

Nevada National Security Site (NNS) Site-Wide Environmental Impact Statement (SWEIS)



Scott Wade

Assistant Manager for Environmental Management
Nevada Site Specific Advisory Board

May 11, 2011



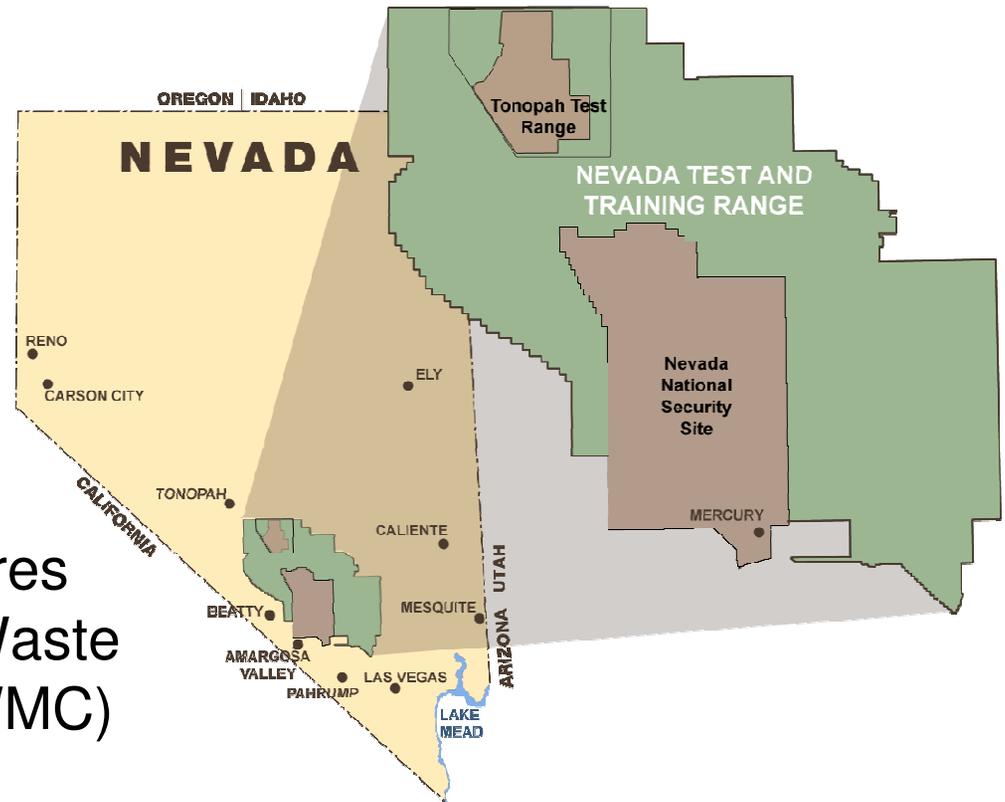
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Why prepare a new SWEIS?

- Update the environmental baseline condition of the NNSS, formerly known as the Nevada Test Site, from 1996 to the present
 - Fully capture and analyze NNSS missions, programs, projects and activities focusing on national security initiatives and waste management
 - Reflect the change in land withdrawal status of 740 acres at the Area 5 Radioactive Waste Management Complex (RWMC)



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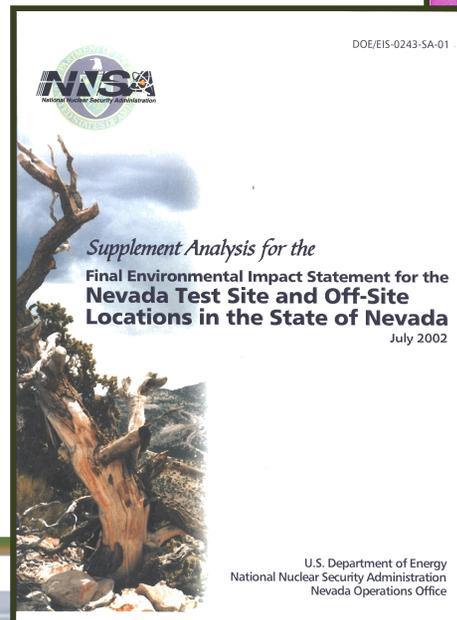
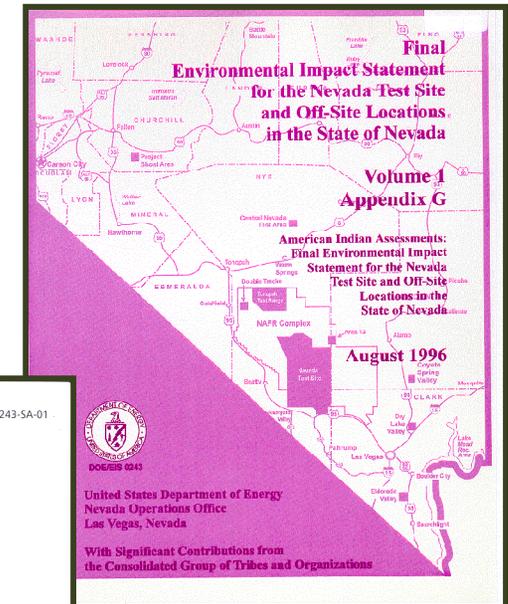
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Existing National Environmental Policy Act (NEPA) Documentation

- Environmental Impact Statement for the Nevada Test Site and Off-Site Locations in the State of Nevada (DOE/NV 0243, August 1996)
- Record of Decision (ROD) published December 1996
 - Amended ROD for waste management activities published February 2000
- Supplement Analysis (SA) conducted in July 2002 and November 2003

NTS Site-Wide Environmental Impact Statement (SWEIS) 1996
Text and Appendix



Supplement Analysis to the Site-Wide NTS/EIS
July 2002



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NNSS SWEIS Alternatives

- No Action – the baseline environmental condition; current level of activities and operations
- Reduced Operations – lower levels of activity and operations, area closures, decommissioned facilities
- Expanded Operations – new programs, projects and activities, increased level of operations, new facility construction



Stockpile Stewardship:
JASPER Two-Stage Gas Gun



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Key Upcoming Dates for Draft SWEIS

Summer 2011	Federal Register Notice of Availability for Draft SWEIS
Fall 2011	Public comment period (90 days)
Fall 2011	Public hearings
2012	Federal Register Notice of Availability for Final SWEIS
2012	Record of Decision



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Low-Level Radioactive Waste (LLW) Management SWEIS Disposal Estimates

- The No Action and Reduced Operations alternatives reflect recent trends on LLW receipt at the NNSS and Mixed Waste disposal permit limits
- The Expanded Operations alternative:
 - Reflects long-term waste forecasts
 - Seeks to maintain flexibility for the Department of Energy (DOE) complex to dispose of waste at the NNSS
 - Recognizes that DOE may make other disposal site decisions
- Each alternative provides a upper-limit bounding waste volume
- Alternatives are differentiated by total volumes of potential waste over a ten year period



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LLW Management SWEIS Disposal Estimates (continued)

- Disposal information analyzed in the SWEIS includes:
 - Historic data from DOE generators
 - Waste Information Management System (WIMS) Database (Florida International University)
 - Potential generators' National Environmental Policy Act (NEPA) documentation (Paducah, Portsmouth, West Valley, etc.)
 - Potential uranium enrichment generators (Public Law 104-134)
 - DOE owned recovered/retrieved sealed sources



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Ten Year SWEIS Waste Disposal Estimates (ft³)

	No Action Alternative	Expanded Operations Alternative	Reduced Operations Alternative
LLW	15,000,000	48,000,000	15,000,000
Mixed Low-Level Waste (MLLW)	900,000	4,000,000	900,000
Total	15,900,000	52,000,000	15,900,000



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SWEIS Transportation Analysis

- The SWEIS analyzes the effects of several options for truck and rail-to-truck shipment of LLW/MLLW:
 - Considers maintenance of status quo for truck routes and rail-to-truck transload
 - Considers various routes within southern Nevada for truck shipments that are available as a result of recent significant transportation infrastructure changes
 - Considers five representative rail-to-truck transload facility locations within Nevada and Arizona



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SWEIS Transportation Analysis

- SWEIS analyzes two cases:
 - Constrained Case
 - The status quo is maintained avoiding truck shipment through I-15/U.S.-95 interchange in Las Vegas and via Hoover Dam or the new O’Callaghan-Tillman bridge
 - Unconstrained Case
 - Transportation by (a) all truck and (b) the combination rail-to-truck are analyzed
 - Analyzed several routes for truck transport through Southern Nevada
 - Analyzed several rail-to-truck transload locations
- **In both the constrained and unconstrained cases, the transportation risks are very low**

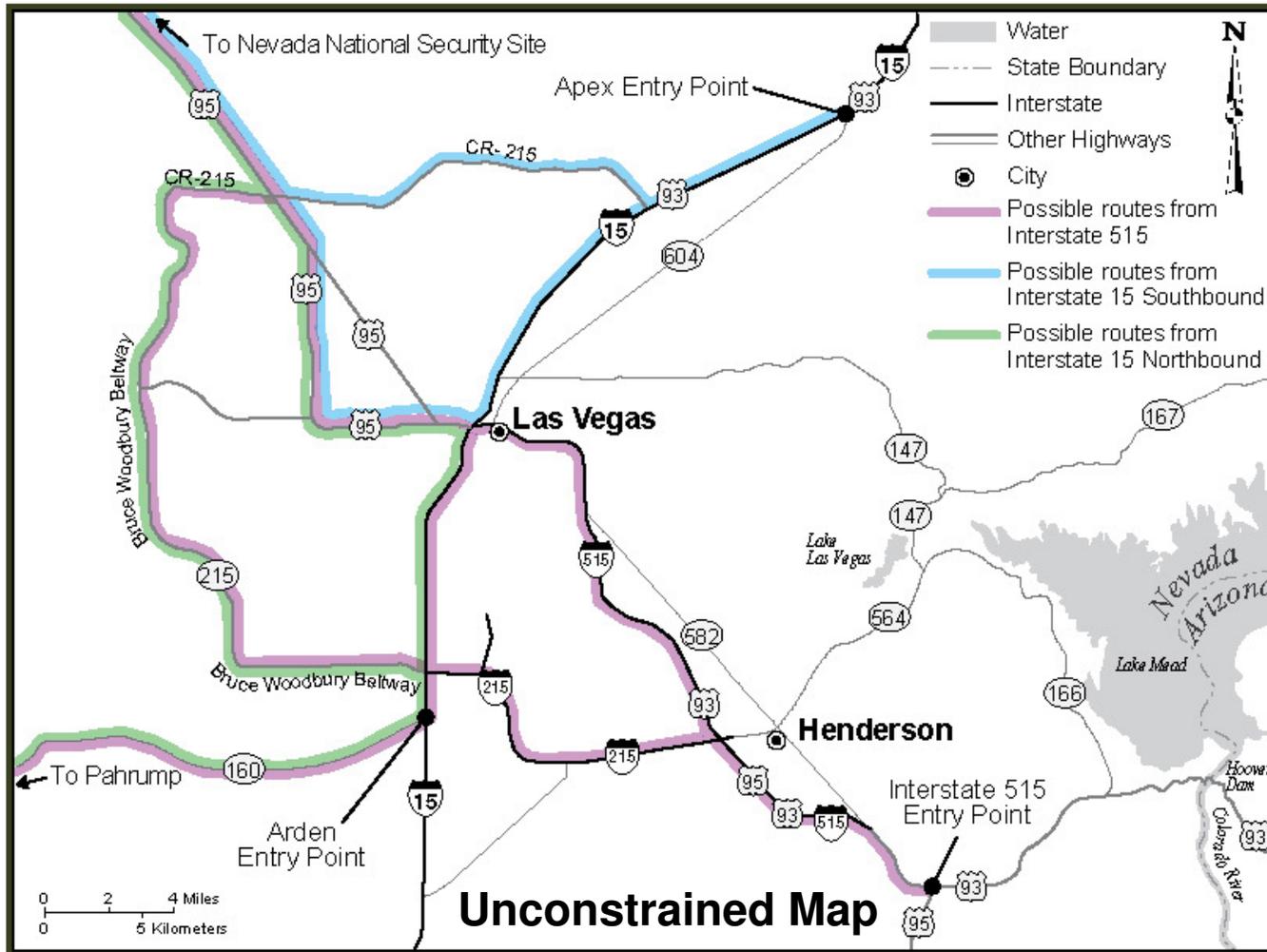


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SWEIS Transportation Analysis



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Rail-to-Truck Transloading

- Status quo for existing transload in Parker, AZ plus West Wendover, NV (an additional location)
- Five representative locations for transload: Arden, Apex, and West Wendover, NV and Parker and Kingman, AZ
 - These are representative sites for impact analysis. Other sites could be chosen by industry
 - Any transload location would be industry's responsibility to develop



Transload Facility – Parker, AZ



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Transportation

- Any decision that impacts the current transportation route commitments will only occur after considering public comment on the draft SWEIS and issuance of the final SWEIS
- Any such change to policy would be documented in the NNSS Waste Acceptance Criteria (WAC)



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How the NSSAB Can Get Involved

- Determine if new Work Plan task should be added to review and comment on the SWEIS
 - FY 2011 and FY 2012 activity
 - DOE supports Work Plan addition
- New Work Plan task would include:
 - Review of SWEIS
 - Informational briefings/discussions
 - Attend SWEIS public hearing(s)
 - Comment during 90-day public comment period



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Underground Test Area (UGTA) Update



Bill Wilborn
Federal Sub-Project Director
Nevada Site Specific Advisory Board
May 11, 2011



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Presentation Topics

- NSSAB Work Plan discussion
- UGTA Strategy Overview
- Corrective Action Unit (CAU) Status/Changes

Reminder!!

Groundwater Open House

Beatty Community Center

5 – 8 p.m. May 25, 2011



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NSSAB Work Plan

- Nevada Site Office currently working to address how it can disseminate non-publicly released material to the NSSAB



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UGTA Closure Strategy

- Corrective Action Investigation (Phase I and II)
 - Corrective Action Investigation Plan (CAIP)
 - Data collection
 - Modeling
 - Contaminant boundary
 - Peer review



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UGTA Closure Strategy

(continued)

- Corrective Action Decision/Corrective Action Plan
 - Corrective Action Decision Document/ Corrective Action Plan (CADD/CAP)
 - Use restriction boundary
 - Regulatory boundary
 - Model evaluation



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UGTA Closure Strategy

(continued)

- Closure
 - Closure Report (CR)
 - Address boundary changes from model evaluation
 - Closure in place with long-term monitoring
 - Institutional controls

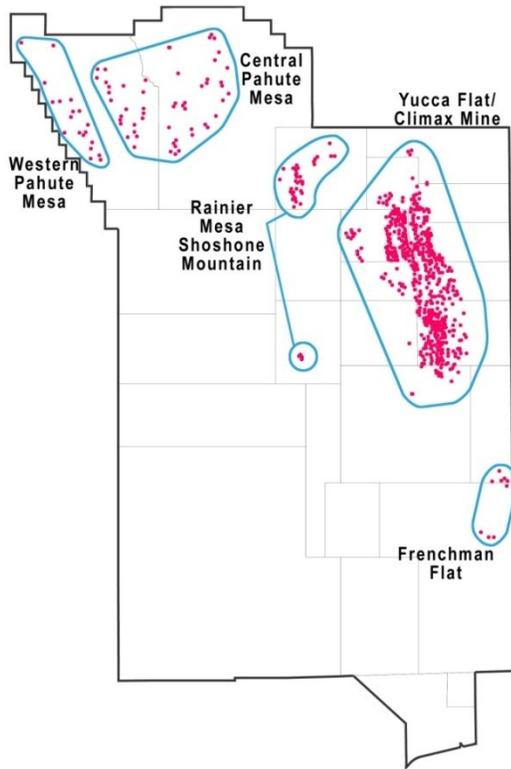


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Frenchman Flat



- FY2010 completed Peer Review/Model accepted by State of Nevada Division of Environmental Protection (NDEP)
- Currently completing CADD/CAP – the first one for UGTA
- Building first two roads and pads for model evaluation wells
 - American Recovery and Reinvestment Act funded
 - Sites identified as ER-5-5 and ER-11-2



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Frenchman Flat Well Sites

- ER-5-5
- ER-11-2

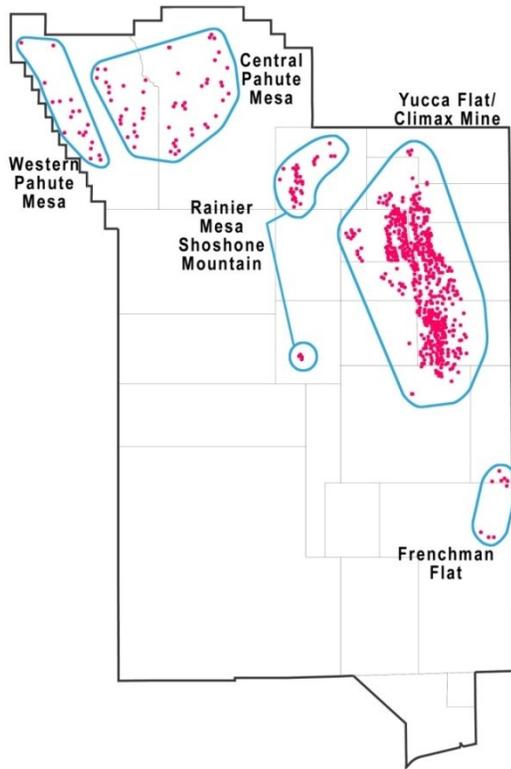


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Yucca Flat



- Continuing preparation of the preliminary draft flow and transport model document
- Initiating scoping of supplemental analysis for flow and transport modeling

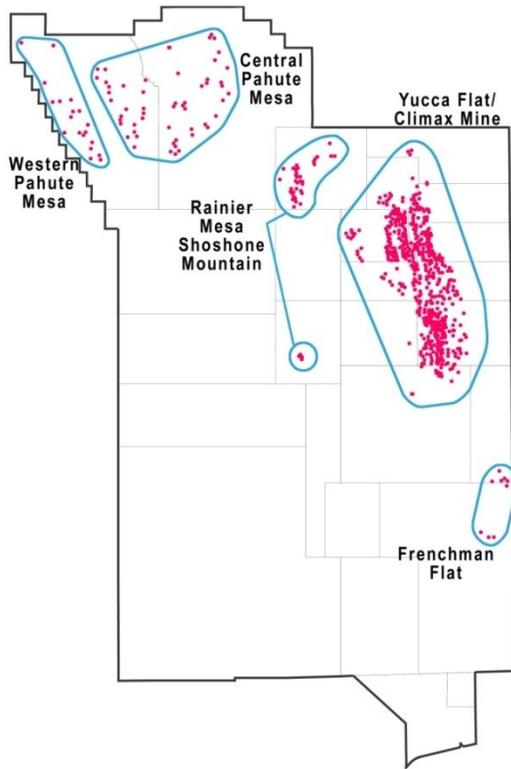


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Rainier Mesa/ Shoshone Mountain



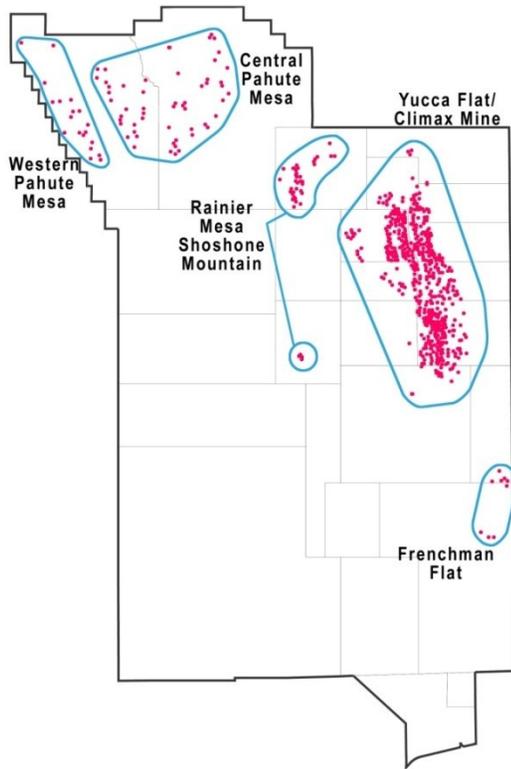
- Continuing flow and transport model analysis and evaluation
- Concluded pre-emptive review held end of March for opening discussion with NDEP on path forward



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Pahute Mesa

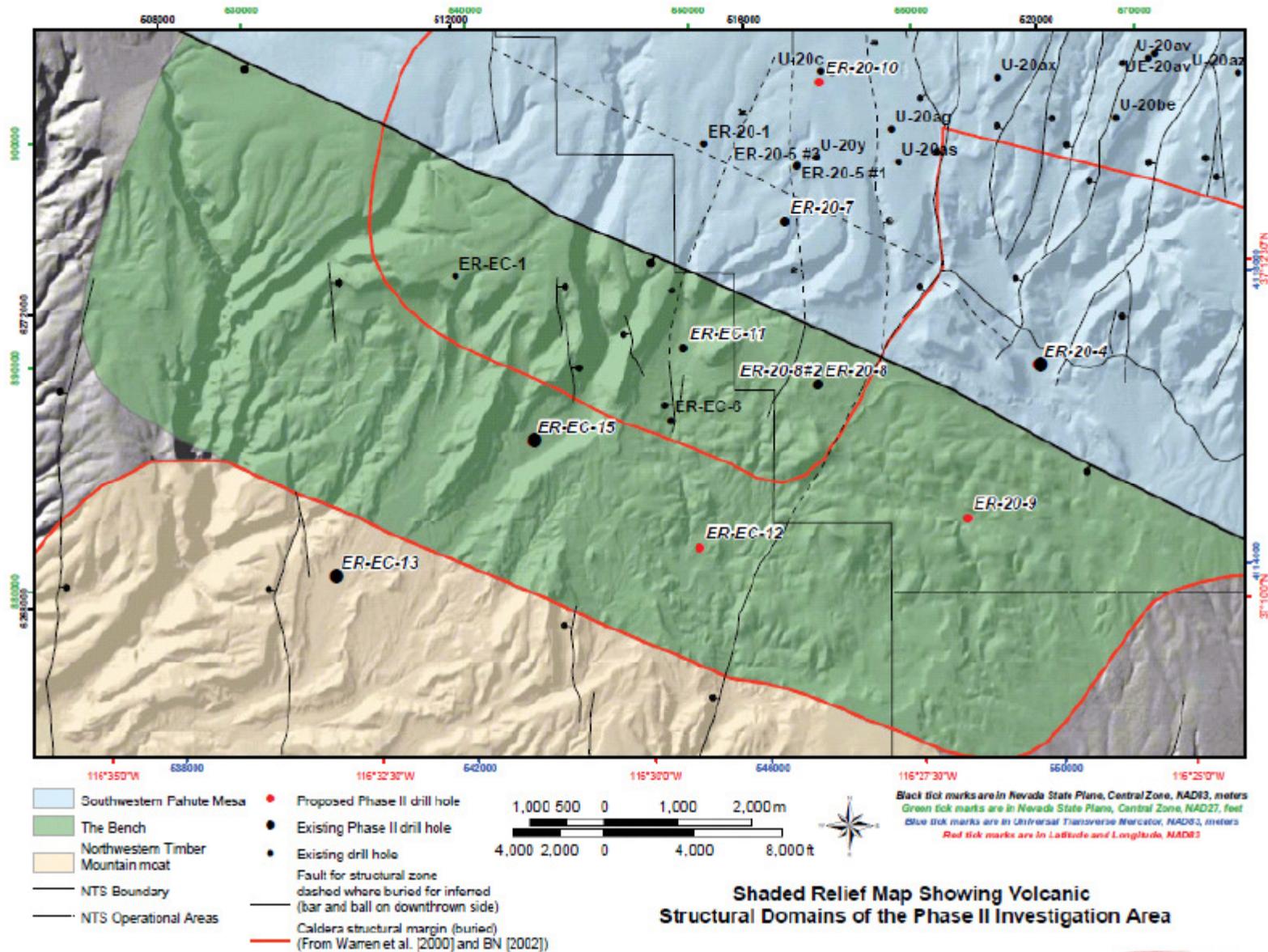
- Will complete well development, testing, and sampling for three wells:
 - ER-20-4 (one completion zone)
 - ER-20-8 (two completion zones)
 - ER-EC-12 (two completion zones)
- Phase II drilling campaign and geology
 - See handouts for:
 - ER-20-7
 - ER-EC-11
 - ER-EC-13
 - ER-20-8
 - ER-EC-12
 - ER-EC-15
 - ER-20-8 #2
 - ER-20-4

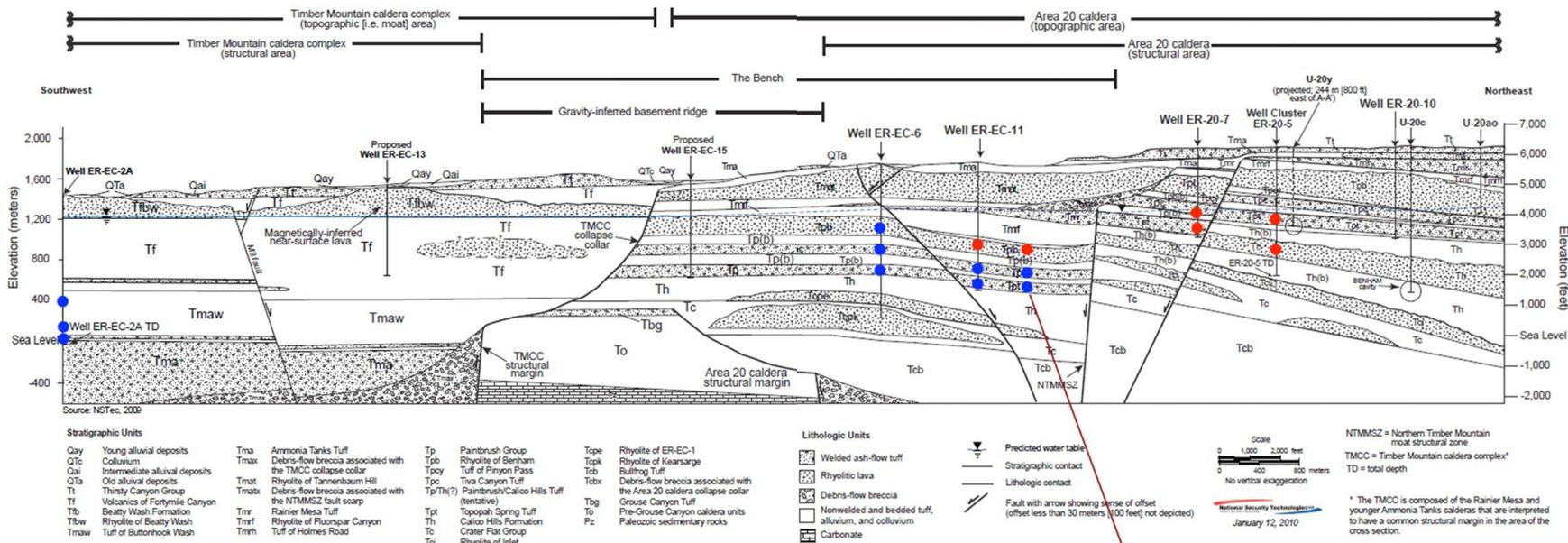


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- Contamination found in well
- No contamination found in well

Projected location of the ER-20-8 wells

What Have We Learned to Date?

- Newly acquired data confirms the conceptual model
- Contamination moves off Pahute Mesa in deeper units to stratigraphically higher units as caldera structure down drops the volcanics to the south
- The Benham Aquifer is hypothesized to be in the main aquifer of concern at the leading edge of the contaminant plume
- Additional well installation and hydraulic testing are designed to increase confidence in our modeling strategy



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Public Notification of Corrective Actions

March 31, 2011
Las Vegas, Nevada

The Department of Energy (DOE) will be submitting the following Corrective Action Unit (CAU) final Corrective Action Decision Documents (CADDs), CADD/Corrective Action Plans (CAPs), CADD/Closure Reports (CRs), or Streamlined Approach for Environmental Restoration (SAFER) Work Plans, proposing closure-in-place to the Nevada Division of Environmental Protection (NDEP), during the next 60 days. These documents will recommend a closure-in-place strategy in which engineering and/or administrative controls will be used to close the sites although contamination remains.

When submitting these documents to NDEP, copies will be supplied to the Las Vegas and Carson City Public Reading Facilities for review. The Nevada Site Specific Advisory Board (NSSAB) may request copies of the documents by contacting the NSSAB office at nssab@nv.doe.gov. Submit comments regarding a decision document to Tim Murphy (NDEP) at TMurphy@ndep.nv.gov within 30 days of the document's release. Public Reading Facility addresses are listed below.

CAU Number	CAU Description	Document	Approximate Submittal Date
372	Area 20 Cabrioleet/Palanquin Unit Craters	CADD/CR	05/31/11

Site Information for CAU 372, Area 20 Cabrioleet/Palanquin Unit Craters

Location: Area 18 and Area 20

CAU Brief History: This CAU consists of four nuclear test sites. Palanquin and Cabrioleet were crater tests conducted under the Plowshare program. Little Feller I and Little Feller II were surface weapons effects tests.

Contaminants of Concern: Radionuclides, Lead

Type of Corrective Action Taking Place: Closure in Place with Use Restrictions.

Southern Nevada Public Reading Facility

c/o Nuclear Testing Archive

775 East Flamingo Road

Las Vegas, NV 89119

Northern Nevada Public Reading Facility

Nevada State Library and Archives

100 N. Stewart Street

Carson City, NV 89701-4285

The following is a list of all documents submitted to the Public Reading Facilities during March 2011. An Executive Summary is not available for this document.

CAU Number	CAU Description	Document
484	Surface Debris, Waste Sites, and Burn Area (Tonopah Test Range [TTR])	Addendum to the CR, Rev 0

Public Notification of Corrective Actions

April 28, 2011

Las Vegas, Nevada

The Department of Energy (DOE) will be submitting the following Corrective Action Unit (CAU) final Corrective Action Decision Documents (CADDs), CADD/Corrective Action Plans (CAPs), CADD/Closure Reports (CRs), or Streamlined Approach for Environmental Restoration (SAFER) Work Plans, proposing closure-in-place to the Nevada Division of Environmental Protection (NDEP), during the next 60 days. These documents will recommend a closure-in-place strategy in which engineering and/or administrative controls will be used to close the sites although contamination remains.

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CAU Number	CAU Description	Document	Approximate Submittal Date
372	Area 20 Cabrioleet/Palanquin Unit Craters	CADD/CR	05/31/11
367	Area 10 Sedan, Ess and Uncle Unit Craters	CADD/CR	06/30/11
539	Areas 25 and 26 Railroad Tracks	CR	06/30/11
566	Engine Maintenance, Assembly, and Disassembly (EMAD) Compound	CR	06/30/11

Site Information for CAU 372, Area 20 Cabrioleet/Palanquin Unit Craters

Location: Area 18 and Area 20

CAU Brief History: This CAU consists of four nuclear test sites. Palanquin and Cabrioleet were crater tests conducted under the Plowshare program. Little Feller I and Little Feller II were surface weapons effects tests.

Contaminants of Concern: Radionuclides, Lead

Type of Corrective Action Taking Place: Closure in Place with Use Restrictions

Site Information for CAU 367, Area 10 Sedan, Ess and Uncle Unit Craters

Location: Area 10

CAU Brief History: The Sedan site is a Plowshare experiment. The Uncle and Ess craters are weapons effects experiments.

Contaminants of Concern: Radioactive Contaminated Soils

Type of Corrective Action Taking Place: Closure in Place

Site Information for CAU 539, Areas 25 and 26 Railroad Tracks

Location: Area 25 and Area 26

CAU Brief History: Rail line in Area 25 and Area 26 that support nuclear rocket development.

Contaminants of Concern: Radionuclides, Semi-volatile organics

Type of Corrective Action Taking Place: Use Restriction

Site Information for CAU 566, EMAD Compound

Location: Area 25

CAU Brief History: Compound surrounding the EMAD (nuclear rocket development) facility where various support activities (storage, radioactive material movement, leach fields, substations) were conducted.

Contaminants of Concern: Radionuclides, Polychlorinated Biphenyls (PCBs)

Type of Corrective Action Taking Place: Use Restriction

Southern Nevada Public Reading Facility

c/o Nuclear Testing Archive

775 East Flamingo Road

Las Vegas, NV 89119

Northern Nevada Public Reading Facility

Nevada State Library and Archives

100 N. Stewart Street

Carson City, NV 89701-4285

No documents were submitted to the Public Reading Facilities during April 2011.



Department of Energy
National Nuclear Security Administration
Nevada Site Office
P.O. Box 98518
Las Vegas, NV 89193-8518



MAY 10 2011

Walt Wegst, Chair
Nevada Site Specific Advisory Board
232 Energy Way
Las Vegas, NV 89030

RESPONSE TO THE NEVADA SITE SPECIFIC ADVISORY BOARD (NSSAB) FISCAL YEAR (FY) 2013 BUDGET PRIORITIZATION RECOMMENDATION

On behalf of the U.S. Department of Energy (DOE) Nevada Site Office, I would like to thank the NSSAB for their FY 2013 budget prioritization recommendation relating to the Environmental Management (EM) Program. Each year we consider, and when possible, incorporate the NSSAB's recommendation into our own budget prioritization that is submitted to DOE/EM Headquarters to begin the budget process for two years out.

After receiving the NSSAB's letter, dated March 17, 2011, I met with EM staff and conducted a similar ranking system. The chart below illustrates both the NSSAB's ranking and Nevada Site Office EM's ranking.

FY 2013		
Activity	NSSAB Ranking	Nevada Site Office/ EM Ranking
Underground Test Area	1	1
Low-Level Waste	2	2
Soils	3	3
Industrial Sites	4	4

As a result of your recommendation and discussions with my staff, the EM Program at the Nevada Site Office has ranked the FY 2013 activities in the same order.

I would like to extend my gratitude to the NSSAB Full Board for taking the time to evaluate the activities during a Full Board meeting. We know this is a new approach for the Board, since in the past this activity was conducted by a committee. We see the Full Board's participation as a positive change and an effective way to ensure all Board members are aware of budget activities.

Walt Wegst

-2-

MAY 10 2011

If you have questions regarding EM's ranking or the budget process, please contact Kelly K. Snyder, of my staff, at (702) 295-2836.



Scott A. Wade
Assistant Manager
for Environmental Management

PSG:7509.KKS

cc via e-mail:

C. A. Brennan, DOE/HQ (EM-13) FORS

M. A. Nielson, DOE/HQ (EM-13) FORS

D. M. Rupp, NREI, Las Vegas, NV

K. K. Snyder, PSG, NNSA/NSO,
Las Vegas, NV

C. G. Lockwood, PSG, NNSA/NSO,
Las Vegas, NV

NNSA/NSO Read File



Nevada Site Specific Advisory Board

May 12, 2011

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John M. McGrail, P.E.
Gregory Minden
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James Weeks
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Clark County
State of Nevada Division of
Environmental Protection
U.S. Department of Energy,
Nevada Site Office
U.S. National Park Service

Administration

Denise Rupp, Administrator
*Navarro Research
& Engineering, Inc.*
Kelly Snyder, DDFO
U.S. Department of Energy,
Nevada Site Office

Mr. Rob Boehlecke,
Environmental Restoration Project Director
U.S. Department of Energy, Nevada Site Office
P. O. Box 98518
Las Vegas, NV 89193-8518

SUBJECT: Recommendation on path forward for train cars and locomotives located at the EMAD facility (CAU 566)

Dear Mr. Boehlecke,

The NSSAB is reviewing plans for clean-up of CAU 566, which consists of several items of rail stock, some of which was used in association with the Nuclear Rocket Development Station and is currently located at the Engine Maintenance Assembly and Disassembly (EMAD) facility. The information that we have been given indicates that CAU 566 comprises two flat cars and a spool car that are radioactively contaminated and are posted as radioactive material areas, and two 120-ton locomotives, a manned control car, and emplacement vehicle that are not contaminated.

While the Department of Energy has looked at clean closure and closure in place, it has come to our attention that an alternate disposition path exists for at least some of the rail stock. We are aware that the community of Beatty is interested in obtaining either one or both of the locomotives, the emplacement vehicle, and the control car, and sufficient track on which to place them. It is our understanding that the cost of closure in place is approximately \$100,000 and the cost of clean closure would have been approximately \$300,000 - \$400,000.

We would like to propose an investigation of the possibility of whether the Department of Energy would be able to find a way to use some of the funds allocated for this clean-up action to support the relocation of the locomotives, the emplacement vehicle, and the control car to Beatty. In addition to financial assistance for moving the rail stock to Beatty, we would like to know if there is a crane on the Nevada National Security Site (NNSS) that could be used to support dismantlement and movement of the locomotives, the emplacement vehicle, and the control car to Beatty. Availability of such a crane could significantly affect the direct costs of relocating the rail stock. It appears to us that if a way can be found for the Department of Energy to underwrite a grant to the community of Beatty, a significant step can be made toward clean closure of CAU 566.

Mr. Rob Boehlecke

May 12, 2011

Page 2

Regarding the remaining contaminated rail cars, we would like to propose that the Department of Energy consider moving them, on the rail line in Jack Ass Flats, to a location that is under consideration for closure in place, such as Test Cell A or Test Cell C. The contaminated cars could be placed inside the controlled area, provided that the additional contamination did not drastically change the dimensions of the controlled area or the cost of controls. Even if this action did change the controlled area dimensions, it still might be worth considering.

Recent presentations by Department of Energy staff suggest that dismantlement of the Area 25 rail line is under consideration. We do not know if the condition of the rail line is adequate to support movement of these cars. Nonetheless, we think that, given the future plans for the dismantlement of EMAD, removal of the cars to a controlled contaminated area is worth considering. At a minimum, it would be an aesthetically better solution than leaving them in place surrounded by a fence. It would also provide a less restricted area for future development in Area 25 of the NNSS.

If a way can be found to assist the community of Beatty in acquiring the locomotives, the emplacement vehicle, and the control car, we believe that it would be a worthwhile undertaking for the Department of Energy, as it would be a meaningful community relations project.

We look forward to your response to this request, and will support the Department's efforts to make this happen if it is possible.

Sincerely,

Walter F. Wegst,
Chair

cc: M. Nielson, DOE/HQ (EM-13) FORS
C. Alexander Brennan, DOE/HQ (EM-13) FORS
A. Clark, DOE/HQ (EM-13) FORS
K. Snyder, PSG, NNSA/NSO, Las Vegas, NV
C. Lockwood, PSG, NNSA/NSO, Las Vegas, NV
D. Rupp, NREI, Las Vegas, NV
NSSAB Members and Liaisons
NNSA/NSO Read File

Review of Greater Than Class C Draft Environmental Impact Statement

Nevada Site Specific Advisory Board
GTCC Committee

Kathleen Bienenstein

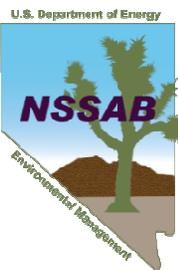
Robert Johnson

Michael Voegele, Chair



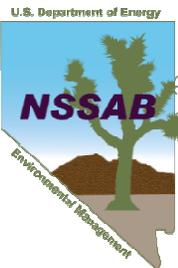
Review of GTCC Draft EIS

- Committee reviewed the Draft Environmental Impact Statement (EIS) for Disposal of Greater-Than-Class- C (GTCC) Low-Level Radioactive Waste and GTCC-Like Waste (DOE/EIS-0375-D)
- Generated 19 comments; presented with recommendations for those appropriate for Nevada Site Specific Advisory Board (NSSAB) transmittal to Department of Energy (DOE)
 - Procedural
 - Performance Assessment
 - Transportation
 - Regulations
 - Waste Isolation Pilot Plant
 - Nevada National Security Site
- Suggestions for letter for NSSAB transmittal



PROCEDURAL *(Include)*

- The GTCC EIS Scoping Hearings were based on an assumption that the Yucca Mountain license application would be submitted by June 2008. Dismissal of the Yucca Mountain repository option from consideration in the Draft GTCC EIS invalidates the scoping process, which should be redone. (1)
- The Draft GTCC EIS does not include a preferred alternative; this severely limits the scope of the potential comments that might be received. (2)



PROCEDURAL *(Include)* *(continued)*

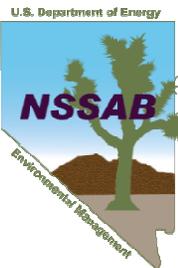
- It is not clear that the Nuclear Regulatory Commission (NRC) should be expected to accept the near surface alternatives, namely, trench or vault burial, for disposal of all GTCC wastes. At a minimum, DOE should formally engage the NRC in a rulemaking on this matter before recommending to Congress a path forward that the Commission ultimately may not support. (3)

U.S. Department of Energy



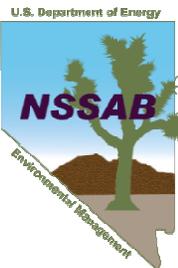
PERFORMANCE ASSESSMENT *(Include)*

- The Draft GTCC EIS assumes that the effective life of the intruder barriers will be 500 years, assumes the maximum concentration of radionuclides at the end of the 500 year period will be at a level that does not pose an unacceptable hazard to an intruder or public health and safety, and assumes GTCC waste will be stable. A reasonable comparison among the proposed options would require a meaningful demonstration that these requirements will be met by the options. (4)



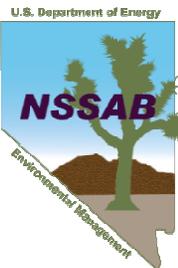
PERFORMANCE ASSESSMENT *(Include)* *(continued)*

- The Draft GTCC EIS does not recognize that removal of the sheet piling following trench disposal will create a pathway for water to contact the wastes rapidly. (18)
- On Page 5-65 the conclusion presented [As the distance would increase from 100 m (330 ft) to 500 m (1,600 ft), the maximum annual radiation dose would increase by more than 70%] is incorrect and inconsistent with the argument presented. (16)



PERFORMANCE ASSESSMENT *(Omit)*

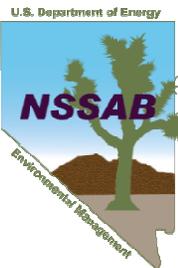
- The Draft GTCC EIS suffers from a lack of perspective that consideration of a facility that had addressed 10 Code of Federal Regulations (CFR) Part 60 or Part 63 requirements would bring. Licensing by the NRC would be done in an administrative hearing, a much more contentious and rigorous undertaking than an EPA permit process. The hearing involves intervenors, who are allowed to submit contentions for litigation in the hearing. (5)
- The performance assessments described in the Draft GTCC EIS are deficient because they assume that the facility characteristics to which performance is most sensitive will be met, rather than demonstrating that they can be met. (14)



PERFORMANCE ASSESSMENT *(Omit)*

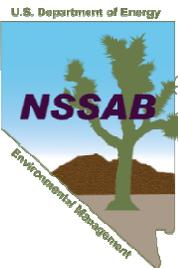
(continued)

- The Draft GTCC EIS does not present definitive arguments demonstrating that a near surface cover could meet the expected performance required for GTCC wastes. (15)
- The argument that a reduction in dose would occur with distance because of additional dilution of radionuclide concentrations in groundwater is not consistent with the Reasonably Maximally Exposed Individual construct used as the receptor in current repository regulations. (17)



TRANSPORTATION *(Include)*

- Little information is presented that would allow local communities to understand how the projected transportation impacts would affect them. (6)
- The Draft GTCC EIS does not seem to include information about how shipping containers would be “certified.” It would be appropriate to address the requirements for shipping containers. (7)



REGULATIONS *(Include)*

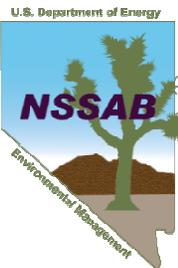
- The Draft GTCC EIS does not adequately address the potential impacts to historic artifacts or biological resources.
(11)

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REGULATIONS *(Omit)*

- The Draft GTCC EIS does not address how likely changes to 10 CFR Part 61, including waste classification and risk informed / performance based requirements would affect the method selected for disposal and the compliance methodology. (8)
- The methodology for mitigation of human intrusion described in the Draft GTCC EIS is not consistent with existing requirements for geologic disposal. Both Environmental Protection Agency and Nuclear Regulatory Commission regulations specify that an intrusion must be modeled as occurring and causing radioactive material to be placed in groundwater resources. (9)



WASTE ISOLATION PILOT PLANT (WIPP)

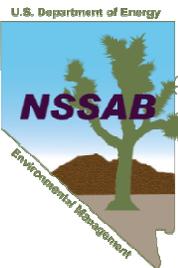
(Include)

- The Draft GTCC EIS does not adequately treat the difficulties that will arise in attempting to modify the WIPP Land Withdrawal Act to allow nearly thirty times as much total radioactive activity as is currently allowed by law. (13)



WASTE ISOLATION PILOT PLANT (WIPP) *(Omit)*

- The Environmental Protection Agency / State of New Mexico permits for operation of the WIPP are in jeopardy if the Nuclear Regulatory Commission approves of materials it licenses for disposal there. (10)
- The Draft GTCC Environmental Impact Statement does not adequately treat the difficulty in requesting that Congress change both the WIPP Land Withdrawal Act and the Nuclear Waste Policy Act. (12)



NEVADA NATIONAL SECURITY SITE

(Omit)

- There are numerous deep boreholes drilled on the Nevada Nuclear Security Site for eventual use in nuclear weapons testing programs that should be considered for borehole disposal of GTCC wastes. (19)

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PATH FORWARD

- Review proposed comments and decide which, if any, the NSSAB wants to accept
 - Date: _____
- Decide what type of letter, if any, the NSSAB wants to send
 - Date: _____
- Finalize Package for signature
 - Date: June 8, 2011

