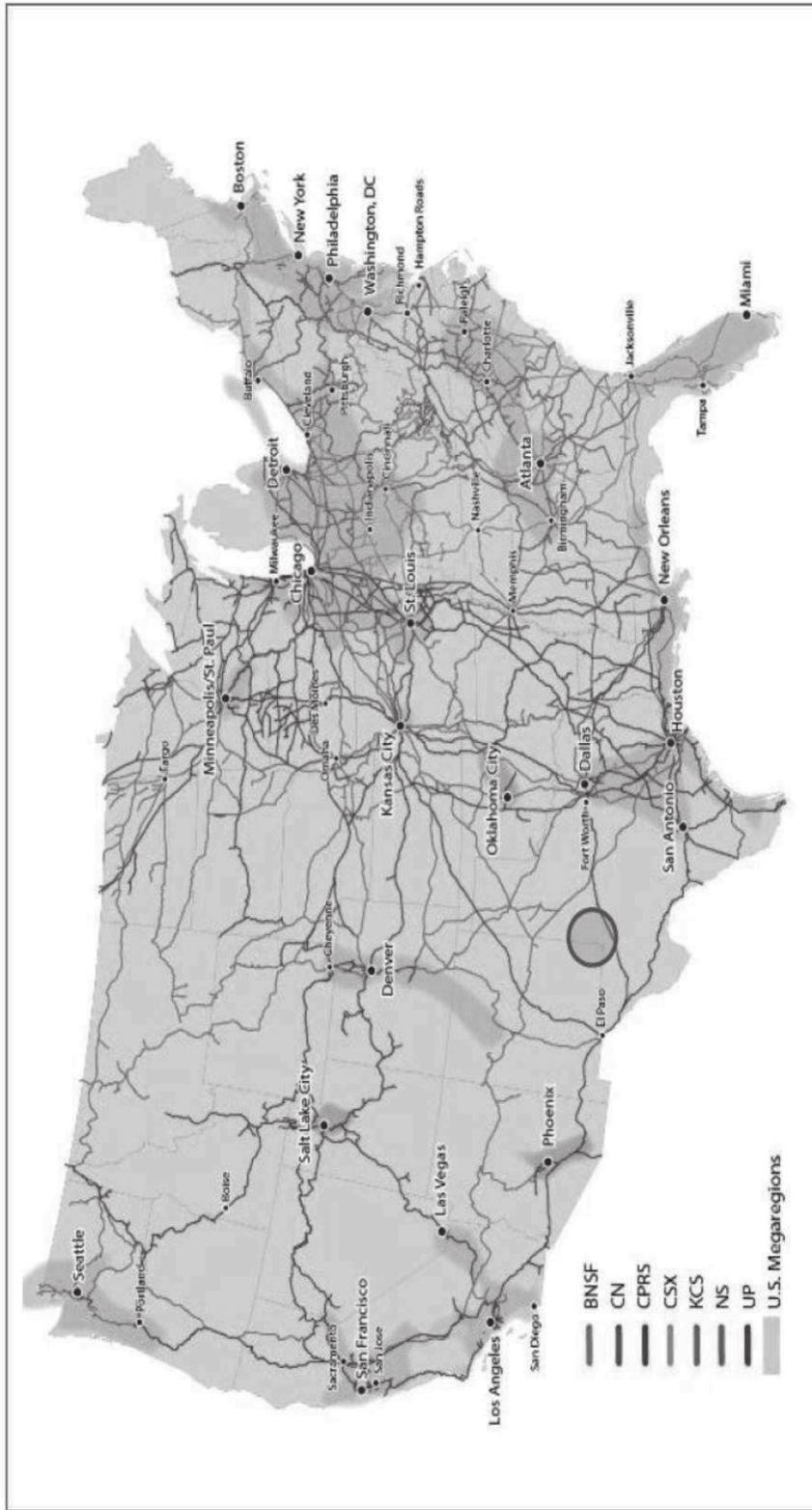
Date



Martin R. Kaufman

CHAPTER 2

INTERIM STORAGE PARTNERS LLC ENVIRONMENTAL REPORT



Title:	RAIL LINES MAP		Figure:	Date:	
				11/16/2015	
			2.2-4	Scale:	
				NONE	

DECLARATION OF MICHAEL KEEGAN

I, Michael Keegan, am the Declarant herein, and I hereby make the following statements under the penalty of perjury:

1) I am an adult citizen of the United States, am not under disability, and make the following statements voluntarily.

2) My residence address is 811 Harrison St., Monroe, Michigan 48161.

3) I have investigated into the case where the Nuclear Regulatory Commission considered and then granted a license to Interim Storage Partners for the construction and operation of WCS Consolidated Interim Spent Fuel Storage Facility in Andrews County, Texas. This radioactive waste facility will be developed for the purpose of storing up to 40,000 tons of high-level nuclear waste in the form of spent nuclear fuel (SNF), and greater-than-Class-C (GTCC) wastes for at least 80 years, and possibly for centuries. The facility will receive delivery of at least 3,000 shipments up to 8,000 shipments of SNF-filled or GTCC waste-filled casks. These dangerous radioactive wastes will be transported by truck, barge and/or rail to WCS. I understand that the deliveries to WCS will take place over 20 years and literally will involve hundreds of thousands of miles of railroad travel.

4) All or nearly all of the planned deliveries of SNF and GTCC waste to WCS are presently planned to be via railroad. Some may involve barge shipment and highway transport over earlier stages of shipment. I have studied Figure 2.2-4 on p. 2-71 of the WCS Environmental Report (Rev. 3),¹ which is a U.S. national map of main trunk line rail routes that will be used by WCS to transport SNF and GTCC. I note that the rail route spur into and out of the Fermi 2 nuclear plant is within 6 miles of my home and where I recreate. The rail spur going into and out of Fermi 2 nuclear plant meets a rail line shared by Norfolk Southern Railway, Canadian National Railway and CSX Transportation before heading north through Detroit, then west to Plymouth, Michigan. This route will be used to transport many cargoes of SNF and/or GTCC wastes to the WCS facility. The Fermi 2 nuclear plant is 4 miles from my home. In addition to the threat from the Fermi 2

¹<https://www.nrc.gov/docs/ML2005/ML20052E152.pdf>

nuclear reactor, Fermi 2 has on site SNF. My sole source of drinking water for family draws from water intake pipes 1/4 mile and 1/2 mile from the Fermi 2 site. An accident with SNF while loading could be catastrophic, and affect the entire Great Lake Erie and region.

5) I am concerned for my personal safety and that of my household from radiation exposure in the event of a serious transport accident, vandalism or a terrorist attack on a shipment. I believe that if there are airborne or waterborne emissions from a breached cask during transport that those in my household and I might be exposed to radiation and suffer health consequences and serious property damage. I disagree with the rosy projections of error-free transport predicted by ISP and the Nuclear Regulatory Commission in the Draft and Final Environmental Impact Statements and Safety Evaluation Report, which are parts of the ISP proposal.

6) There is no planned public health impact assessment of the effects on public health and the environment of the expected 20+ years of transports of SNF and GTCC waste, and only a superficial analysis of the risks from unbreached casks in transport.

7) I note that the NRC has approved a policy of “start clean/stay clean,” where if a cask is delivered to the facility with a radiation leakage problem, it will supposedly be wiped down and the rail car with the cask will be moved to a storage platform at the site for indefinite storage. There seem to be no provisions for dealing with casks with serious exterior radioactive contamination, leakage, structural damage or structural failure upon their arrival at WCS, or with casks where problems develop after they’ve been received at WCS. I am concerned that actively-leaking or damaged casks or casks with damaged spent fuel in them will travel close to my home, place of employment and/or places where I seek recreation. I believe that the risks of a radiation accident from leaking, damaged or contaminated casks will be present. I note that the WCS application documents contain no analysis of the potential scenarios involving a breached cask in transit. Further, there is no analysis in them that addresses the potential contamination of land, water and property resources or the threat to public health and the environment from such a practice.

8) I understand the casks, once set on rail cars, will be extremely heavy and concentrated loads on the tracks, and similarly will be unusually heavy loads on the specially-built truck trailers used to transport them on highways. I am concerned that scenarios not contemplated by ISP/WCS in its application documents could occur, such as a radioactive cask being so overweight that it derails and sits for days or longer in an area in which I live/work/recreate; or a truck trailer load failure that requires transfer of the transport cask onto another trailer occurring near me or others in my household.

9) The potential of my being stuck in traffic at a rail crossing or on a parallel highway near a cask containing SNF or GTCC causes me concern for my health and safety and that of people and animals in my household. The prospect of hundreds or thousands of transports of radioactive waste in the vicinity of my home suggests that there may be routine, cumulative radiation effects on me, other people, plants and property from even uneventful transports of SNF and GTCC wastes along the proposed rail routes.

10) The U.S. federal government or private industry should not have the right to make transportation decisions that put at risk our public health and the environment with only spotty and incomplete investigation and analysis.

11) I hereby designate Don't Waste Michigan (DWM), a grassroots environmental organization of which I am a member which is located at 811 Harrison Street, Monroe, MI 48161, to represent my interests in a petition for review of the decision of the Nuclear Regulatory Commission denying contentions raised on my behalf challenging the ISP project and issuing a Final Environmental Impact Statement for the project. My interests will not be adequately represented unless DWM is allowed to participate as a full party in this proceeding on my behalf.

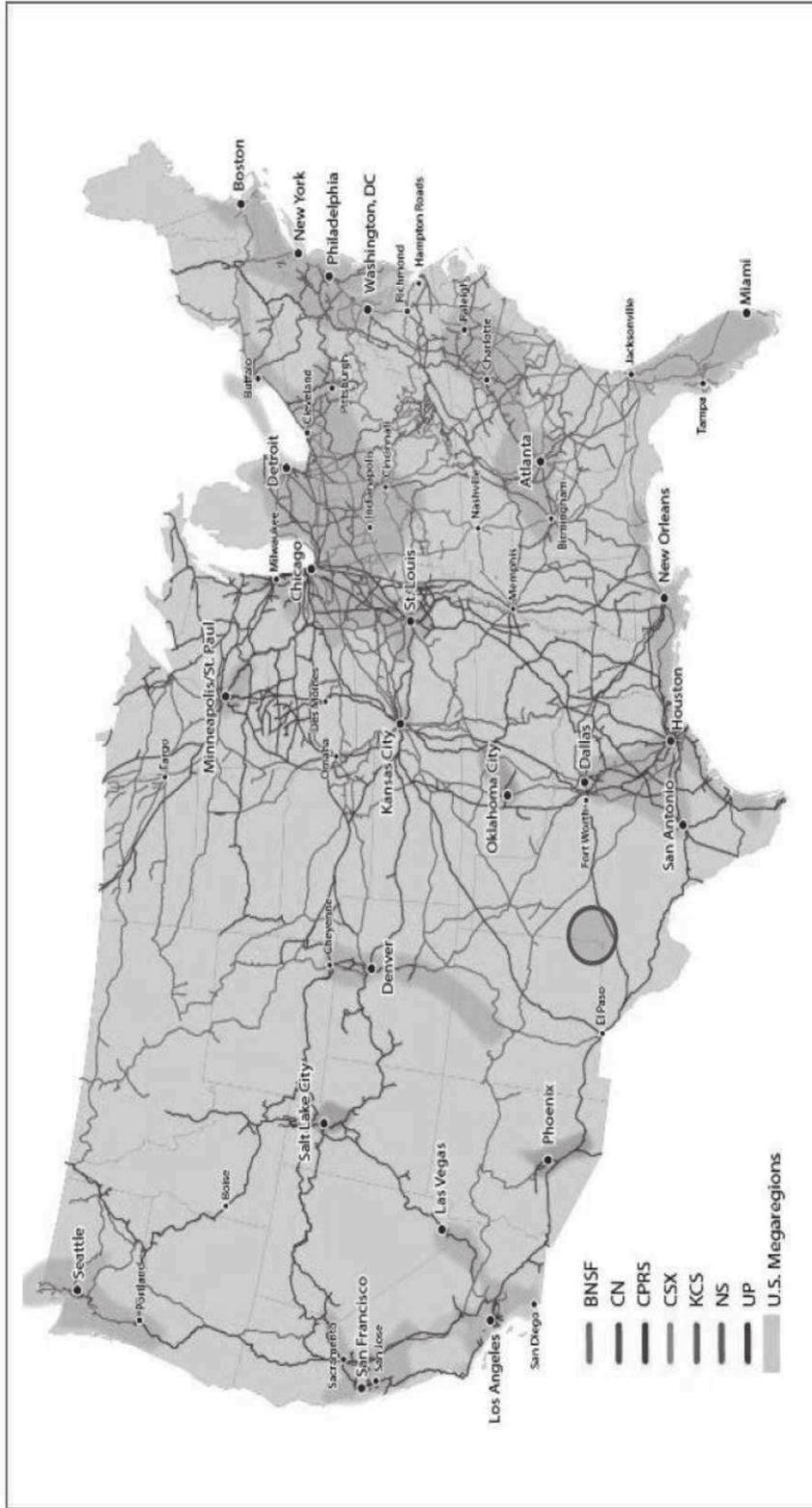
12) I hereby state under penalty of perjury that the foregoing statements are true and correct to the best of my knowledge and belief.

11/6/2021
Date

Michael Keegan
Michael Keegan

CHAPTER 2

INTERIM STORAGE PARTNERS LLC ENVIRONMENTAL REPORT



Title:	RAIL LINES MAP		Figure:	Date:	
				11/16/2015	
			2.2-4	Scale:	
				NONE	

DECLARATION OF ALICE HIRT

I, Alice Hirt, am the Declarant herein, and I hereby make the following statements under the penalty of perjury:

1) I am an adult citizen of the United States, am not under disability, and make the following statements voluntarily.

2) My residence address is 6677 Summitview, Holland, Michigan 49423.

3) I have investigated into the case where the Nuclear Regulatory Commission considered and then granted a license to Interim Storage Partners for the construction and operation of WCS Consolidated Interim Spent Fuel Storage Facility in Andrews County, Texas. This radioactive waste facility will be developed for the purpose of storing up to 40,000 tons of high-level nuclear waste in the form of spent nuclear fuel (SNF), and greater-than-Class-C (GTCC) wastes for at least 80 years, and possibly for centuries. The facility will receive delivery of at least 3,000 shipments up to 8,000 shipments of SNF-filled or GTCC waste-filled casks. These dangerous radioactive wastes will be transported by truck, barge and/or rail to WCS. I understand that the deliveries to WCS will take place over 20 years and literally will involve hundreds of thousands of miles of railroad travel.

4) All or nearly all of the planned deliveries of SNF and GTCC waste to WCS are presently planned to be via railroad. Some may involve barge shipment and highway transport over earlier stages of shipment. I have studied Figure 2.2-4 on p. 2-71 of the WCS Environmental Report (Rev. 3),¹ which is a U.S. national map of main trunk line rail routes that will be used by WCS to transport SNF and GTCC. I also have learned that nearly all of the planned deliveries of SNF and GTCC waste to WCS are presently planned to be via railroad. Some may involve barge shipment and highway transport over earlier stages of shipment to be able to meet up with rail. I have studied Department of Energy maps of rail and highway transportation routes identified for the Yucca Mountain geological repository case, and note that 453 SNF barge transports via Lake Michigan routes are proposed. My home is 1/4 of a mile from the southeastern shore of Lake Michigan. My source of

¹<https://www.nrc.gov/docs/ML2005/ML20052E152.pdf>

drinking water is Lake Michigan. Any barge shipment of SNF on Lake Michigan impacts the air that I breathe, contingent on wind direction. DOE maps indicate that such barge routes will likely be used to transport many cargoes of SNF and/or GTCC wastes to the WCS facility. My home is within one mile of state highways which could be used for heavy haul transport on way to a rail line.

5) I am concerned for my personal safety and that of my household from radiation exposure in the event of a serious transport accident, vandalism or a terrorist attack on a shipment. I believe that if there are airborne or waterborne emissions from a breached cask during transport that those in my household and I might be exposed to radiation and suffer health consequences and serious property damage. I disagree with the rosy projections of error-free transport predicted by ISP and the Nuclear Regulatory Commission in the Draft and Final Environmental Impact Statements and Safety Evaluation Report, which are parts of the ISP proposal.

6) There is no planned public health impact assessment of the effects on public health and the environment of the expected 20+ years of transports of SNF and GTCC waste, and only a superficial analysis of the risks from unbreached casks in transport.

7) I note that the NRC has approved a policy of "start clean/stay clean," where if a cask is delivered to the facility with a radiation leakage problem, it will supposedly be wiped down and the rail car with the cask will be moved to a storage platform at the site for indefinite storage. There seem to be no provisions for dealing with casks with serious exterior radioactive contamination, leakage, structural damage or structural failure upon their arrival at WCS, or with casks where problems develop after they've been received at WCS. I am concerned that actively-leaking or damaged casks or casks with damaged spent fuel in them will travel close to my home, place of employment and/or places where I seek recreation. I believe that the risks of a radiation accident from leaking, damaged or contaminated casks will be present. I note that the WCS application documents contain no analysis of the potential scenarios involving a breached cask in transit. Further, there is no analysis in them that addresses the potential contamination of land, water and property resources or the threat to public health and the environment from such a practice.

8) I understand the casks, once set on rail cars, will be extremely heavy and concentrated loads on the tracks, and similarly will be unusually heavy loads on the specially-built truck trailers used to transport them on highways. I am concerned that scenarios not contemplated by ISP/WCS in its application documents could occur, such as a radioactive cask being so overweight that it derails and sits for days or longer in an area in which I live/work/recreate; or a truck trailer load failure that requires transfer of the transport cask onto another trailer occurring near me or others in my household.

9) The potential of my being stuck in traffic at a rail crossing or on a parallel highway near a cask containing SNF or GTCC causes me concern for my health and safety and that of people and animals in my household. The prospect of hundreds or thousands of transports of radioactive waste in the vicinity of my home suggests that there may be routine, cumulative radiation effects on me, other people, plants and property from even uneventful transports of SNF and GTCC wastes along the proposed rail routes.

10) The U.S. federal government or private industry should not have the right to make transportation decisions that put at risk our public health and the environment with only spotty and incomplete investigation and analysis.

11) I hereby designate Don't Waste Michigan (DWM), a grassroots environmental organization of which I am a member which is located at 811 Harrison Street, Monroe, MI 48161, to represent my interests in a petition for review of the decision of the Nuclear Regulatory Commission denying contentions raised on my behalf challenging the ISP project and issuing a Final Environmental Impact Statement for the project. My interests will not be adequately represented unless DWM is allowed to participate as a full party in this proceeding on my behalf.

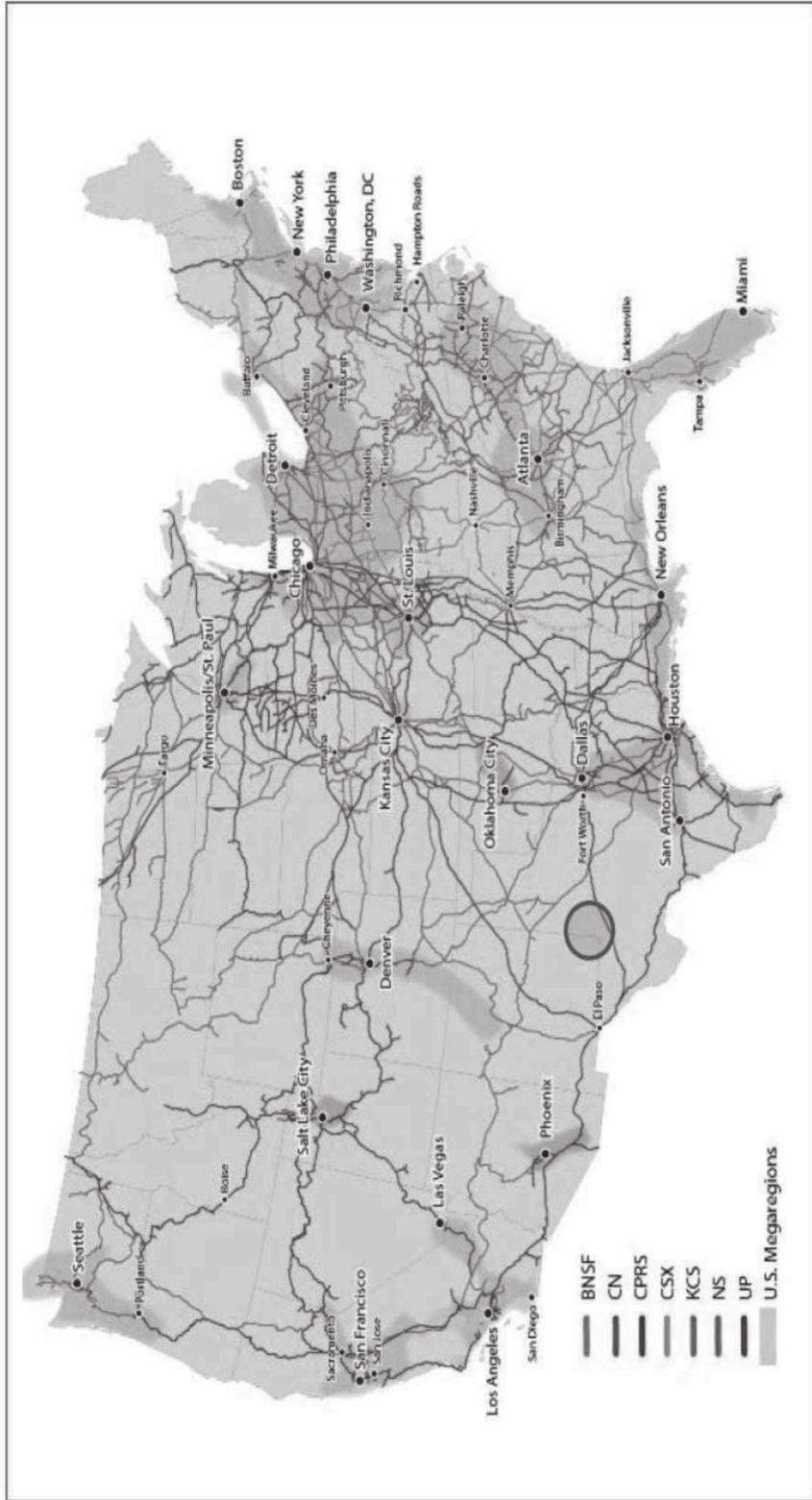
12) I hereby state under penalty of perjury that the foregoing statements are true and correct to the best of my knowledge and belief.

11/6/21
Date

Alice Hirt
Alice Hirt

CHAPTER 2

INTERIM STORAGE PARTNERS LLC ENVIRONMENTAL REPORT



Title:	RAIL LINES MAP		Figure:	Date:	
				11/16/2015	
			2.2-4	Scale:	
				NONE	

DECLARATION OF JESSE PAULINE COLLINS

I, Jessie Pauline Collins, am the Declarant herein, and I hereby make the following statements under the penalty of perjury:

1) I am an adult citizen of the United States, am not under disability, and make the following statements voluntarily.

2) My residence address is 17397 Five Points St., Redford, Michigan 48240.

3) I have investigated into the case where the Nuclear Regulatory Commission considered and then granted a license to Interim Storage Partners for the construction and operation of WCS Consolidated Interim Spent Fuel Storage Facility in Andrews County, Texas. This radioactive waste facility will be developed for the purpose of storing up to 40,000 tons of high-level nuclear waste in the form of spent nuclear fuel (SNF), and greater-than-Class-C (GTCC) wastes for at least 80 years, and possibly for centuries. The facility will receive delivery of at least 3,000 shipments up to 8,000 shipments of SNF-filled or GTCC waste-filled casks. These dangerous radioactive wastes will be transported by truck, barge and/or rail to WCS. I understand that the deliveries to WCS will take place over 20 years and literally will involve hundreds of thousands of miles of railroad travel.

4) All or nearly all of the planned deliveries of SNF and GTCC waste to WCS are presently planned to be via railroad. Some may involve barge shipment and highway transport over earlier stages of shipment. I have studied Figure 2.2-4 on p. 2-71 of the WCS Environmental Report (Rev. 3),¹ which is a U.S. national map of main trunk line rail routes that will be used by WCS to transport SNF and GTCC. I note that the CSX trunk rail line that connects to the rail spur into and out of the Fermi 2 nuclear plant is less than 3 miles from my home and neighborhood. This rail line will be used to carry hundreds of cargoes of SNF and GTCC wastes north and west from Fermi 2 through Detroit, then west to Plymouth, Michigan, near my home, heading for the WCS facility in Texas. An accident with SNF while loading could be catastrophic, and affect the entire Great Lake Erie and region.

¹<https://www.nrc.gov/docs/ML2005/ML20052E152.pdf>

failure that requires transfer of the transport cask onto another trailer occurring near me or others in my household.

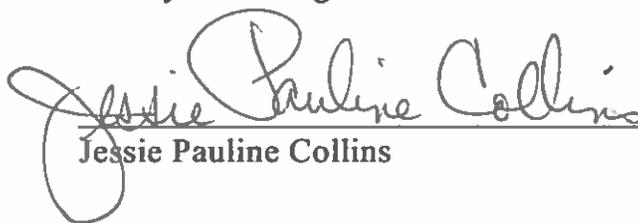
9) The potential of my being stuck in traffic at a rail crossing or on a parallel highway near a cask containing SNF or GTCC causes me concern for my health and safety and that of people and animals in my household. The prospect of hundreds or thousands of transports of radioactive waste in the vicinity of my home suggests that there may be routine, cumulative radiation effects on me, other people, plants and property from even uneventful transports of SNF and GTCC wastes along the proposed rail routes.

10) The U.S. federal government or private industry should not have the right to make transportation decisions that put at risk our public health and the environment with only spotty and incomplete investigation and analysis.

11) I hereby designate Don't Waste Michigan (DWM), a grassroots environmental organization of which I am a member which is located at 811 Harrison Street, Monroe, MI 48161, to represent my interests in a petition for review of the decision of the Nuclear Regulatory Commission denying contentions raised on my behalf challenging the ISP project and issuing a Final Environmental Impact Statement for the project. My interests will not be adequately represented unless DWM is allowed to participate as a full party in this proceeding on my behalf.

12) I hereby state under penalty of perjury that the foregoing statements are true and correct to the best of my knowledge and belief.

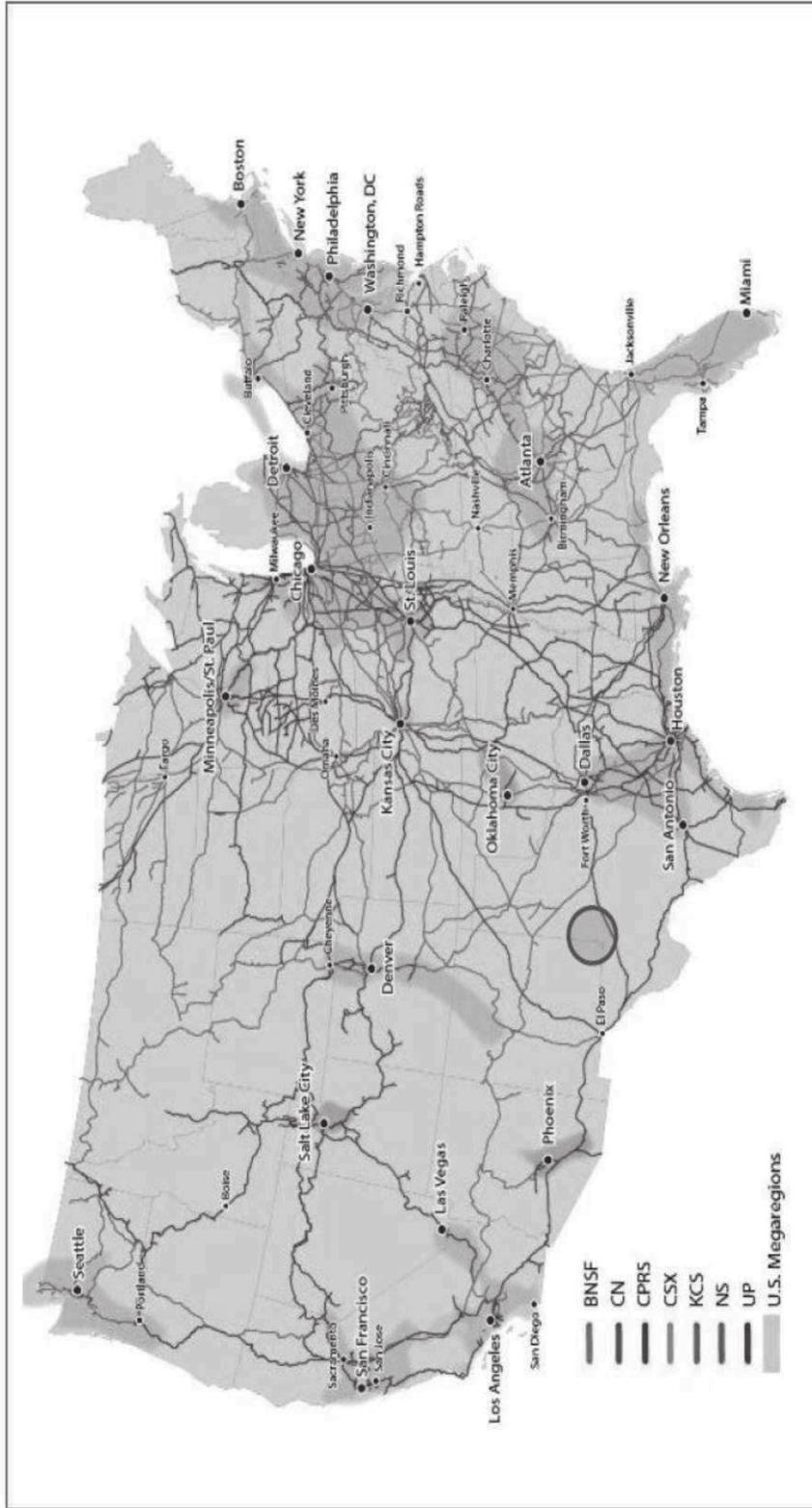
6 Nov, 2021
Date



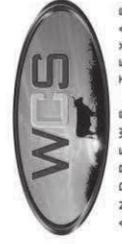
Jessie Pauline Collins

CHAPTER 2

INTERIM STORAGE PARTNERS LLC ENVIRONMENTAL REPORT



Title:	RAIL LINES MAP		Figure:	2.2-4	Date:	11/16/2015
					Scale:	NONE



DECLARATION OF JOYCE HARANT

I, Joyce Harant, am the Declarant herein, and I hereby make the following statements under the penalty of perjury:

1) I am an adult citizen of the United States, am not under disability, and make the following statements voluntarily.

2) My residence address is 3914 N. Donna Lane, Peoria, IL 61615.

3) I have investigated into the case where the Nuclear Regulatory Commission considered and then granted a license to Interim Storage Partners for the construction and operation of WCS Consolidated Interim Spent Fuel Storage Facility in Andrews County, Texas. This radioactive waste facility will be developed for the purpose of storing up to 40,000 tons of high-level nuclear waste in the form of spent nuclear fuel (SNF), and greater-than-Class-C (GTCC) wastes for at least 80 years, and possibly for centuries. The facility will receive delivery of at least 3,000 shipments up to 8,000 shipments of SNF-filled or GTCC waste-filled casks. These dangerous radioactive wastes will be transported by truck, barge and/or rail to WCS. I understand that the deliveries to WCS will take place over 20 years and literally will involve hundreds of thousands of miles of railroad travel.

4) All or nearly all of the planned deliveries of SNF and GTCC waste to WCS are presently planned to be via railroad. Some may involve barge shipment and highway transport over earlier stages of shipment. I have studied Figure 2.2-4 on p. 2-71 of the WCS Environmental Report (Rev. 3),¹ which is a U.S. national map of main trunk line rail routes that will be used by WCS to transport SNF and GTCC. I also have studied Department of Energy maps of rail and highway transportation routes identified for the Yucca Mountain geological repository case. There is a rail trunk line route that passes within 5.4 miles of my home and such route will likely be used to transport many cargoes of SNF and/or GTCC wastes to the WCS facility, from nuclear power plants located north and east of my north central Illinois residence.

¹<https://www.nrc.gov/docs/ML2005/ML20052E152.pdf>

5) I am concerned for my personal safety and that of my household from radiation exposure in the event of a serious transport accident, vandalism or a terrorist attack on a shipment. I believe that if there are airborne or waterborne emissions from a breached cask during transport that those in my household and I might be exposed to radiation and suffer health consequences and serious property damage. I disagree with the rosy projections of error-free transport predicted by ISP and the Nuclear Regulatory Commission in the Draft and Final Environmental Impact Statements and Safety Evaluation Report, which are parts of the ISP proposal.

6) There is no planned public health impact assessment of the effects on public health and the environment of the expected 20+ years of transports of SNF and GTCC waste, and only a superficial analysis of the risks from unbreached casks in transport.

7) I note that the NRC has approved a policy of “start clean/stay clean,” where if a cask is delivered to the facility with a radiation leakage problem, it will supposedly be wiped down and the rail car with the cask will be moved to a storage platform at the site for indefinite storage. There seem to be no provisions for dealing with casks with serious exterior radioactive contamination, leakage, structural damage or structural failure upon their arrival at WCS, or with casks where problems develop after they’ve been received at WCS. I am concerned that actively-leaking or damaged casks or casks with damaged spent fuel in them will travel close to my home, place of employment and/or places where I seek recreation. I believe that the risks of a radiation accident from leaking, damaged or contaminated casks will be present. I note that the WCS application documents contain no analysis of the potential scenarios involving a breached cask in transit. Further, there is no analysis in them that addresses the potential contamination of land, water and property resources or the threat to public health and the environment from such a practice.

8) I understand the casks, once set on rail cars, will be extremely heavy and concentrated loads on the tracks, and similarly will be unusually heavy loads on the specially-built truck trailers used to transport them on highways. I am concerned that scenarios not contemplated by ISP/WCS in its application documents could occur, such as a radioactive cask being so overweight that it derails and sits for days or longer in an area in which I live/work/recreate; or a truck trailer load

failure that requires transfer of the transport cask onto another trailer occurring near me or others in my household.

9) The potential of my being stuck in traffic at a rail crossing or on a parallel highway near a cask containing SNF or GTCC causes me concern for my health and safety and that of people and animals in my household. The prospect of hundreds or thousands of transports of radioactive waste in the vicinity of my home suggests that there may be routine, cumulative radiation effects on me, other people, plants and property from even uneventful transports of SNF and GTCC wastes along the proposed rail routes.

10) The U.S. federal government or private industry should not have the right to make transportation decisions that put at risk our public health and the environment with only spotty and incomplete investigation and analysis.

11) I hereby designate Nuclear Energy Information Service (NEIS), a grassroots environmental organization of which I am a member which is located at 3411 W. Diversey, Suite 13, Chicago, IL 60647, to represent my interests in a petition for review of the decision of the Nuclear Regulatory Commission denying contentions raised on my behalf challenging the ISP project and issuing a Final Environmental Impact Statement for the project. My interests will not be adequately represented unless NEIS is allowed to participate as a full party in this proceeding on my behalf.

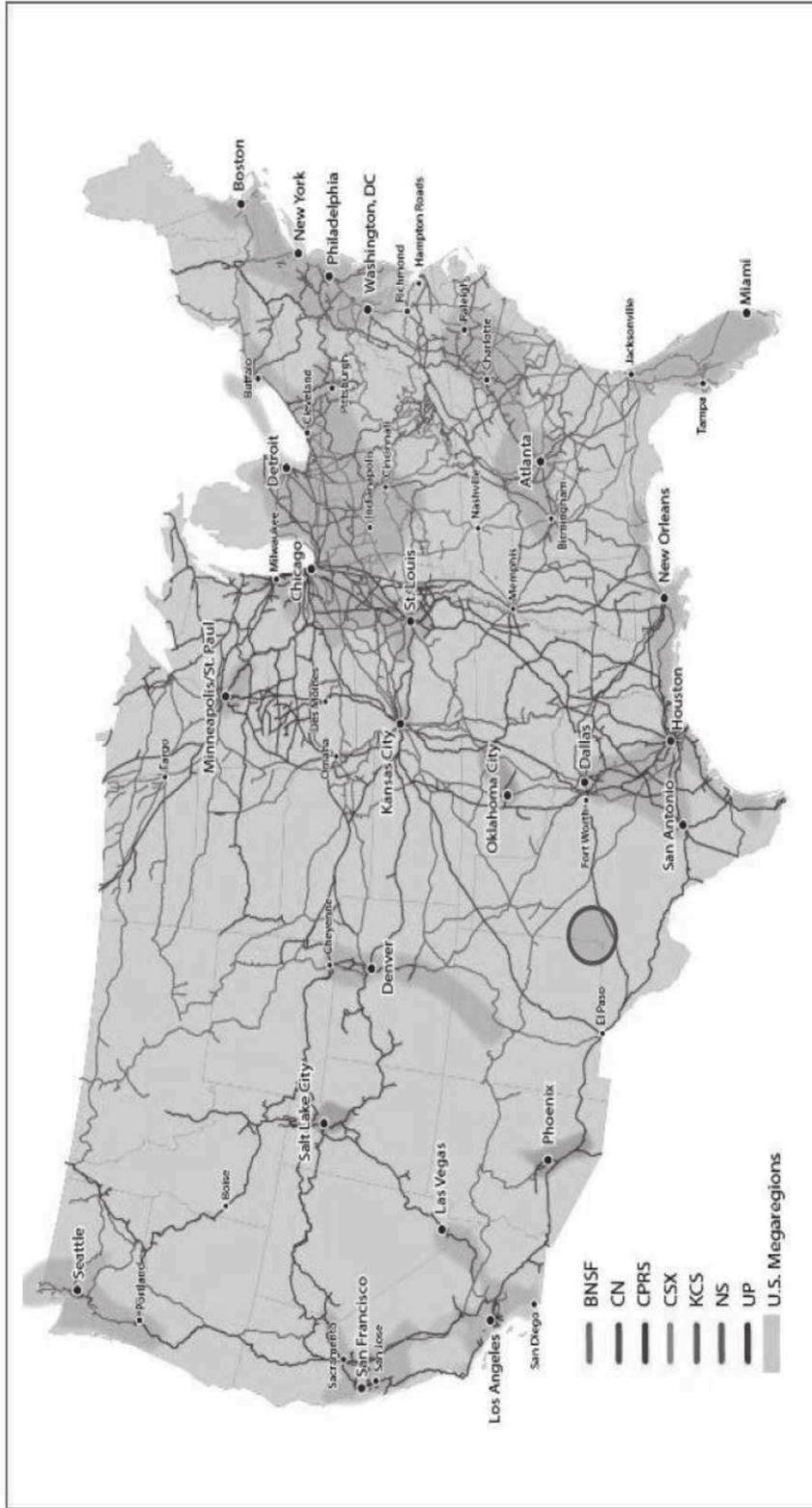
12) I hereby state under penalty of perjury that the foregoing statements are true and correct to the best of my knowledge and belief.

11/17/21
Date

Joyce Harant
Joyce Harant

CHAPTER 2

INTERIM STORAGE PARTNERS LLC ENVIRONMENTAL REPORT



Title:	RAIL LINES MAP		Figure:	2.2-4
			Date:	11/16/2015
			Scale:	NONE



DECLARATION OF ARLENE HICKORY

I, Arlene Hickory, am the Declarant herein, and I hereby make the following statements under the penalty of perjury:

1) I am an adult citizen of the United States, am not under disability, and make the following statements voluntarily.

2) My residence address is 13425 Elm Road, Lake Bluff, IL 60044.

3) I have investigated into the case where the Nuclear Regulatory Commission considered and then granted a license to Interim Storage Partners for the construction and operation of WCS Consolidated Interim Spent Fuel Storage Facility in Andrews County, Texas. This radioactive waste facility will be developed for the purpose of storing up to 40,000 tons of high-level nuclear waste in the form of spent nuclear fuel (SNF), and greater-than-Class-C (GTCC) wastes for at least 80 years, and possibly for centuries. The facility will receive delivery of at least 3,000 shipments up to 8,000 shipments of SNF-filled or GTCC waste-filled casks. These dangerous radioactive wastes will be transported by truck, barge and/or rail to WCS. I understand that the deliveries to WCS will take place over 20 years and literally will involve hundreds of thousands of miles of railroad travel.

4) All or nearly all of the planned deliveries of SNF and GTCC waste to WCS are presently planned to be via railroad. Some may involve barge shipment and highway transport over earlier stages of shipment. I have studied Figure 2.2-4 on p. 2-71 of the WCS Environmental Report (Rev. 3),¹ which is a U.S. national map of main trunk line rail routes that will be used by WCS to transport SNF and GTCC. I also have studied Department of Energy maps of rail and highway transportation routes identified for the Yucca Mountain geological repository case. There is a rail trunk line route that passes within 2 miles of my home, which will likely be used to transport many cargoes of SNF and/or GTCC wastes to the WCS facility, from nuclear power plants located due north of my residence, in eastern Wisconsin on the Lake Michigan shore.

ah

¹<https://www.nrc.gov/docs/ML2005/ML20052E152.pdf>

5) I am concerned for my personal safety and that of my household from radiation exposure in the event of a serious transport accident, vandalism or a terrorist attack on a shipment. I believe that if there are airborne or waterborne emissions from a breached cask during transport that those in my household and I might be exposed to radiation and suffer health consequences and serious property damage. I disagree with the rosy projections of error-free transport predicted by ISP and the Nuclear Regulatory Commission in the Draft and Final Environmental Impact Statements and Safety Evaluation Report, which are parts of the ISP proposal.

6) There is no planned public health impact assessment of the effects on public health and the environment of the expected 20+ years of transports of SNF and GTCC waste, and only a superficial analysis of the risks from unbreached casks in transport.

7) I note that the NRC has approved a policy of "start clean/stay clean," where if a cask is delivered to the facility with a radiation leakage problem, it will supposedly be wiped down and the rail car with the cask will be moved to a storage platform at the site for indefinite storage. There seem to be no provisions for dealing with casks with serious exterior radioactive contamination, leakage, structural damage or structural failure upon their arrival at WCS, or with casks where problems develop after they've been received at WCS. I am concerned that actively-leaking or damaged casks or casks with damaged spent fuel in them will travel close to my home, place of employment and/or places where I seek recreation. I believe that the risks of a radiation accident from leaking, damaged or contaminated casks will be present. I note that the WCS application documents contain no analysis of the potential scenarios involving a breached cask in transit. Further, there is no analysis in them that addresses the potential contamination of land, water and property resources or the threat to public health and the environment from such a practice.

8) I understand the casks, once set on rail cars, will be extremely heavy and concentrated loads on the tracks, and similarly will be unusually heavy loads on the specially-built truck trailers used to transport them on highways. I am concerned that scenarios not contemplated by ISP/WCS in its application documents could occur, such as a radioactive cask being so overweight that it derails and sits for days or longer in an area in which I live/work/recreate; or a truck trailer load

failure that requires transfer of the transport cask onto another trailer occurring near me or others in my household.

9) The potential of my being stuck in traffic at a rail crossing or on a parallel highway near a cask containing SNF or GTCC causes me concern for my health and safety and that of people and animals in my household. The prospect of hundreds or thousands of transports of radioactive waste in the vicinity of my home suggests that there may be routine, cumulative radiation effects on me, other people, plants and property from even uneventful transports of SNF and GTCC wastes along the proposed rail routes.

10) The U.S. federal government or private industry should not have the right to make transportation decisions that put at risk our public health and the environment with only spotty and incomplete investigation and analysis.

11) I hereby designate Nuclear Energy Information Service (NEIS), a grassroots environmental organization of which I am a member which is located at 3411 W. Diversey, Suite 13, Chicago, IL 60647, to represent my interests in a petition for review of the decision of the Nuclear Regulatory Commission denying contentions raised on my behalf challenging the ISP project and issuing a Final Environmental Impact Statement for the project. My interests will not be adequately represented unless NEIS is allowed to participate as a full party in this proceeding on my behalf.

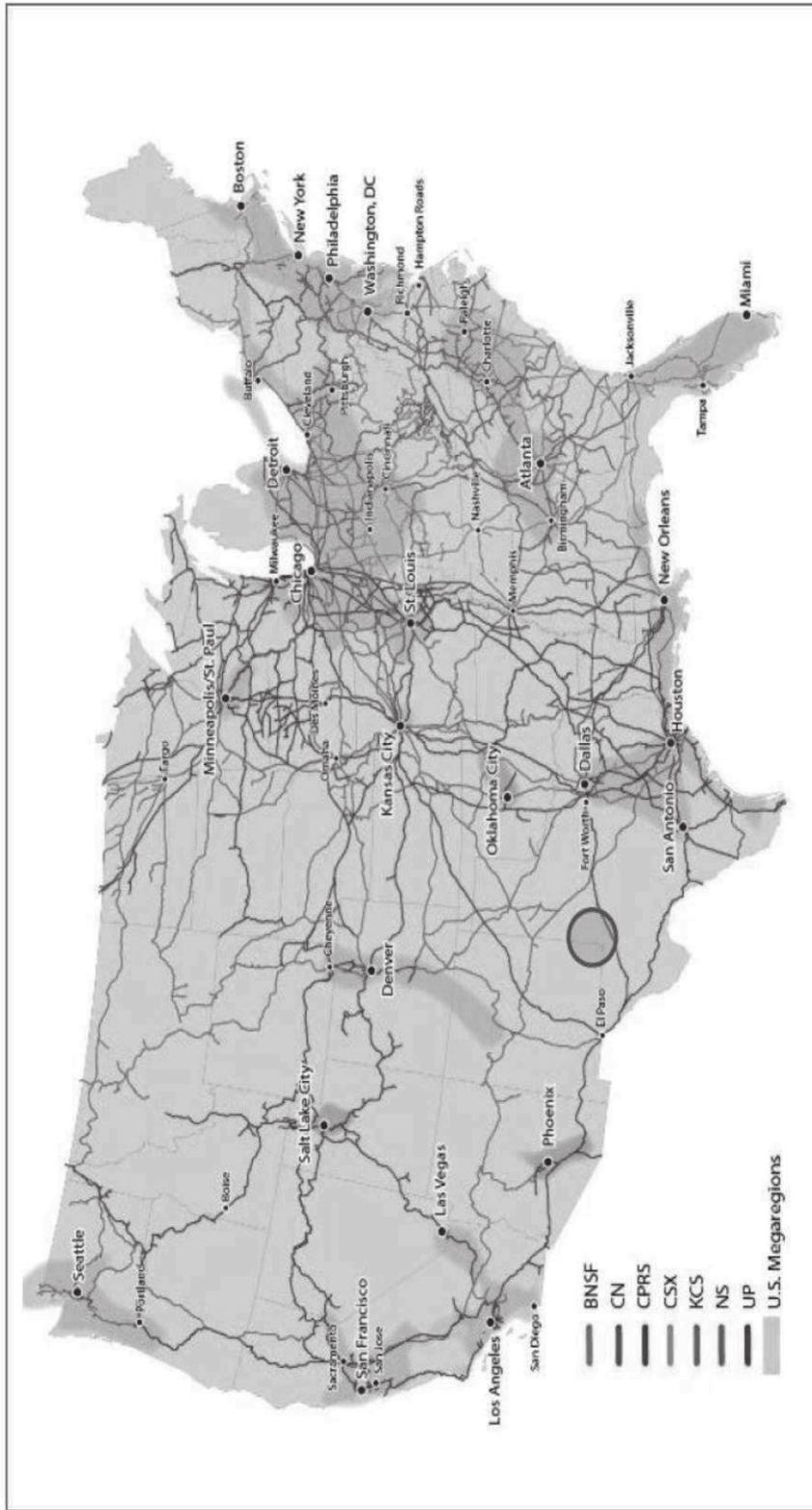
12) I hereby state under penalty of perjury that the foregoing statements are true and correct to the best of my knowledge and belief.

Nov 6, 2021
Date

Arlene Hickory
Arlene Hickory

CHAPTER 2

INTERIM STORAGE PARTNERS LLC ENVIRONMENTAL REPORT



Title: **RAIL LINES MAP**

Figure: **2.2-4**

Date: 11/16/2015

Scale: NONE

WCS
ANDREWS, TEXAS

DECLARATION OF PATRICIA WALTER

I, Patricia Walter, am the Declarant herein, and I hereby make the following statements under the penalty of perjury:

1) I am an adult citizen of the United States, am not under disability, and make the following statements voluntarily.

2) My residence address is 1829 Wildberry Drive, Unit G, Glenview, IL.

3) The Nuclear Regulatory Commission considered and then granted a license to Interim Storage Partners for the construction and operation of WCS Consolidated Interim Spent Fuel Storage Facility in Andrews County, Texas. This radioactive waste facility will be developed for the purpose of storing up to 40,000 tons of high-level nuclear waste in the form of spent nuclear fuel (SNF), and greater-than-Class-C (GTCC) wastes for at least 80 years, and possibly for centuries. The facility will receive delivery of at least 3,000 shipments up to 8,000 shipments of SNF-filled or GTCC waste-filled casks. These dangerous radioactive wastes will be transported by truck, barge and/or rail to WCS. I understand that the deliveries to WCS will take place over 20 years and literally will involve hundreds of thousands of miles of railroad travel.

4) All or nearly all of the planned deliveries of SNF and GTCC waste to WCS are presently planned to be via railroad. Some may involve barge shipment and highway transport over earlier stages of shipment. I have studied Figure 2.2-4 on p. 2-71 of the WCS Environmental Report (Rev. 3),¹ which is a U.S. national map of main trunk line rail routes that will be used by WCS to transport SNF and GTCC. I also have studied maps of rail and highway transportation routes identified for the Yucca Mountain geological repository case. There is a rail trunk line route that passes within 1 to 2 miles of my home, which will likely be used to transport many cargoes of SNF and/or GTCC wastes to the WCS facility, from nuclear power plants located due north of my residence, in eastern Wisconsin on the Lake Michigan shore.

¹<https://www.nrc.gov/docs/ML2005/ML20052E152.pdf>

5) I am concerned for my personal safety and that of my household from radiation exposure in the event of a serious transport accident, vandalism or a terrorist attack on a shipment. I believe that if there are airborne or waterborne emissions from a breached cask during transport that those in my household and I might be exposed to radiation and suffer health consequences and serious property damage. I disagree with the rosy projections of error-free transport predicted by ISP and the Nuclear Regulatory Commission in the Draft and Final Environmental Impact Statements and Safety Evaluation Report, which are parts of the ISP proposal.

6) There is no planned public health impact assessment of the effects on public health and the environment of the expected 20+ years of transports of SNF and GTCC waste, and only a superficial analysis of the risks from unbreached casks in transport.

7) I note that the NRC has approved a policy of “start clean/stay clean,” where if a cask is delivered to the facility with a radiation leakage problem, it will supposedly be wiped down and the rail car with the cask will be moved to a storage platform at the site for indefinite storage. There seem to be no provisions for dealing with casks with serious exterior radioactive contamination, leakage, structural damage or structural failure upon their arrival at WCS, or with casks where problems develop after they’ve been received at WCS. I am concerned that actively-leaking or damaged casks or casks with damaged spent fuel in them will travel close to my home, place of employment and places where I seek recreation. I believe that there will be risks of a radiation accident from leaking, damaged or contaminated casks. I note that the WCS application documents contain no analysis of the potential scenarios involving a breached cask in transit. Further, there is no analysis in them that addresses the potential contamination of land, water and property resources or the threat to public health and the environment from such a practice.

8) I understand the casks, once set on rail cars, will be extremely heavy and concentrated loads on the tracks, and similarly will be unusually heavy loads on the specially-built truck trailers used to transport them on highways. I am concerned that scenarios not contemplated by ISP/WCS in its application documents could occur, such as a radioactive cask being so overweight that it derails and sits for days or longer in an area in which I live/work/recreate; or a truck trailer load

failure that requires transfer of the transport cask onto another trailer occurring near me or others in my household.

9) The potential of my being stuck in traffic at a rail crossing or on a parallel highway near a cask containing SNF or GTCC causes me concern for my health and safety and that of people and animals in my household. The prospect of hundreds or thousands of transports of radioactive waste in the vicinity of my home suggests that there may be routine, cumulative radiation effects on me, other people, plants and property from even uneventful transports of SNF and GTCC wastes along the proposed rail routes.

10) The U.S. federal government or private industry should not have the right to make transportation decisions that put at risk our public health and the environment with only spotty and incomplete investigation and analysis.

11) I hereby designate Nuclear Energy Information Service (NEIS), a grassroots environmental organization of which I am a member, located at 3411 W. Diversey, Suite 13, Chicago, IL 60647, to represent my interests in a petition for review of the decision of the Nuclear Regulatory Commission denying contentions raised on my behalf challenging the ISP project and issuing a Final Environmental Impact Statement for the project. My interests will not be adequately represented unless NEIS is allowed to participate as a full party in this proceeding on my behalf.

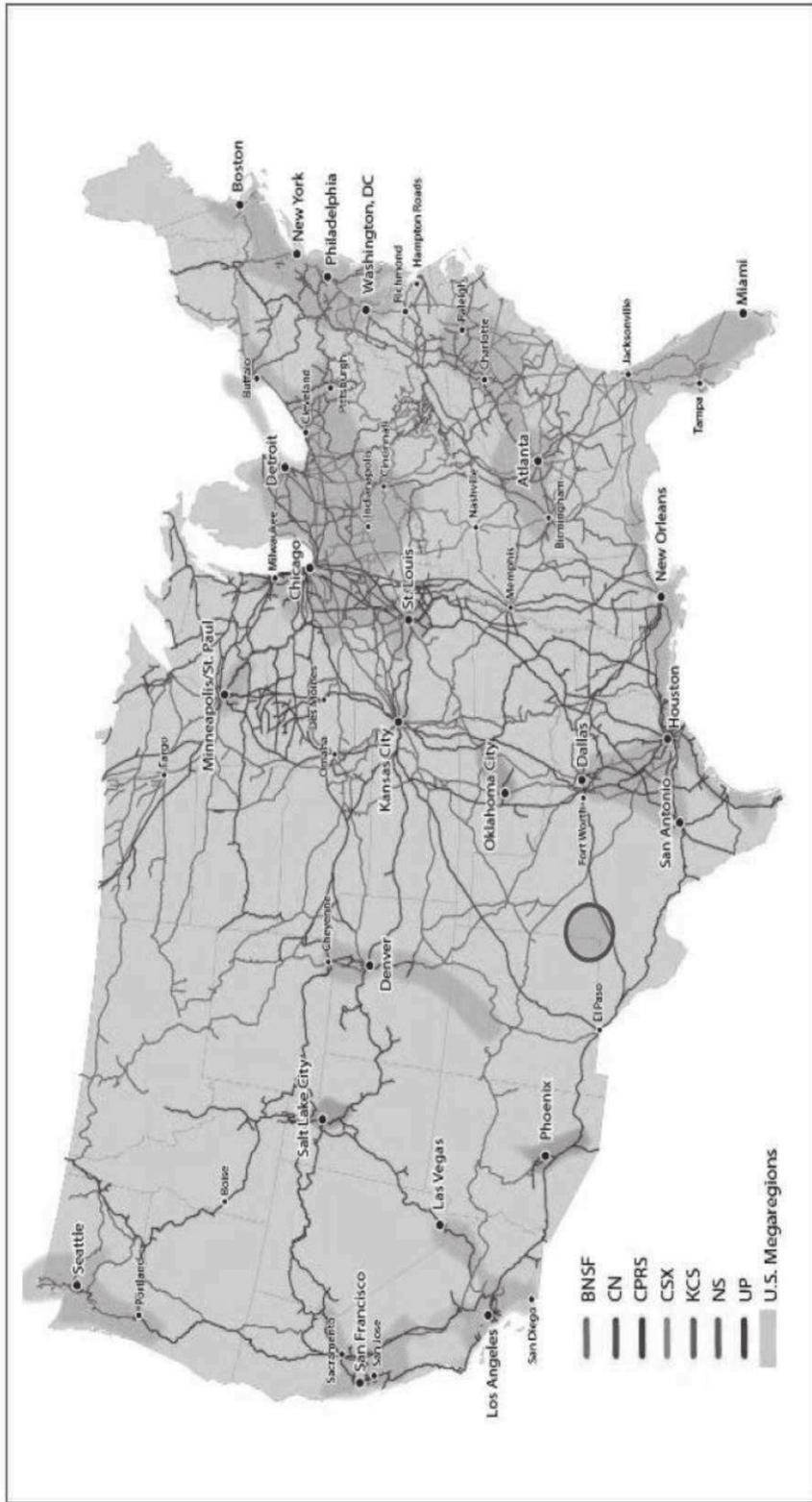
12) I hereby state under penalty of perjury that the foregoing statements are true and correct to the best of my knowledge and belief.

11-07-21
Date

Patricia L. Walter
Patricia Walter

CHAPTER 2

INTERIM STORAGE PARTNERS LLC ENVIRONMENTAL REPORT



Title:	RAIL LINES MAP		Figure:	Date:	
				11/16/2015	
			2.2-4	Scale:	
				NONE	



DECLARATION OF JAMES L. CALDWELL

I, Reverend James L. Caldwell, am the Declarant herein, and I hereby make the following statements under the penalty of perjury:

1) I am an adult citizen of the United States, am not under disability, and make the following statements voluntarily.

2) I am African American, and my residence address is 5901 Market St. #15310, Houston TX 77020.

3) The Nuclear Regulatory Commission considered and then granted a license to Interim Storage Partners for the construction and operation of WCS Consolidated Interim Spent Fuel Storage Facility in Andrews County, Texas. This radioactive waste facility will be developed for the purpose of storing up to 40,000 tons of high-level nuclear waste in the form of spent nuclear fuel (SNF), and greater-than-Class-C (GTCC) wastes for at least 80 years, and possibly for centuries. The facility will receive delivery of at least 3,000 shipments up to 8,000 shipments of SNF-filled or GTCC waste-filled casks. These dangerous radioactive wastes will be transported by truck, barge and/or rail to WCS. I understand that the deliveries to WCS will take place over 20 years and literally will involve hundreds of thousands of miles of railroad travel.

4) All or nearly all of the planned deliveries of SNF and GTCC waste to WCS are presently planned to be via railroad. Some may involve barge shipment and highway transport over earlier stages of shipment. Figure 2.2-4 on p. 2-71 of the WCS Environmental Report (Rev. 3)¹ which is a U.S. national map of main trunk line rail routes that will be used by WCS to transport SNF and GTCC. I note that one major rail trunk route is within one (1) mile of my home. This route will be used to transport many cargoes of SNF and/or GTCC wastes to the WCS facility.

5) I am concerned for my personal safety and that of others in my household from radiation exposure in the event of a serious transport accident, vandalism, or a terrorist attack on a shipment. I believe that if there are airborne or waterborne emissions from a breached cask during transport that those in my household and I

<https://www.nrc.gov/docs/ML2005/ML20052E152.pdf>

might be exposed to radiation and suffer health consequences and serious property damage. I disagree with the rosy projections of error-free transport predicted by ISP and the Nuclear Regulatory Commission in the Draft and Final Environmental Impact Statements and Safety Evaluation Report, which are parts of the ISP proposal.

6) There is no planned public health impact assessment of the effects on public health and the environment of the expected 20+ years of transports of SNF and GTCC waste, and only a superficial analysis of the risks from unbreached casks in transport.

7) I note that the NRC has approved a policy of “start clean/stay clean,” where if a cask is delivered to the facility with a radiation leakage problem, it will supposedly be wiped down and the rail car with the cask will be moved to a storage platform at the site for indefinite storage. There seem to be no provisions for dealing with casks with serious exterior radioactive contamination, leakage, structural damage, or structural failure upon their arrival at WCS, or with casks where problems develop after they’ve been received at WCS. I am concerned that actively leaking or damaged casks or casks with damaged spent fuel in them will travel close to my home and/or places where I seek recreation. I believe that the risks of a radiation accident from leaking, damaged or contaminated casks will be present. I note that the WCS application documents contain no analysis of the potential scenarios involving a breached cask in transit. Further, there is no analysis in them that addresses the potential contamination of land, water and property resources or the threat to public health and the environment from such a practice.

8) I understand the casks, once set on rail cars, will be extremely heavy and concentrated loads on the tracks, and similarly will be unusually heavy loads on the specially built truck trailers used to transport them on highways. I am concerned that scenarios not contemplated by ISP/WCS in its application documents could occur, such as a radioactive cask being so overweight that it derails and sits for days or longer in an area in which I live and recreate; or a truck trailer load failure that requires transfer of the transport cask onto another trailer occurring near me or others in my household.

9) The potential of my being stuck in traffic at a rail crossing or on a parallel highway near a cask containing SNF or GTCC causes me concern for my health

and safety and that of people in my household. The prospect of hundreds of transports of radioactive waste in the vicinity of my home suggests that there may be routine, cumulative radiation effects on me, other people, plants, and property from even uneventful transports of SNF and GTCC wastes along the proposed rail routes.

10) The U.S. federal government or private industry should not have the right to make transportation decisions that put at risk our public health and the environment with only spotty and incomplete investigation and analysis.

11) I hereby designate Public Citizen, Inc., a nonprofit consumer advocacy organization that champions the public interest, of which I am a member, which is located at 1600 20th Street NW, Washington, D.C. 20009, to represent my interests in a petition for review of the decision of the Nuclear Regulatory Commission denying contentions raised on my behalf challenging the ISP project and issuing a Final Environmental Impact Statement for the project. I request that Public Citizen, Inc. be accorded standing to proceed on my behalf. My interests will not be adequately represented unless Public Citizen, Inc. is allowed to participate as a full party on my behalf.

12) I hereby state under penalty of perjury that the foregoing statements are true and correct to the best of my knowledge and belief.

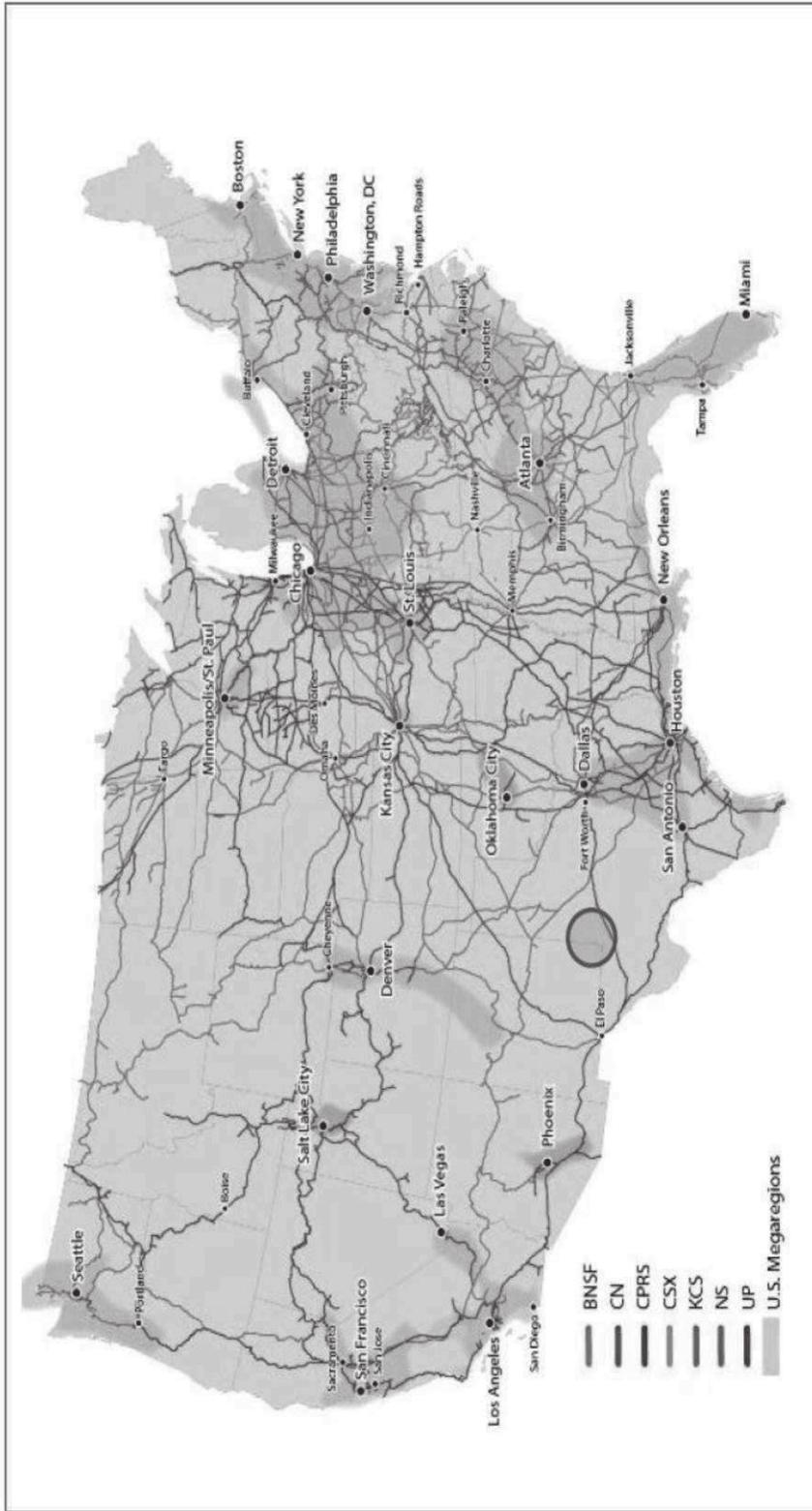
9 November 2021
Date



Reverend James L. Caldwell

CHAPTER 2

INTERIM STORAGE PARTNERS LLC ENVIRONMENTAL REPORT



Title:	RAIL LINES MAP		Figure:	Date:	
				11/16/2015	
			2.2-4	Scale:	
				NONE	

DECLARATION OF LUCY JANE SWANSON

I, Lucy Jane Swanson, am the Declarant herein, and I hereby make the following statements under the penalty of perjury:

1) I am an adult citizen of the United States, am not under disability, and make the following statements voluntarily.

2) My residence address is 475 Squire Canyon Road, San Luis Obispo, CA 93401.

3) I have investigated into the case where the Nuclear Regulatory Commission considered and then granted a license to Interim Storage Partners for the construction and operation of WCS Consolidated Interim Spent Fuel Storage Facility in Andrews County, Texas. This radioactive waste facility will be developed for the purpose of storing up to 40,000 tons of high-level nuclear waste in the form of spent nuclear fuel (SNF), and greater-than-Class-C (GTCC) wastes for at least 80 years, and possibly for centuries. The facility will receive delivery of at least 3,000 shipments up to 8,000 shipments of SNF-filled or GTCC waste-filled casks. These dangerous radioactive wastes will be transported by truck, barge and/or rail to WCS. I understand that the deliveries to WCS will take place over 24 years and literally will involve rail, highway and water transport.

4) I live near the Diablo Canyon Nuclear Plant in California. I have learned that all or nearly all of the planned deliveries of SNF and GTCC waste to WCS are presently planned to be via railroad. Some may involve barge shipment and highway transport over earlier stages of shipment. I have studied Department of Energy maps of rail and highway transportation routes identified for the Yucca Mountain geological repository case, and note that one or more rail transport routes are within 12 miles of my (home/place of work/place of recreation) and that such route will likely be used to transport many cargoes of SNF and/or GTCC wastes to the WCS facility. But it will be necessary to haul those wastes by truck from the Diablo plant to the railroad, and the intersection of the only road leading away from the Diablo Canyon plant to the Highway 101 freeway or its frontage roads is within three miles of my home, as verified by the map posted on the website of the San Luis Obispo County Office of Emergency Services at <http://www.slocounty.ca.gov/Departments/Office-of-Emergency-Services.aspx>. It

appears that the hundreds of loads of SNF and GTCC waste will have to travel three miles from my home.

5) I am concerned for my personal safety and that of others in my household from radiation exposure in the event of a serious transport accident, vandalism or a terrorist attack on a shipment. I believe that if there are airborne or waterborne emissions from a breached cask during transport that those in my household and I might be exposed to radiation and suffer health consequences and serious property damage. I disagree with the rosy projections of error-free transport predicted by ISP and the Nuclear Regulatory Commission in the Draft and Final Environmental Impact Statements and Safety Evaluation Report, which are parts of the ISP proposal.

6) There is no planned public health impact assessment of the effects on public health and the environment of the expected 20+ years of transports of SNF and GTCC waste, and only a superficial analysis of the risks from unbreached casks in transport.

7) I note that the NRC has approved a policy of “start clean/stay clean,” where if a cask is delivered to the facility with a radiation leakage problem, it will supposedly be wiped down and the rail car with the cask will be moved to a storage platform at the site for indefinite storage. There seem to be no provisions for dealing with casks with serious exterior radioactive contamination, leakage, structural damage or structural failure upon their arrival at WCS, or with casks where problems develop after they’ve been received at WCS. I am concerned that actively-leaking or damaged casks or casks with damaged spent fuel in them will travel close to my home, place of employment and/or places where I seek recreation. I believe that the risks of a radiation accident from leaking, damaged or contaminated casks will be present. I note that the WCS application documents contain no analysis of the potential scenarios involving a breached cask in transit. Further, there is no analysis in them that addresses the potential contamination of land, water and property resources or the threat to public health and the environment from such a practice.

8) I understand the casks, once set on rail cars, will be extremely heavy and concentrated loads on the tracks, and similarly will be unusually heavy loads on the specially-built truck trailers used to transport them on highways. I am concerned

that scenarios not contemplated by ISP/WCS in its application documents could occur, such as a radioactive cask being so overweight that it derails and sits for days or longer in an area in which I live/work/recreate; or a truck trailer load failure that requires transfer of the transport cask onto another trailer occurring near me or others in my household.

9) The potential of my being stuck in traffic at a rail crossing or on a parallel highway near a cask containing SNF or GTCC causes me concern for my health and safety and that of people and animals in my household. The prospect of hundreds or thousands of transports of radioactive waste in the vicinity of my home suggests that there may be routine, cumulative radiation effects on me, other people, plants and property from even uneventful transports of SNF and GTCC wastes along the proposed rail routes.

10) The U.S. federal government or private industry should not have the right to make transportation decisions that put at risk our public health and the environment with only spotty and incomplete investigation and analysis.

11) I hereby designate the San Luis Obispo Mothers for Peace (SLOMPF), a grassroots environmental organization of which I am a member which is located in San Luis Obispo, CA (P.O. Box 3608, San Luis Obispo, CA 93403), to represent my interests in a petition for review of the decision of the Nuclear Regulatory Commission denying contentions raised on my behalf challenging the ISP project and issuing a Final Environmental Impact Statement for the project. My interests will not be adequately represented unless SLOMPF is allowed to participate as a full party in this proceeding on my behalf.

12) I hereby state under penalty of perjury that the foregoing statements are true and correct to the best of my knowledge and belief.

11.5.2021
Date

Lucy Jane Swanson
Lucy Jane Swanson

DECLARATION OF JILL ZAMEK

I, Jill ZamEk, am the Declarant herein, and I hereby make the following statements under the penalty of perjury:

1) I am an adult citizen of the United States, am not under disability, and make the following statements voluntarily.

2) My residence address is 1123 Flora Road, Arroyo Grande, California 93420.

3) I have investigated into the case where the Nuclear Regulatory Commission considered and then granted a license to Interim Storage Partners for the construction and operation of WCS Consolidated Interim Spent Fuel Storage Facility in Andrews County, Texas. This radioactive waste facility will be developed for the purpose of storing up to 40,000 tons of high-level nuclear waste in the form of spent nuclear fuel (SNF), and greater-than-Class-C (GTCC) wastes for at least 80 years, and possibly for centuries. The facility will receive delivery of at least 3,000 shipments up to 8,000 shipments of SNF-filled or GTCC waste-filled casks. These dangerous radioactive wastes will be transported by truck, barge and/or rail to WCS. I understand that the deliveries to WCS will take place over 24 years and literally will involve rail, highway and water transport.

4) At least 95% of the planned shipments to WCS in Texas will be railroad deliveries. I have studied Department of Energy maps of rail, water and highway transportation routes, and I have made some observations about the routes which will likely be used to transport dozens of cargoes of SNF and/or GTCC wastes from the Diablo Canyon nuclear plant to the WCS facility. The Diablo Canyon plant is approximately 12 miles from my home. If transport of SNF/GTCC is by rail, the only rail line for at least 10 miles in any direction from Diablo Canyon passes within 4 to 5 miles of my home. The major U.S. highway nearest the plant, on which truck transports of SNF/GTCC, passes within 2 miles of my home. If the SNF/GTCC is loaded on a barge to be sent elsewhere by water, the barge loading area for Diablo Canyon is 10 miles from my home.

5) I am concerned for my personal safety and that of others in my household from radiation exposure in the event of a serious transport accident, vandalism or a

terrorist attack on a shipment. I believe that if there are airborne or waterborne emissions from a breached cask during transport that those in my household and I might be exposed to radiation and suffer health consequences and serious property damage. I disagree with the rosy projections of error-free transport predicted by ISP and the Nuclear Regulatory Commission in the Draft and Final Environmental Impact Statements and Safety Evaluation Report, which are parts of the ISP proposal.

6) There is no planned public health impact assessment of the effects on public health and the environment of the expected 20+ years of transports of SNF and GTCC waste, and only a superficial analysis of the risks from unbreached casks in transport.

7) I note that the NRC has approved a policy of “start clean/stay clean,” where if a cask is delivered to the facility with a radiation leakage problem, it will supposedly be wiped down and the rail car with the cask will be moved to a storage platform at the site for indefinite storage. There seem to be no provisions for dealing with casks with serious exterior radioactive contamination, leakage, structural damage or structural failure upon their arrival at WCS, or with casks where problems develop after they’ve been received at WCS. I am concerned that actively-leaking or damaged casks or casks with damaged spent fuel in them will travel close to my home, place of employment and/or places where I seek recreation. I believe that the risks of a radiation accident from leaking, damaged or contaminated casks will be present. I note that the WCS application documents contain no analysis of the potential scenarios involving a breached cask in transit. Further, there is no analysis in them that addresses the potential contamination of land, water and property resources or the threat to public health and the environment from such a practice.

8) I understand the casks, once set on rail cars, will be extremely heavy and concentrated loads on the tracks, and similarly will be unusually heavy loads on the specially-built truck trailers used to transport them on highways. I am concerned that scenarios not contemplated by ISP/WCS in its application documents could occur, such as a radioactive cask being so overweight that it derails and sits for days or longer in an area in which I live/work/recreate; or a truck trailer load failure that requires transfer of the transport cask onto another trailer occurring near me or others in my household.

9) The potential of my being stuck in traffic at a rail crossing or on a parallel highway near a cask containing SNF or GTCC causes me concern for my health and safety and that of people and animals in my household. The prospect of hundreds or thousands of transports of radioactive waste in the vicinity of my home suggests that there may be routine, cumulative radiation effects on me, other people, plants and property from even uneventful transports of SNF and GTCC wastes along the proposed rail routes.

10) The U.S. federal government or private industry should not have the right to make transportation decisions that put at risk our public health and the environment with only spotty and incomplete investigation and analysis.

11) I hereby designate the San Luis Obispo Mothers for Peace (SLOMPF), a grassroots environmental organization of which I am a member which is located in San Luis Obispo, CA (P.O. Box 3608, San Luis Obispo, CA 93403), to represent my interests in a petition for review of the decision of the Nuclear Regulatory Commission denying contentions raised on my behalf challenging the ISP project and issuing a Final Environmental Impact Statement for the project. My interests will not be adequately represented unless SLOMPF is allowed to participate as a full party in this proceeding on my behalf.

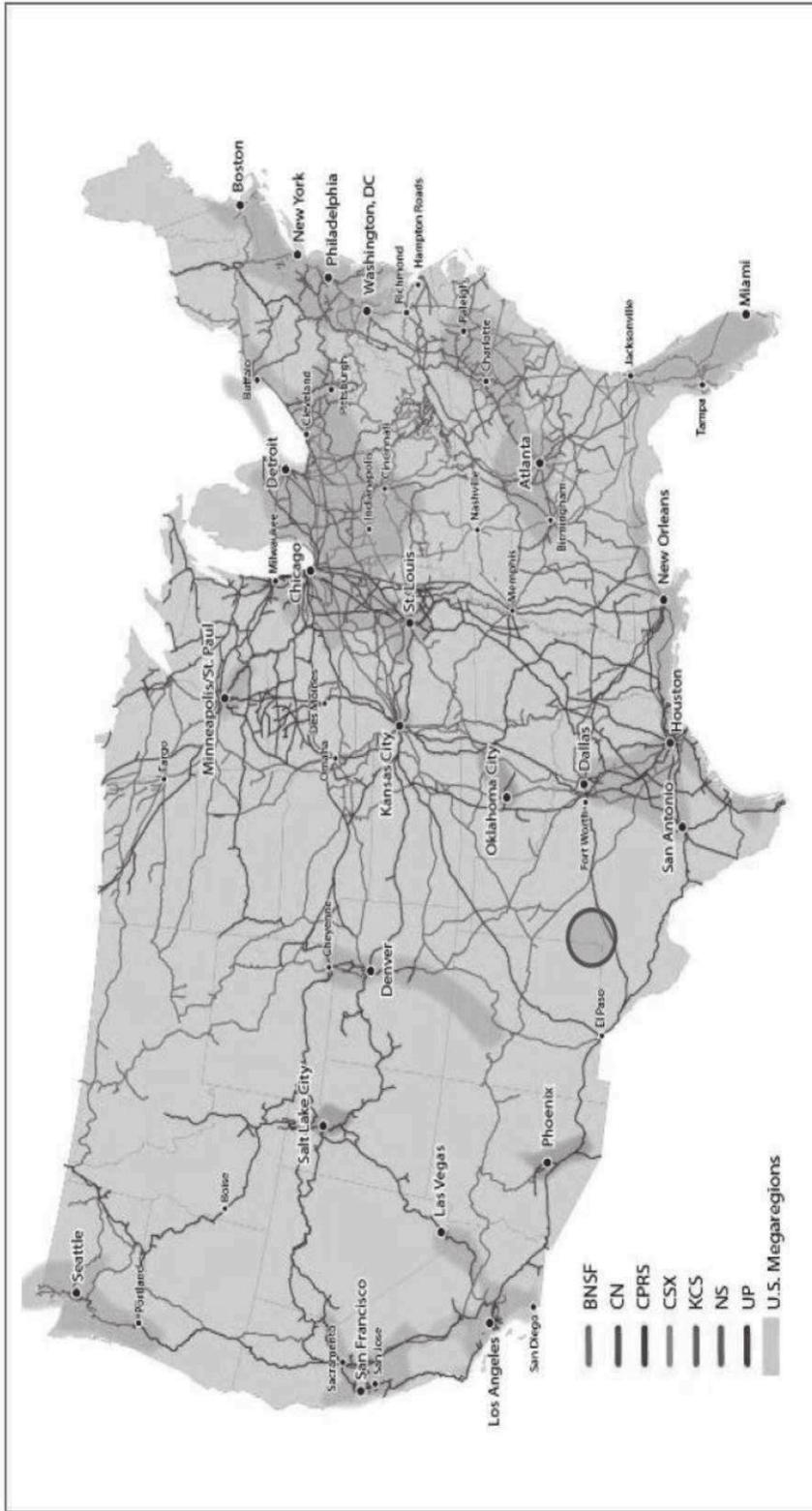
12) I hereby state under penalty of perjury that the foregoing statements are true and correct to the best of my knowledge and belief.

11.5.2021
Date

Jill ZamEk
Jill ZamEk

CHAPTER 2

INTERIM STORAGE PARTNERS LLC ENVIRONMENTAL REPORT



Title:	RAIL LINES MAP		Date:	11/16/2015
	Figure:	2.2-4		Scale:

DECLARATION OF BRIGITTE GARDNER-AGUILAR

I, Brigitte Gardner-Aguilar, am the Declarant herein, and I hereby make the following statements under the penalty of perjury:

1) I am an adult citizen of the United States, of Hispanic and African-American descent, am not under disability, and I make the following statements voluntarily.

2) My residence address is 1301 Avenue A, Eunice, New Mexico, 88231.

3) The Nuclear Regulatory Commission considered and then granted a license to Interim Storage Partners for the construction and operation of WCS Consolidated Interim Spent Fuel Storage Facility in Andrews County, Texas. This radioactive waste facility will be developed for the purpose of storing up to 40,000 tons of high-level nuclear waste in the form of spent nuclear fuel (SNF), and greater-than-Class-C (GTCC) wastes for at least 80 years, and possibly for centuries. The facility will receive delivery of at least 3,000 shipments up to 8,000 shipments of SNF-filled or GTCC waste-filled casks. These dangerous radioactive wastes will be transported by truck, barge and/or rail to WCS. I understand that the deliveries to WCS will take place over 20 years and literally will involve hundreds of thousands of miles of railroad travel.

4) All or nearly all of the planned deliveries of SNF and GTCC waste to WCS are presently planned to be via railroad. Some may involve barge shipment and highway transport over earlier stages of shipment. I have studied Figure 2.2-4 on p. 2-71 of the WCS Environmental Report (Rev. 3),¹ which is a U.S. national map of main trunk line rail routes that will be used by WCS to transport SNF and GTCC, and Department of Energy maps of rail routes identified for the proposed Yucca Mountain geological repository. and note that one or more rail line transport routes are within a mile and a half of my home. I believe it is likely that such route would be used to transport many cargoes of SNF and/or GTCC wastes to the WCS facility. I also travel two times per week to and from Hobbs, New Mexico so my daughter can attend dance class via a route that routinely takes me across railroad

¹<https://www.nrc.gov/docs/ML2005/ML20052E152.pdf>

tracks that go to the WCS site. I also do most grocery shopping and family medical visits in Hobbs, adding 1 to 2 additional trips across that rail line each week. From Figure 2.2-5 Rail Corridor map on Page 2-72² of the ISP/WCS Environmental Report, it is clear that rail shipments must come through Eunice before going east to the WCS site. In particular, I have read the contents of page 2-3 of the WCS Environmental Report, which describe a "railroad loop" encompassing the WCS site that "is currently used to transport radioactive waste to the site."³ I note that WCS proposes to deliver SNF shipments "routed eastward from Eunice, New Mexico to the CISF on the railroad loop which is controlled and maintained by ISP joint venture member Waste Control Specialists." In particular, I have read the contents of page 2-3 of the WCS Environmental Report, which describe a "railroad loop" encompassing the WCS site that "is currently used to transport radioactive waste to the site." I note that WCS proposes to deliver SNF shipments "routed eastward from Eunice, New Mexico to the CISF on the railroad loop which is controlled and maintained by ISP joint venture member Waste Control Specialists."⁴ I have seen trains travel through Eunice on that line, headed to the WCS site. The ER states that "no highways or railroad lines cross the CISF site."⁵ I have viewed the maps showing rail access to the WCS CISF on Figures 2.2-4 and 2.2-5 of the ER, and of a proposed rail sidetrack into the CISF as shown in Figure 2.2-6,⁶ and confirm that those represent the only rail access to the site.

5) I am concerned for my personal safety and that of others in my household from radiation exposure in the event of a serious transport accident, vandalism or a terrorist attack on a shipment. I am of child-bearing age and wish to have additional children. If there are airborne or waterborne emissions from a breached cask during transport that those in my family members and I might be exposed to radiation and suffer health consequences and serious property damage. I disagree with the rosy projections of error-free transport predicted by ISP and the Nuclear

²*Id.*

³*Id.* at p. 2-3.

⁴*Id.*

⁵*Id.*

⁶*Id.*

Regulatory Commission in the Draft and Final Environmental Impact Statements and Safety Evaluation Report, which are parts of the ISP proposal.

6) There is no planned public health impact assessment of the effects on public health and the environment of the expected 20+ years of transports of SNF and GTCC waste to ISP/WCS, and only a superficial analysis of the risks from unbreached casks in transport.

7) I note that the NRC has approved a policy of “start clean/stay clean,” where if a cask is delivered to the facility with a radiation leakage problem, it will supposedly be wiped down and the rail car with the cask will be moved to a storage platform at the site for indefinite storage. There seem to be no provisions for dealing with casks with serious exterior radioactive contamination, leakage, structural damage or structural failure upon their arrival at WCS, or with casks where problems develop after they’ve been received at WCS. I am concerned that actively-leaking or damaged casks or casks with damaged spent fuel in them will travel close to my home, place of employment and/or places where I seek recreation. I believe that the risks of a radiation accident from leaking, damaged or contaminated casks will be present. I note that the WCS application documents contain no analysis of the potential scenarios involving a breached cask in transit. Further, there is no analysis in them that addresses the potential contamination of land, water and property resources or the threat to public health and the environment from such a practice.

8) I understand the casks, once set on rail cars, will be extremely heavy and concentrated loads on the tracks, and similarly will be unusually heavy loads on the specially-built truck trailers used to transport them on highways. I am concerned that scenarios not contemplated by ISP/WCS in its application documents could occur, such as a radioactive cask being so overweight that it derails and sits for days or longer in an area in which I live/work/recreate; or a truck trailer load failure that requires transfer of the transport cask onto another trailer occurring near me or others in my household.

9) The potential of my being stuck in traffic at a rail crossing or on a parallel highway near a cask containing SNF or GTCC causes me concern for my health and safety and that of people and animals in my household. The prospect of

hundreds or thousands of transports of radioactive waste in the vicinity of my home suggests that there may be routine, cumulative radiation effects on me, other people, plants and property from even uneventful transports of SNF and GTCC wastes along the proposed rail routes.

10) The U.S. federal government or private industry should not have the right to make transportation decisions that put at risk our public health and the environment with only spotty and incomplete investigation and analysis.

11) I hereby designate the Sustainable Energy and Economic Development (SEED) Coalition, an environmental organization of which I am a member, which is located at 605 Carismatic Lane, Austin, TX, to represent my interests in a petition to intervene against granting an NRC license to ISP/WCS Consolidated Interim Storage Facility. I request that SEED Coalition be accorded standing to proceed on my behalf. My interests will not be adequately represented unless SEED Coalition is allowed to participate as a full party on my behalf.

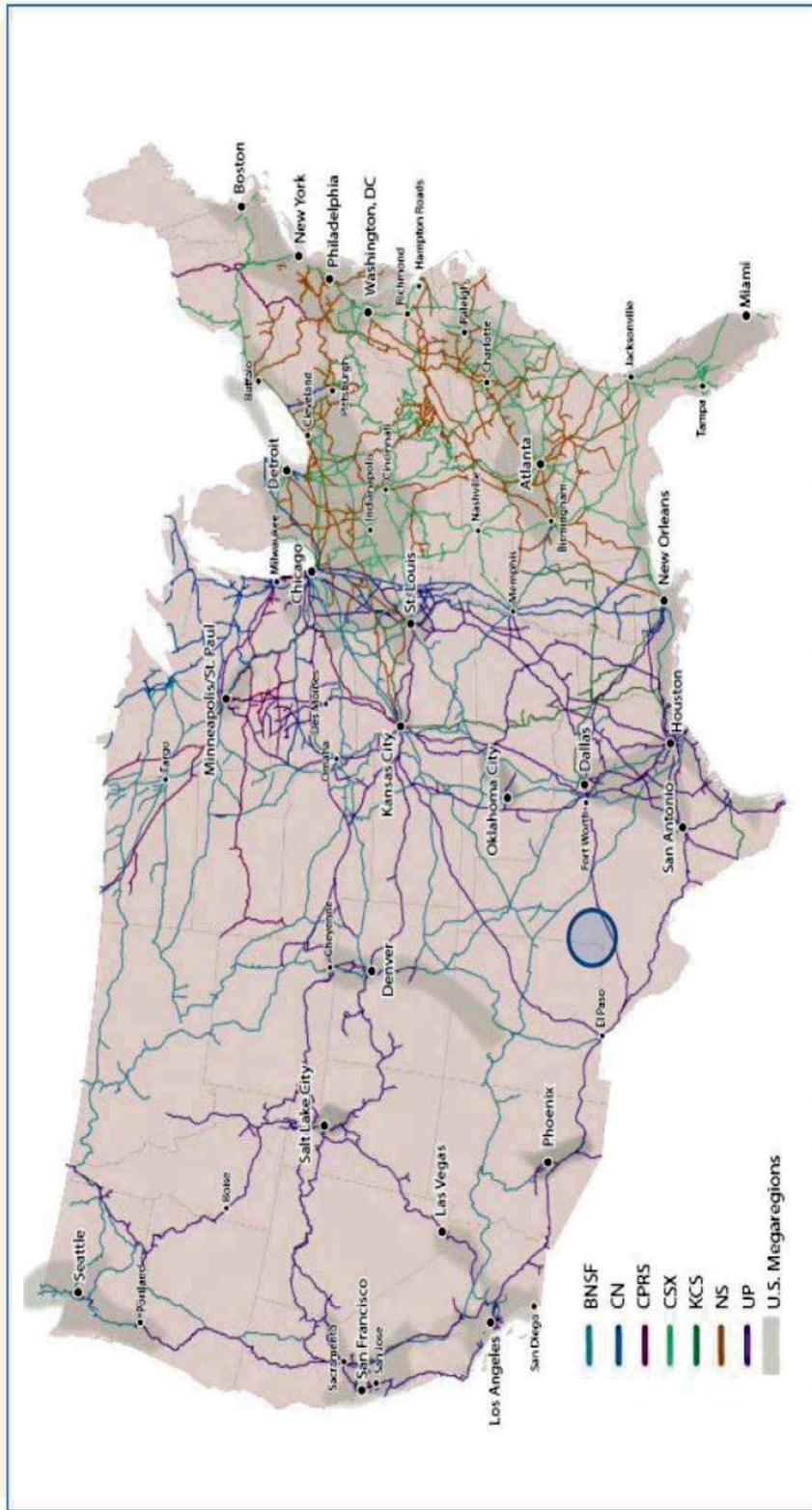
12) I hereby state under penalty of perjury that the foregoing statements are true and correct to the best of my knowledge and belief.

11-11-2021
Date

Brigitte G. Aguilar
Brigitte Gardner-Aguilar

CHAPTER 2

INTERIM STORAGE PARTNERS LLC ENVIRONMENTAL REPORT



Title: **RAIL LINES MAP**

Figure: **2.2-4**

Date: 11/16/2015

Scale: NONE





DECLARATION OF PATRICIA MONA GOLDEN

I, Patricia Mona Golden, am the Declarant herein, and I hereby make the following statements under the penalty of perjury:

1) I am an adult citizen of the United States, of Japanese, Dutch and Native American descent, am not under disability, and make the following statements voluntarily.

2) My residence address is 500 West 2nd Street, Van Horn, TX 79855.

3) I have investigated into the case where the Nuclear Regulatory Commission considered and then granted a license to Interim Storage Partners for the construction and operation of WCS Consolidated Interim Spent Fuel Storage Facility in Andrews County, Texas. This radioactive waste facility will be developed for the purpose of storing up to 40,000 tons of high-level nuclear waste in the form of spent nuclear fuel (SNF), and greater-than-Class-C (GTCC) wastes for at least 80 years, and possibly for centuries. The facility will receive delivery of at least 3,000 shipments up to 8,000 shipments of SNF-filled or GTCC waste-filled casks. These dangerous radioactive wastes will be transported by truck, barge and/or rail to WCS. I understand that the deliveries to WCS will take place over 20 years and literally will involve hundreds of thousands of miles of railroad travel.

4) All or nearly all of the planned deliveries of SNF and GTCC waste to WCS are presently planned to be via railroad. Some may involve barge shipment and highway transport over earlier stages of shipment. I have studied Figure 2.2-4 on p. 2-71 of the WCS Environmental Report (Rev. 3),¹ which is a U.S. national map of main trunk line rail routes that will be used by WCS to transport SNF and GTCC, and Department of Energy maps of rail routes identified for the proposed Yucca Mountain geological repository. I note that a main rail trunk line route is within 100 feet of my workplace and one block of my residence, and believe it is likely that such route will likely be used to transport many cargoes of SNF and/or GTCC wastes to the WCS facility. The Figure 2.6-1 map of rail routes in the

¹<https://www.nrc.gov/docs/ML2005/ML20052E152.pdf>

Environmental Report² shows the route for waste that would come from San Onofre Nuclear Power Plant site to WCS. The orange/red line mirrors the path of Interstate Highway 10 (I-10) and the major railroad lines that run along it. Van Horn is clearly on this route, between El Paso and Monahans, Texas, where rail transport would turn toward the north to deliver SNF and GTCC waste to WCS.

5) I am concerned for my personal safety and that of others in my household from radiation exposure in the event of a serious transport accident, vandalism or a terrorist attack on a shipment. I believe that if there are airborne or waterborne emissions from a breached cask during transport that those in my household and I might be exposed to radiation and suffer health consequences and serious property damage. I disagree with the rosy projections of error-free transport predicted by ISP and the Nuclear Regulatory Commission in the Draft and Final Environmental Impact Statements and Safety Evaluation Report, which are parts of the ISP proposal.

6) There is no planned public health impact assessment of the effects on public health and the environment of the expected 20+ years of transports of SNF and GTCC waste, and only a superficial analysis of the risks from unbreached casks in transport.

7) I note that the NRC has approved a policy of “start clean/stay clean,” where if a cask is delivered to the facility with a radiation leakage problem, it will supposedly be wiped down and the rail car with the cask will be moved to a storage platform at the site for indefinite storage. There seem to be no provisions for dealing with casks with serious exterior radioactive contamination, leakage, structural damage or structural failure upon their arrival at WCS, or with casks where problems develop after they’ve been received at WCS. I am concerned that actively-leaking or damaged casks or casks with damaged spent fuel in them will travel close to my home, place of employment and/or places where I seek recreation. I believe that the risks of a radiation accident from leaking, damaged or contaminated casks will be present. I note that the WCS application documents contain no analysis of the potential scenarios involving a breached cask in transit.

²*Id.* at p. 2-78.

Further, there is no analysis in them that addresses the potential contamination of land, water and property resources or the threat to public health and the environment from such a practice.

8) I understand the casks, once set on rail cars, will be extremely heavy and concentrated loads on the tracks or on specially built truck trailers used to transport them on highways. I am concerned that scenarios not contemplated by ISP/WCS in its application documents could occur, such as a radioactive cask being so overweight that it derails or the truck trailer collapses and the cask sits for a length time in the area where I live and work. These are real possibilities. A derailment did occur not long ago in our area. On January 30, 2017 a cargo train derailed in Kent, Texas, east of Van Horn, closing Interstate-10 in both directions for three hours.

9) The potential of my being stuck in traffic at a rail crossing or on a parallel highway near a cask containing SNF or GTCC causes me concern for my health and safety and that of people and animals in my household. The prospect of hundreds or thousands of transports of radioactive waste in the vicinity of my home and workplace suggests that there may be routine, cumulative radiation effects on me, other people, plants and property from even uneventful transports of SNF and GTCC wastes along the proposed rail routes.

10) The U.S. federal government or private industry should not have the right to make transportation decisions that put at risk our public health and the environment with only spotty and incomplete investigation and analysis.

11) I hereby designate the Sustainable Energy and Economic Development (SEED) Coalition, an environmental organization of which I am a member, which is located at 605 Carismatic Lane, Austin, TX, to represent my interests in a petition to intervene against granting an NRC license to ISP/WCS Consolidated Interim Storage Facility. I request that SEED Coalition be accorded standing to proceed on my behalf. My interests will not be adequately represented unless SEED Coalition is allowed to participate as a full party on my behalf.

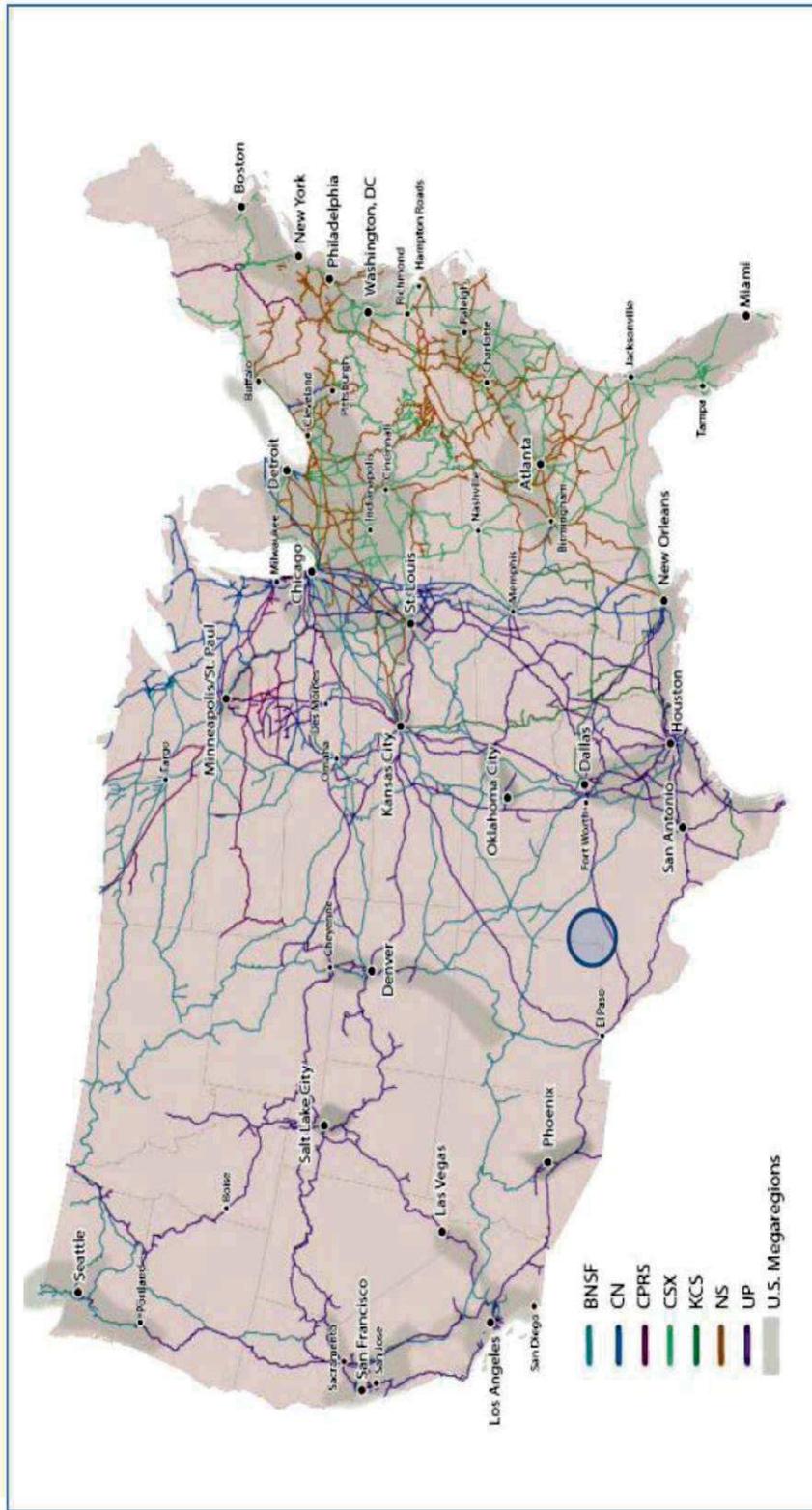
12) I hereby state under penalty of perjury that the foregoing statements are true and correct to the best of my knowledge and belief.

11/08/2021
Date

Patricia M. Golden
Patricia Mona Golden

CHAPTER 2

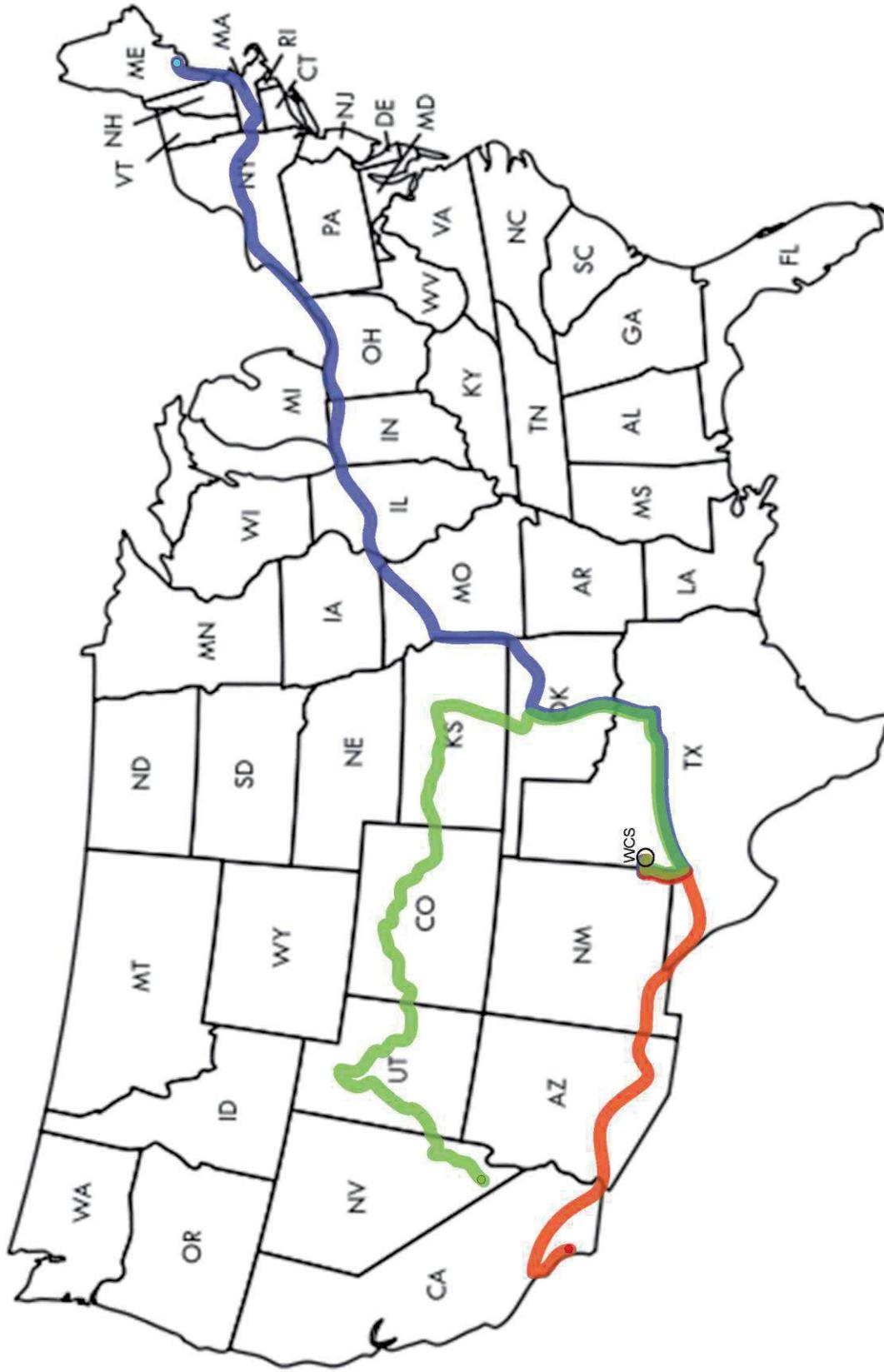
INTERIM STORAGE PARTNERS LLC ENVIRONMENTAL REPORT



Title:	RAIL LINES MAP		Figure:	Date:	
				11/16/2015	
			2.2-4	Scale:	
				NONE	
					

CHAPTER 2

INTERIM STORAGE PARTNERS LLC
ENVIRONMENTAL REPORT



Explanation:

- Maine Yankee to WCS
- WCS to Yucca Mountain
- San Onofre to WCS



Title: Figure 2.6-1
Transportation Routes

DECLARATION OF FLETCHER WILLIAMS

My name is Fletcher Williams. I am over the age of 18 years and I live at 1800 E. Texas St, Eunice, New Mexico. My home lies about 2 miles west of the site where Interim Storage Partners (ISP) proposes to construct a storage facility for spent nuclear fuel and high level radioactive waste.

I am a member of Sierra Club and wish to be represented by the organization in the United States Court of Appeals for the District of Columbia Circuit regarding a petition for review of the decision of the Nuclear Regulatory Commission denying Sierra Club's contentions challenging the ISP project and issuing a Final Environmental Impact Statement for the project.

ISP plans to ship the deadly reactor waste mainly by rail, in a process that would take over 20 years. The license would allow high-level radioactive waste to be stored above the ground in dry casks for 40 years, and extension for storage of 100 years have been discussed. Cracks or leaks could occur in the dry casks and the radioactive material from the casks would enter the groundwater. Furthermore, oil and gas companies have been drilling in the area of the ISP site using hydraulic fracturing (fracking). This has caused the creation of geologic faults that induce earthquakes. Those earthquakes could cause the casks in the ISP facility to crack and leak radioactive material.

I could be impacted if there is a leak or accident at the site. Winds would carry contamination towards my home in Eunice. My health would be impacted by exposure to radioactive materials.

I know that Figure 2.2-5 in the ISP environmental report shows a rail route to the proposed facility goes through Eunice. So I would be impacted by radioactive exposure from a rail accident with a train carrying nuclear waste to the proposed waste site. Every shipment would travel by my home, less than one mile from the rail line. I work in Hobbs, New Mexico on weekdays. I drive east on Highway 176 and then turn north at the intersection less than 100 yards from my home towards Highway 18.

There are also risks from potential terrorist actions, which could be severe if such huge volumes of nuclear reactor waste from reactors around the country are stored at the ISP site. Large volumes of waste with high curie counts could be involved.

Emergency responders in our community are not adequately trained and equipped to deal with a situation involving a radioactive release.

I am also concerned that if a permanent repository for nuclear waste is not developed, the ISP site will become a de facto repository without the protections of a permanent repository. A permanent repository requires deep burial in impermeable rock. The ISP site is just the opposite.

I am a member of a minority group, African American. The disparate impact of discriminatory site selection by ISP, based on race and ethnicity, will have an adverse effect on me, my family, and friends, in terms of self-esteem and self-worth.

For my own health and safety, and for the sake of the health and safety of other people in the area, I oppose the ISP proposal and seek to be represented by Sierra Club.

My family, which includes my daughter of child bearing age and granddaughter, who is 13, live with me and my husband. I feel their health and well-being will be affected by the siting of high level nuclear waste so close to my home.

I state under penalty of perjury that the foregoing statements are true and correct to the best of my knowledge and belief.

Dated this _____ day of _____, 2021.

FLETCHER WILLIAMS

DECLARATION OF SHIRLEY HENSON

My name is Shirley Henson. I am over the age of 18 years and I live at 136 Legion Rd., Eunice, New Mexico. My home lies about 6 miles west of the site where Interim Storage Partners (ISP) proposes to construct a storage facility for spent nuclear fuel and high level radioactive waste.

I am a member of Sierra Club and wish to be represented by the organization in the United States Court of Appeals for the District of Columbia Circuit regarding a petition for review of the decision of the Nuclear Regulatory Commission denying Sierra Club's contentions challenging the ISP project and issuing a Final Environmental Impact Statement for the project.

ISP plans to ship the deadly reactor waste mainly by rail, in a process that would take over 20 years. The license would allow high-level radioactive waste to be stored above the ground in dry casks for 40 years, and extension for storage of 100 years have been discussed. Cracks or leaks could occur in the dry casks and the radioactive material from the casks would enter the groundwater. Furthermore, oil and gas companies have been drilling in the area of the ISP site using hydraulic fracturing (fracking). This has caused the creation of geologic faults that induce earthquakes. Those earthquakes could cause the casks in the ISP facility to crack and leak radioactive material.

I could be impacted if there is a leak or accident at the site. Winds would carry contamination towards my home in Eunice. My health would be impacted by exposure to radioactive materials.

I know that Figure 2.2-5 in the ISP environmental report shows a rail route to the proposed facility goes through Eunice. So I would be impacted by radioactive exposure from a rail accident with a train carrying nuclear waste to the proposed waste site.

There are also risks from potential terrorist actions, which could be severe if such huge volumes of nuclear reactor waste from reactors around the country are stored at the ISP site. Large volumes of waste with high curie counts could be involved.

Emergency responders in our community are not adequately trained and equipped to deal with a situation involving a radioactive release.

I am also concerned that if a permanent repository for nuclear waste is not developed, the ISP site will become a de facto repository without the protections of a permanent repository. A permanent repository requires deep burial in impermeable rock. The ISP site is just the opposite.

For my own health and safety, and for the sake of the health and safety of other people in the area, I oppose the ISP proposal and seek to be represented by Sierra Club.

My family and other family members live close to each other and we rely on our water wells to grow our garden and water our domestic animals as well as our livestock, which include cattle, goats, pigs and chickens.

I state under penalty of perjury that the foregoing statements are true and correct to the best of my knowledge and belief.

Dated this _____ day of _____, 2021.

SHIRLEY HENSON