

## NRC Review Should Take Three Years

The Nuclear Regulatory Commission (NRC) will thoroughly and painstakingly review the PFS application for the Skull Valley spent fuel storage site before it makes a final decision. This review process includes many opportunities for members of the public to make their feelings known.

Here is a very brief outline of what has already happened, or what will take place, as the PFS application wends its way through the review:

### ACTION

PFS files license application with NRC.  
 NRC completes preliminary licensing review.  
 NRC publishes notice of the PFS filing in the *Federal Register*.  
 NRC establishes a Utah Public Document Room.  
  
 NRC establishes Atomic Safety and Licensing Board (ASLB).  
 NRC reviews Safety Analysis and Environmental Reports.  
 ASLB presides over public hearings and makes initial decision.  
  
 NRC staff issues EIS, SER reports  
 Construction begins.  
 Fuel arrives on site.

### STATUS

Completed, June 1997  
 Completed, July 1997  
  
 Completed, July 1997  
 Completed (Marriott Library at the University of Utah).  
  
 Completed.  
 Ongoing; expected to take up to two years.  
 Ongoing (first pre-hearing conference scheduled for January 1998).  
 Approximately 1999-2000  
 Approximately 2001-2002  
 Approximately 2003



**Scott  
Northard**  
Project  
Manager

*"The PFS Project is safe, clean, and temporary. It provides benefits for Utah, for the Tribe, and for surrounding communities, as well."*

Scott D. Northard was the perfect choice to be Private Fuel Storage's Project Manager. He has dedicated his life to the nuclear industry since his school days.

Scott has worked 20 years for Northern States Power Company (NSP), an electric and gas utility company headquartered in Minneapolis, Minnesota. In early 1994, he was appointed to a special assignment as manager of the project that was to become PFS – the establishment of a private temporary storage facility for spent nuclear fuel.

He is a 1977 graduate of the University of Wisconsin, Madison, with a degree in nuclear engineering. On the nuclear side of the NSP business, Scott has served as a Production Engineer, Senior Consultant of Nuclear Projects, and Manager of Special Nuclear Programs.

Scott also has been Director of Personnel and Director of Materials Management for NSP's electric utility business. In 1993, he was named Manager of Technical Standards in the NSP Generation Production Services Department, and in May of this year was named Manager of Nuclear Projects for the department.

Scott, his wife and two children live in the Minneapolis area, where he is an energetic member of the community. He serves on the Boards of several non-profit organizations, as a Cub Scout leader and as a Science Fair judge for area schools. He is also an active Rotary Club member. In his spare time, Scott enjoys sailing, skiing and fishing.

## Transportation Safety: Did You Know?

- Each year, about three million shipments of radioactive materials are transported throughout the United States. The vast majority (99.9 percent) of radioactive material shipments involve low levels of radiation.
- Over the past 35 years, more than 2,400 shipments of high-level radioactive spent fuel have been transported in the United States. This 35 years of experience has prepared our scientists, engineers and other specialists to anticipate potential problems and correct them before they occur.
- The Nuclear Regulatory Commission (NRC), the U.S. Department of Transportation (DOT), and other experts from government and the private sector take absolutely nothing for granted when it comes to spent fuel shipments. Because of this, there has *never* been a transportation accident involving high-level radioactive material that released any radiation harmful to the public or environment.
- In a vault-like cask used for shipping spent fuel, used fuel rods are sealed in a thick stainless steel cylinder, then encased in heavy-metal shielding, plus two more layers of steel.
- Typical shipping casks are about five feet in diameter and 17 feet long.
- Spent-fuel casks transported on trucks weigh less than 40 tons. Casks shipped on trains are in the 70-120 ton range.

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- Because scientists and engineers recognize that accidents can happen, all casks used for transporting spent fuel are subjected to rigorous tests before receiving NRC certification. The tests include:
  - Being loaded onto trucks that crash (at 60 and 80 mph) into a 700-ton concrete wall backed by 1,700 tons of dirt;
  - Being broadsided by a 120-ton locomotive traveling at 80 mph;
  - Being dropped from an altitude of 30 feet onto hard ground and hardened steel spikes;
  - Being burned in a pool of aviation fuel for an hour and a half at
- temperatures exceeding 2,000 degrees Fahrenheit.
- Being submerged in water for long periods of time.
- Each individual shipping container must pass a strict safety inspection before it can be used to transport high-level radioactive waste.
- When spent fuel is being shipped, the U.S. DOT requires the shipper to notify the governor of any state through which the material will pass. DOT also must approve the route, and various state regulations may stipulate specific notifications, routes, weight limits, and time-of-day restrictions.



## Communication With PFS Is Now A Toll-Free Call Away

If you have comments or questions about the PFS spent nuclear fuel storage project proposed for the Skull Valley Band of Goshute Indians

Reservation in Tooele County, call the PFS *Community Comment Line*.

PFS needs to know how you feel and wants to hear from you. "Skull Valley is a very complex project involving technology and safety," said Project Manager Scott Northard. "We want to answer your questions and address your concerns in as direct a manner as possible. We can respond in person to messages, or we can answer your questions in upcoming printed materials."

The toll-free line is for voice-mail messages only. Feel free to leave comments anonymously, but leave a phone number or address if you would like to have a question answered. Someone from the PFS staff will contact you quickly.

The PFS *Community Comment Line* number is **1-888-701-8585**. Call any time.



For more information about the project, or to be added to our mailing list, please contact us at 1-888-701-8585 or write:

PFS  
P.O. Box 1405  
Salt Lake City, Utah 84110-1405

# Q&A

**Q.** Just exactly what is PFS?

**A.** PFS is short for Private Fuel Storage LLC, which is a consortium of eight electric utility companies from all over the United States. They serve more than 17 million customers in 21 states. PFS is headquartered in LaCrosse, Wisconsin. Private Fuel Storage was formed because some of these utilities are simply running out of storage space for spent nuclear fuel at their own power plants. Others cannot decommission old plants until the spent fuel is removed. As a result, the utilities have pooled their resources to build and operate the temporary spent fuel storage facility proposed for the Skull Valley Band of Goshute Indian Reservation in Tooele County.

**Q.** What utilities are involved in the project?

**A.** The PFS consortium is presently comprised of **American Electric Power** (Ohio); **Consolidated Edison** (New York); **Genoa Fuel Tech, Inc.** (Wisconsin); **GPU Nuclear** (New Jersey); **Illinois Power** (Illinois); **Northern States Power** (Minnesota); **Southern California Edison** (California), and **Southern Nuclear Operating Company** (Alabama). These are the owner companies that are involved in the planning, construction and operation of the facility. Other utility companies will sign service agreements to pay PFS to store their spent fuel canisters at Skull Valley. They will become users of the facility, though the owner companies will also be users.

**Q.** What is spent fuel?

**A.** Spent nuclear fuel is exactly what it sounds like. It is fuel in the reactor rods that is used up and has lost the ability to perform its job efficiently. Even though they are considered spent, the fuel rods are still highly radioactive, and must be handled, stored, and disposed of with great care.

# PFS Conducts Its First Information Open House

Yes, refreshments were served, but knowledge was the most important item consumed by Tooele County residents attending a Private Fuel Storage Open House on September 11.

In what will be the first of many such informational opportunities, PFS and the Skull Valley Band of Goshute Indians jointly held the open house so that Tooele residents could learn first-hand the facts about the proposed PFS spent-fuel storage project on the Goshute reservation.

Many PFS experts were on hand to answer

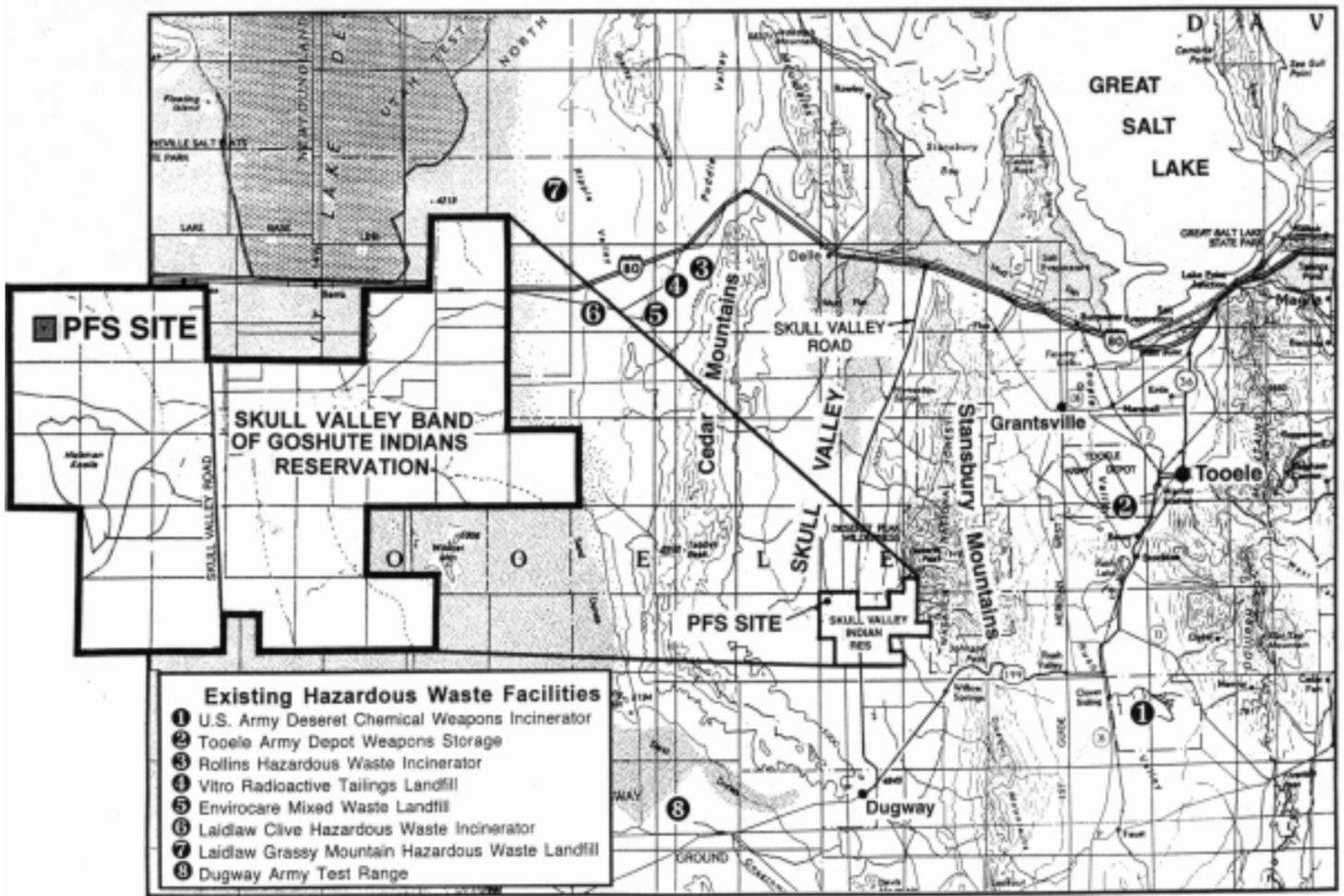
questions, discuss the hands-on exhibits, play videos, and debunk the public misperceptions about the project. Besides the PFS team, a representative from the federal Yucca Mountain permanent repository filled in the public about that project's progress.

The director of Utah's opposition to the project also participated in the Open House, allowing guests to hear both sides of the issue at one gathering.

PFS feels that these Open Houses will be an important vehicle for disseminating facts, rather than myths, about the project. More will be scheduled, throughout the Wasatch Front, in the weeks and months ahead.



*As part of its continuing outreach program, Private Fuel Storage actively participated at the American Indian Economic Summit in Provo, Utah, October 28 - 30. The Summit, sponsored by the Utah State Division of Indian Affairs, brought together a variety of parties interested in promoting prosperity and economic development for Utah's tribes. PFS spokesperson Sue Martin staffed the PFS exhibit and attended meetings aimed at development and enhancing cultural sensitivity.*



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