

## **MEETING MINUTES**

Yankee Rowe Community Advisory Board  
July 16, 2003

The Yankee Rowe Community Advisory Board met on July 16, 2003, at Yankee Atomic Electric Company in Rowe, Massachusetts.

The CAB members gathered at 5:30 PM at the Gatehouse and were given a tour of the site focusing on the buildings that will be demolished in 2003. They also viewed the completed fuel storage facility. Dinner was served after the tour.

### **Attendees:**

Anita Barker  
Lenny Laffond  
Tom Wilson  
Bill Perlman  
Carol Angelo  
Bruce Lessels  
Gail Cariddi  
Ken Plumley  
Bill LeQuier  
Anne Skinner  
Allan Twitchell  
Mandy Comai

Lenny Laffond, Vice Chairman, (in the absence of Chairman Chuck Bellows) called the meeting to order at 7:00 PM. The CAB accepted the April 16, 2003, meeting minutes.

### **Fuel Transfer and Decommissioning Status Update Brian Wood/Yankee Site Manager**

Brian Wood told the CAB the quality of work at Yankee has remained constant and that safety has and will continue to come first. The site safety performance has been excellent with two years and over one million work hours without a lost time accident (LTA). In four million work hours there were only two LTAs. There was one OSHA recordable incident in 2003, a twisted ankle. In June, the plant recognized the one million safe work hour achievement and held a celebration for the work force.

Worker radiation exposure is above projections due to the additional time workers spent with the fuel canisters during fuel transfer. But Yankee was pleased with the overall dose, which amounted to one rem per canister for the entire project. In addition, the spent fuel clean-up took longer than expected so more dose was incurred.

The fuel transfer operation was successfully completed in June. The final fuel storage cask, containing spent fuel, was delivered to the fuel storage pad on May 31, 2003 and the 16<sup>th</sup> and final storage cask, containing GTCC waste, was delivered to the pad on June 21<sup>st</sup>. The final NAC waste shipment is scheduled to leave on July 19<sup>th</sup>. NAC will be demobilizing the week of July 25<sup>th</sup>. Severe weather this past winter delayed the completion of the project.

The spent fuel pool, which had been in operation for more than 40 years, is now free of debris. The racks that held the fuel have been removed from the pool and cleaned and are being shipped. Debris in the pool, such as resin and filters are also being removed and cleaned.

Demolition and disposal plans are currently underway. The selection of “key personnel” is complete. Major subcontractors have been selected for transportation, demolition and Radiation Protection services.

DEMC0 has submitted its project plan that outlines how the project will be run. The plan is now under review. DEMC0 mobilization is in progress and about 40 people are already on site. There will be a readiness assessment before they begin. Work is scheduled to commence the week of July 26<sup>th</sup>.

As part of the License Termination Plan, Yankee is drilling 12 monitoring wells – up to 295 feet deep – to test the groundwater for radiological and non-radiological contamination. The LTP is scheduled to be submitted by Thanksgiving of this year.

With the fuel and debris gone from the spent fuel pool, Yankee will begin draining the pool. The NPDES permit renewal application approval is expected soon. The water discharged from the pool will meet the same stringent state and federal regulatory release requirements as when Yankee was operating.

Brian stated there will be approximately 2000 containers leaving the site from Labor Day of this year through Thanksgiving of next year as part of demolition. The majority of the containers will go low-level radioactive waste disposal facilities in Barnwell, South Carolina and Utah. The shipments will travel from the plant to Route 2 to Route 91 to Palmer, MA, where they will be shipped by rail to their destination. Non-radioactive material will be sent to other facilities for processing or disposal. All shipments must meet Department of Transportation requirements.

### **Hardened on-Site Storage (HOSS)**

#### **Tom Wilson/Citizen Awareness Network**

Tom Wilson read a prepared statement regarding the use of nuclear power and his concern about its effects from the mining of uranium ore to the highly radioactive wastes produced. He is impressed with what goes on at Yankee, but it doesn't change the fact that the material is very toxic. He feels the fuel stored on the pad is impressive but “not good enough.” He thinks the fuel storage casks are stored “too close together” and “look

like ten pins waiting to be bowled down.” He explained the Hardened On Site Storage (HOSS) concept for storing fuel preferred by Citizens Awareness Network (CAN), which involves building dirt, gravel and concrete berms around each cask and spreading them out far apart from each other. Dr. Wilson asked the CAB to send a letter to the attorney general calling for an independent analysis of the vulnerability of the dry casks, how the casks could be better protected and how nuclear reactor sites can be made more secure in the name of homeland security. The CAB took no action on the request.

### **NAC Dry Fuel Storage System at Yankee Rowe Charles Pennington/NAC International**

Mr. Pennington, Senior Vice President for NAC International, spoke on the safety of the NAC Multi-Purpose Canister System for storing fuel at Rowe.

Pennington said that although there is a low probability of the fuel being damaged by a massive aircraft impact, fire, explosives or terrorists’ use of high energy density devices (HEDDs), NAC has conducted analyses of its dry fuel storage system’s ability to withstand severe attacks.

He emphasized that nuclear technology, including the construction of dry storage is held to very high standards and that safety margins are measured “to very conservative limits.”

According to Pennington, evaluations were performed on the impact of a 747 fuselage on a concrete cask, a tip-over impact, damage to a canister from a rotor impact and damage from a 30-minute engulfing jet fuel fire. Pennington said all scenarios resulted in no fuel canister failure or release of radioactivity. He said a jet fuel fire would burn at approximately 1500F and the stainless steel surrounding the canister doesn’t melt until it reaches 2600F. The fire would have no effect on the structural stability of the canister and the temperature of the fuel would remain essentially constant.

Mr. Pennington also stated that an explosive overpressure would result in no canister failure or release of radioactivity. He also addressed the results of a hypothetical HEDDS attack, which he said would cause a small breach in the fuel canister and damage a small quantity of fuel. The release to the environment would be very localized and the population dose, if any, minimal.

Mr. Pennington reviewed HOSS and said if the concept were acceptable, it would have been very good business for NAC. But, he said HOSS would reduce airflow to the storage module resulting in not only higher fuel temperatures, but a furnace-like effect in the event of a hypothetical HEDDs attack. Pennington also said that implementing the concept of spreading the storage canisters far apart would increase the size and perimeter of the area that needed to be protected. He estimated that the cost to design, license, construct and implement security features for HOSS would exceed \$7 million. It would also take 24 – 30 months just for licensing. Pennington said HOSS would be a very expensive approach “that marginalizes real safety in preference for a false sense of security with respect to the most highly probable of events.” He feels since the public is

adequately protected by the NAC-MPC, the HOSS concept does not make safety or economic sense.

The next CAB meeting is tentatively scheduled for October 15<sup>th</sup>. If there is something of interest to see at the plant in the November time-frame vs. the October timeframe, the meeting date may be adjusted. Kelley Smith will send CAB members an email to discuss prior to October 15<sup>th</sup>. Lenny Laffond, Vice Chairman, adjourned the meeting at 8:55 PM.

A video or of this meeting is available by calling Mandy Comai at the Yankee Visitors Center at 413-424-5498 or by e-mailing Mandy Comai at [mcomai@together.net](mailto:mcomai@together.net).

Respectively submitted,

Carol Angelo