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# the Waste Paper

Volume 4 Number 4



by Rod Dawson

*The scenic Thousand Islands on the St. Lawrence River are threatened by nuclear pollution. Shipments of irradiated fuel from the Chalk River research facility in Canada may cross the Thousand Island Bridge before November. With Vermont and Michigan banning the hazardous waste, New York has only open point of entry. For details see pages 4 and 5 .*

## What's Inside:

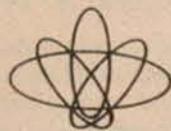
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# "Atoms For Peace" Come Home

## Citizens from New York to South Carolina at risk from Chalk River shipments

By Mike Levinson

Does it make sense to accept a neighbor's irradiated fuel shipments when you can't even guarantee the safety of your own? One would think not. Yet shipments from Canada's Chalk River research reactor in Ottawa have begun to head down U.S. roads again, approximately 20 going to the Department of Energy's reprocessing facility in Savannah River, South Carolina. Millions of residents of New York, Pennsylvania, Maryland, Virginia, North Carolina, and South Carolina are threatened by a nuclear transport system that many citizens and experts are not in the least bit comfortable with. Inadequately tested shipping casks, weak Nuclear Regulatory Commission (NRC) safety regulations, lack of local emergency preparedness, and unanswered questions about insurance liability, are all galvanizing people into action.

Why in the world do we import Canada's irradiated fuel? The answer lies in one of the original connections between commercial nuclear power and nuclear weapons. Under the Atoms for Peace program, initiated by President Eisenhower, the United States provides fuel to other countries' research reactors, with the stipulation that the irradiated fuel be sent back to the U.S. to be reprocessed into either more fuel or material for our nuclear submarine program. This offers our 'partners' a solution to the waste problem and an additional incentive to participate in a 'peaceful' use of the atom.

**Inadequate Testing** Although roadblocks have not yet been set up in a literal sense, many communities on the east coast are raising hell. With the support and often at the instigation of local citizen groups and chambers of commerce, municipalities and counties have passed bans on shipments across their borders. The Chalk River shipments stopped in 1980 primarily because of bans in New York State. To circumvent the New York State bans in 1981 the NRC approved a route across the Mackinac Bridge and through the state of Michigan. Within hours, Michigan Governor Milliken slapped a statewide ban on all shipments, pointing out that



by Lisa J. Bunin

**Citizen's Hearing** Dr. Rosalie Bertell, expert on low-level radiation, testified at a Citizen's Hearing in Buffalo on the Department of Energy (DOE) clean-up project at West Valley. The DOE refused to hold a hearing in Buffalo, so citizens held their own. See story on page 7.

the shipping casks to be used had not been adequately tested for travel through the state. NRC regulations require casks to withstand drops of 30 feet, while many of Michigan's bridges (as well as most states' large bridges) are well over 100 feet. Possibly due to a reluctance to commit itself to a legal battle with Michigan, the NRC turned back to New York and also Vermont in 1982.

In February of 1982, all local bans were due to be over-ridden by new Department of Transportation (DOT) regulations pre-empting all local bans and restrictions. The new DOT policy did not get off the ground in February as planned. Instead, citizens won a permanent restraint on shipments through densely populated areas. The U.S. District Court in New York City, ruling on a suit against DOT brought by New York City, characterized the DOT regulations as "arbitrary, capricious, simplistic, crude, and misleading." Shipments can still roll as long as they bypass high population centers, since the lack of studies of the effects of shipping accidents on rural areas prevented the court from assessing possible dangers to smaller communities and the countryside.

By the summer of 1982, DOT was apparently willing to use the Chalk River shipments—shipments of foreign fuel—as a way of initiating the new U.S. pre-emption rule. Two routes in New York and one in Vermont were approved by the NRC for the Nuclear Assurance Corporation of Atlanta to make the hazardous shipments (see maps). One approved route threatens the Thousand Islands tourist region which has been effectively mobilized by *Save the River* activists such as the indomitable Barry Freed. Also at risk are communities up and down the Hudson including Saratoga Springs, Kingston, and New Paltz. New Hampshire and Vermont are impacted via a third possible route along route 91.

As a result of pressure from DOT and possibly behind-the-scenes manipulations by nuclear utilities, the 1980 ban on the Ogdensburg (N.Y.) Bridge has already been lifted voluntarily, and the Thousand Islands Bridge Authority (TIBA) is almost willing to go along with shipments over the Thousand Islands Bridge onto Interstate 81 in Jefferson County, N.Y.—if the Authority can be guaranteed no accident liability. This is the preferred route, but the insurance issue raised by TIBA remains unresolved.

continued on page 4

## Reprocessing at Barnwell

### Argonne National Labs Calls Barnwell "Outmoded"

A secret DOE memo calling for a government bailout of the controversial Barnwell Reprocessing plant was leaked to *the Washington Post* over the summer. The memo stated, "Completion of the Barnwell Nuclear Fuel Plant (BNFP) represents the only practical means of achieving a domestic reprocessing capability within the next ten years."

These recommendations contradict a report prepared by Argonne National Labs on December 22, 1980. That report, based on interviews with staff at Oak Ridge, Exxon and Argonne stated that "outmoded" construction including a "minimum amount of remote maintenance" and "thin shielding" means that employees will be exposed to radiation at higher than permissible levels.

In particular, Argonne faulted the plant's design for limited and difficult access to process cells where irradiated fuel is dissolved and put through a series of chemical baths. Apparently, equipment is jammed into small spaces, not permitting workers to do thorough decontamination. This means that

clean-up after accidents will be "costly and difficult." According to the report, "because of a possible 'Black Eye' if an accident were to occur, some feel BNFP should not be permitted to start up."

**Manual scrub down** *Waste Paper* readers should note that all the military reprocessing facilities operating in the U.S. have remote decontamination equipment—nozzles and water jets plus remote control scrubbing brushes. The presence of this equipment means after an accident, equipment is scrubbed free of radioactivity before the workers enter to make repairs. With the Barnwell system, workers must manually scrub down radiation contaminated equipment before initiating repairs. This poor design means very high exposure rates to workers.

The identical feature at the West Valley reprocessing facility is what caused very high radiation exposures, lots of down time as extra workers were brought in to supplement the Nuclear Fuel Services' regular staff, and high expenses. (Nuclear Fuel Ser-

vices—NFS—the company which ran West Valley, was a subsidiary first of W. R. Grace and now of Getty Oil.) Because of these factors, NFS was such an economic disaster that the plant was closed down after only six years of operation.

According to Argonne, "with respect to operation and maintenance, the BNFP design and construction, unfortunately, is no better than that of the Nuclear Fuel Services plant (West Valley) in the events of mishaps in the liquid handling parts."

It would be tragic, indeed, if Barnwell were allowed to re-open and repeat the same mistake as plagued the West Valley facility. And guess what company designed both the Barnwell and West Valley plants? You got it . . . *Bechtel!*

With the new push for reprocessing due this fall, citizens activists should order the updated Campaign fact sheet, "On the Job at NFS," which analyzes the problems at the West Valley plant for 50¢.



# Radscope

## Ocean Dumping on Fast Track

In a blatant move to push for ocean dumping of nuclear waste, the Environmental Protection Agency (EPA) has appointed a nuclear submarine scuttler advocate as Director of the Office of Radiation Programs.

Glen Sjoblom, the new director, has been active in developing the Navy plan to sink *more than 100* worn out, but still radioactive, nuclear subs into the Atlantic and Pacific Oceans. Sjoblom is preparing the Navy's first draft environmental impact statement (DEIS) on land and ocean dumping. The DEIS will be available in early 1983, but it was originally scheduled to be completed in 1985. The process has been expedited to assure the new regulations are intact when the U.S. moratorium on ocean dumping expires.

## WIPP Tests Continue

The Department of Energy will drill a new 4000-foot bore hole into salt deposits at the proposed Waste Isolation Pilot Project (WIPP) dump for nuclear waste near Carlsbad, New Mexico. In November of 1981 testing, brine pockets were found only 800 feet from the planned dumping area. The presence of the highly corrosive brine could jeopardize the integrity of the waste canisters.

Officials at the site are now claiming the dump "may be swung to the south to avoid hitting a zone of irregular geology." In reality, brine is frequently found in salt deposits. The new findings will jack up the cost another \$850,000 (the project estimated costs are already \$750 million), and who knows . . . more brine may be found in this round of drillings. For more information on salt for a nuclear waste dump order our fact sheet "Salt Will Not Work," for 50¢.

## Gopher It!

Rabbits and gophers may cause water infiltration and erosion at the "low-level" nuclear waste dump at Los Alamos National Labs in New Mexico. According to a study on animal activity at the site, gophers and rabbits have dug 1.7 miles of tunnels in a 13 month period and moved 12 tons of earth. During the summer months, the animals moved 130 lbs. of earth per day!!

Thus far, the gophers have dug down three feet but gophers have been known to burrow six feet underground. Waste at Los Alamos is buried four feet below the surface. Los Alamos is a nuclear weapons research plant where the first atomic bomb was assembled. There are also trenches containing "low-level" waste which are 50 feet wide, 50 feet deep and 600 feet long.

Presently, the United Kingdom, the Netherlands and Switzerland dump "low-level" radioactive waste into the sea. "Low-level" is deceiving since it is known that in Great Britain, high-level plutonium is dumped into the Irish Sea from the Windscale re-processing plant. Along with the U.S., Japan is considering ocean dumping.

In May of 1982, the United Nations Symposium on the Environment held in Nairobi, Kenya called for an immediate halt to ocean dumping of radioactive waste. For a more in-depth look at ocean dumping of nuclear waste, read Vol. 4 No. 3 of *the Waste Paper*, "Silent Ocean."

## Swiss Cheese

Did you know that only *eight* core drillings were conducted to determine the suitability of the Sheffield, Ill. nuclear dump site in 1967. Eight core drillings is hardly enough to understand the geology of the area. Yet, as of 1979, 256 additional borings, with more underway, were drilled since the questioning of the geologic integrity at Sheffield began. One expert indicated that the site was beginning to resemble Swiss cheese.



## More Waste For Morris

The wind-up in the pitch for an away-from-reactor (AFR) storage site has been aimed at Morris, Illinois. In May of 1982, the Nuclear Regulatory Commission (NRC) renewed a General Electric license to receive and store irradiated fuel at the site. The license is for 20 years.

The Morris plant was originally built to reprocess fuel but has never been used. If Senate and House legislation concur on an AFR, Morris, Ill, Barnwell, SC and West Valley, NY could receive irradiated fuel from nukes around the country! And Morris is located only 50 miles from the Chicago Loop, a major highway around Chicago. With shipping casks not properly tested for highway conditions, AFR's should not be a temporary solution to the nuclear industry problem of what to do with irradiated fuel. For more information on shipping casks, order our fact sheet, "Shipping Casks: Are They Safe," for 50¢ from the Campaign.

## Chem-Nuclear Headed for the Rockies

In an effort to boost economic growth in Western Colorado, the Montrose West Business Development Committee is considering an 840-acre "low-level" nuclear waste dump for Montrose County.

The Chem-Nuclear Corp, which operates a dump in Barnwell, S.C., has promised the tiny hamlets of Naturita (pop. 820) and Nucla (pop. 949), Colorado, that the dump site will employ 95 people and that the company will spend \$4 million annually in local purchases.

The Development Committee is in search of a business to replace the dying uranium mining industry in the area, and it believes Chem-Nuclear can help! The icing on this cake comes from the Colorado Dept. of Health, which may speed up the licensing period by six months so that the dump can be operating by 1984.

Statewide, citizens should begin questioning the health and safety ramifications of the proposed site. Since Chem-Nuclear plans to use the site the uranium mill tailings, as well as "low-level" waste from reactors, hospitals and research institutions,

## Midwest Dump Site

The state of Illinois produces 230,000 cubic feet of "low-level" nuclear waste each year. That's 80% of all the "low-level" radioactive waste generated in the midwest. As states begin negotiations on siting a regional dump nuclear waste dump, a likely candidate looks like Illinois. Illinois is also the home of the now shut down Sheffield waste dump which was found to be leaking into nearby farmland.

During summer negotiations, it looked as though South Dakota might *volunteer* as a "sacrifice state" for the regional site. Joel Smith of the South Dakota Office of Air and Water Quality, said that the state was looking into siting the dump if the economic benefits were favorable. But, South Dakota only generates *three cubic feet* of low-level waste each year! Since this statement was made public, the Governor's Office in South Dakota has denied Smith's claim and Smith has denied making the claim. Yet, both a Chicago Tribune reporter and a public interest group activist from Pollution and Environmental Problems heard this statement made by Smith.

*Waste Paper* readers are encouraged to find out what is happening in their region concerning "low-level" nuclear waste dumps siting and send information to Campaign. Was Mr. Smith's comment a slip-of-the-tongue from secret negotiations for a midwest site? Or is Illinois, the generator of most of the midwest waste, the candidate for the dump? Stay tuned to *the Waste Paper* for further details.

## Toughen Em' Up!

Ohio Citizens for Responsible Energy have petitioned the Nuclear Regulatory Commission to provide for design features to protect a reactor against the effects of an electromagnetic pulse (EMP).

An EMP is generated by high altitude nuclear explosions which can destroy the control systems of a nuclear power plant. In the event of a nuclear attack, the entire control system in a reactor could be knocked out, leaving operators virtually helpless at the control panels. In the Summer 1982 issue of *the Waste Paper*, Vol. 4 No. 3, the Campaign ran an article on the effects of EMP on reactors, computers, telephones, radios, etc. (see "The EMP Lobotomy").

The citizen group is also an intervenor in the licensing of the two-unit Perry nuclear reactor in Perry, Ohio, on Lake Erie. The two boiling water reactors are being constructed by a utility consortium with Cleveland Electric Illuminating Co. leading the pack.

## Bravo, Michigan!

After a year-long controversy, in a victory for nuclear waste activists, Michigan has passed permanent regulations on transporting radioactive material through the state. Specifically, the rule prohibits irradiated fuel shipments over four major state bridges since casks, which carry the fuel, have only been tested for a 30-foot drop. These bridges exceed the test, for example the Mackinac Bridge has over a 100-foot-drop.

The law was secured after Governor Milliken of Michigan passed a temporary emergency ban in 1981, when he discovered that irradiated fuel from Chalk River were headed down Michigan's Mackinac Bridge from Canada. Other stipulations in the law include: state approval, advance notification, emergency plans and state inspections of all shipments prior to transport. The state police and the Dept. of Health of Michigan will enforce these rules. For a copy of the Michigan law, send \$1 to the Campaign office in Buffalo.

transportation is a serious problem. Mill tailings may be shipped from Grand Junction, which is about 60 miles north of the site, Durango and from operating mines 100 miles from the dump.

This means hazardous nuclear waste travelling through several Colorado communities. And Chem-Nuclear would like to bring *250,000 cubic feet* of tailings to the dump each and every year. An accident involving mill tailings could contaminate a large area and threaten the health of people since tailing particles emit radioactivity and are fine and dispersible like sand. Inhaling or swallowing one particle could cause cancer. Clearly, the Colorado Dept. of Health is not considering the health and safety of its citizens when it attempts to speed up a licensing process for a dump.

## the Waste Paper

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Thanks to our guest writer Mike Levinson, artists Erik Hahn and Mike Ripple and photographers Lisa Bunin and Rod Dawson. Special thanks to Accutype for their time and patience.

We would like to thank Barbara Lambert from Virginia for her work on the "Uranium Mining in Va?" article.

Published by the Sierra Club Radioactive Waste Campaign. Material from the Waste Paper may be reprinted with credit given. Letters are welcome from readers.

Fall, 1982

# Virginians Work Toward U-Mining Ban

## Fifty-two Thousand Acres Leased by Uranium Mining Company

Would a "uranium fair" with free lunch and country music for 1,000 people convince you to allow uranium exploration in your community? Well, it didn't convince too many citizens in Virginia! The Marline Uranium Corporation of New York sponsored this fair, yet forgot there is no such thing as a free lunch, and their \$20 million investment into exploring for uranium in Virginia may soon be down the tubes.

After two years of citizen's growing concerns about uranium mining, the Virginia state legislature passed a temporary ban, restricting exploration and requiring cement plugging of all boreholes which have been drilled.

The law, adopted in January of 1982, will be enforced through July 1983. During this time, the Virginia Coal and Energy Commission's Subcommittee on Uranium Mining will study possible impacts the industry could have on the state.

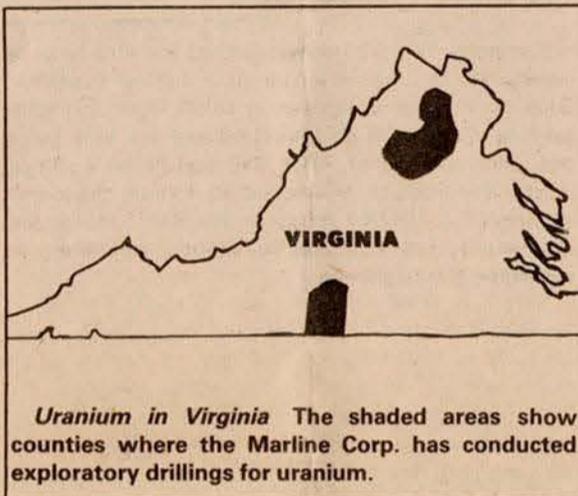
To date, Marline has signed 15-year leases with nearly 300 Virginians in five counties, four of which are approximately 50 miles from Washington, D.C. In the southern county of Pittsylvania, Marline has already conducted extensive drilling. A total of 12,000 acres in the central Virginia counties (Orange, Culpepper, Fauquier and Madison) and 40,000 acres in Pittsylvania County have been leased (see map). The Virginia Division of Mineral Resources reports that several other companies have expressed interest in leases.

The uranium hype in the eastern part of the U.S. is a result of the National Uranium Resource Evaluation (NURE) program paid for by the U.S. taxpayer. Under the Department of Energy (DOE), eastern states, ranging from North Carolina to Maine have been surveyed for potential uranium deposits. Reconnaissance shows various strata of uranium ore.

Recently, communities in New York, New Jersey and Vermont have also been threatened by uranium exploration. The latter two states have passed strict legislation, banning exploratory drilling, mining and

milling for several years. In New York, Gulf Oil has leased 430 acres of farmland in Sullivan County only 75 miles from New York city and nearby reservoir systems which supply water to New York city (see Vol. 4 No. 1, *the Waste Paper*, "Mining Near the Catskills for Uranium.")

The threat of radium contamination of a water supply is present at all stages of the uranium mining cycle. Core drillings can intersect uranium strata containing water soluble radium, and allow the radioactive radium to infiltrate aquifers or cause surface run-off contamination.



**Uranium in Virginia** The shaded areas show counties where the Marline Corp. has conducted exploratory drillings for uranium.

Mill tailings, the waste product from the uranium mining and milling process, presently represent the largest volume of radioactive waste in the U.S. Today, 140 million tons of this sandy material sits in huge piles across the west and midwest. The piles are subject to wind and rain erosion. We cannot afford another accident similar to the contamination of 60 downstream miles of the Rio Puerco River in New Mexico in 1979. A United Nuclear Corp. waste storage lagoon at Church Rock spilled open. That

accident left agricultural and dairy farmers without water for themselves, their livestock or their crops. Today, it is feared that radium may have tainted the ground water or seeped into the aquifer.

Farmers, landowners, health professionals and environmentalists in Virginia are concerned about the possibility of contamination of water supplies. Creeks on some of the leased areas of central Virginia drain into the Occoquan Reservoir which supplies 600,000 people in the Washington, D.C. suburbs with drinking water. The Rapidan River, which provides water for Madison, Orange and part of Culpepper Counties in Virginia and the town of Fredricksburg might also be impacted.

Piedmont Environmental Council has spearheaded the educational campaign on the hazards of uranium mining. Support has grown tremendously and resolutions supporting the moratorium have come from over 35 organizations and government bodies. Some outspoken citizens opposing uranium mining have been the Orange County Board of Supervisors, the Orange County Mayor and the Fredricksburg Town Manager. The Orange County Board of Supervisors has amended a zoning ordinance requiring a special permit for exploration or mining.

For the next year, Virginia citizens opposing uranium mining will be working hard to protect their air, water and farmland. Hopefully, both Virginia and New York will follow suit with New Jersey and Vermont and prevent the threat of uranium mining. In Virginia, citizens should write to Senator Daniel Bird urging a permanent moratorium on uranium mining, at 185 Main St., Wytheville, Va. 24382.

Citizens interested in this issue can contact Stop Uranium Mining in Virginia at SR 3 Box 380, Rochelle, Va. 22738.

# Cures for Sheffield Curies?

Dropping 40-ton weights on top of radioactive waste trenches or dynamiting them are the new proposals for "stabilizing" a deteriorating site in Illinois.

The utilities like to tell citizens that a radioactive dump site can be a safe, friendly and economically beneficial neighbor. Yet a look at possible cures for the chronic trench cover slumpage and erosion problems at the Sheffield, Illinois burial site is very alarming. In a recent report, "Evaluation of Trench Subsidence and Stabilization at Sheffield Low Level Radioactive Disposal Facility," NUREG/CR-2101, the Nuclear Regulatory Commission (NRC) has come up with a preposterous list of suggestions for how to stabilize the deteriorating trenches.

The burial ground at Sheffield, which has been closed down a mere four years, is suffering from off-site migration, erosion, water infiltration and trench-cover slumpage. In only a two-year period, between 1978 and 1980, there were 79 instances where the trench covers slumped inward, sometimes exposing radioactive waste containers. Collapses in the earth covers were recorded as wide as 20 feet and five feet deep. One particularly unstable trench experienced 15 slumps in 1979. Officials being seduced by propaganda regarding the economic bonanza associated with "low level" burial grounds should look closely at these problems.

In addition, since the *Waste Paper* profiled the problems at the Sheffield site (see Vol. 3, No. 3, *the Waste Paper*, "The Trenchant Report"), tritium has leaked off-site, threatening the health and safety of farmers, their livestock and crops in the Sheffield area.

"Dynamic Consolidation" Some of the absurd schemes suggested by the NRC to correct these problems are:

1) "Dynamic consolidation." This would involve dropping five 40-ton weights from a height of 20 to 100 feet on top of the trenches. This would supposedly compact the contents of the trenches so as to prevent further collapse and slumpage of the materials inside the trenches. It is admitted, however, that adjacent trenches might be damaged by the vibrations caused as the giant weights hit the soil over and over again.

2) Driving of wood piles into the trenches. Again, this would supposedly, compact the trench contents. The NRC, correctly, admits that the integrity of packages inside the trenches might be broken by this technique. The agency does not explain how enough wood piles would be driven into the trench to assure even compaction.

3) "Mounding." This is a glorified name for piling more and more soil on top of the trenches. At West Valley, N.Y. the addition of four feet of extra cover on the trenches—creating a cover of eight feet in all—has had a minimal impact on water infiltration problems.

4) Cement grouting. In a variation on the wood pile technique, cement would be injected into the trenches to compact the contents. The agency fails to explain why the addition of cement into the trench will not damage the walls between the trenches and simply force the waste to spill over, underground, into adjacent trenches. At West Valley, already several dividing walls between trenches have collapsed.

5) The "piece de resistance" of creative NRC thinking on how to stabilize the burial site is to in-

ject a pipe into the collapsing trenches, pack it with explosives and detonate the charge. One can only wonder what has happened to the sanity of the NRC. No one seems to have remembered that a large volume of "low level" waste is medical wastes that are contaminated with the highly inflammable chemical toluene. The resulting explosion with this technique could blow the burial trenches sky high.

*continued on page 8*



**Staff Researcher** Diane D'Arrigo digging up information for a new fact sheet on exhumation of radioactive waste. The fact sheet is scheduled to be released this winter.

# Atoms For Peace ...

continued from page 1

In the meantime, after a discussion with the New York State Attorney General's Office, citizen activists found the Chalk River shipments were moving through Champlain, NY. But the Attorney General was relying on information from the shipper, Nuclear Assurance Corp. (NAC). *In reality, the irradiated fuel had been passing through Derby Line, Vt., for over a month, with the quiet approval of Governor Snelling.* This was confirmed through a Freedom of Information Act request filed by the Campaign and brought to the attention of Vermont activists from a newspaper clipping.

The shipper, NAC, had chosen one of the most anti-nuke states in the U.S. And a state with 31 nuclear transport bans already in place – the largest number of any state in the country. The hazardous shipments were being shifted to Vermont from NY because the New York State Thruway would not give the shipments a permit, given unanswered questions regarding insurance coverage.

With this new information, Vermont activists pressured Gov. Snelling, who is seeking re-election this fall, to ban the shipments. On Sept. 3, 1982, only *one week* after the irradiated fuel was discovered to be moving through Vermont, Snelling halted the Chalk River shipments. In order to save face, the Governor cited "breach of security" as the reason for the ban. He stated that too much publicity, which the issue had recently received, would subject the shipments to possible security hazards, never once mentioning the health and safety of Vermont citizens.

Now shipments may be moving through Champlain, NY. The NRC-approved route at that point is down the Northway through the Adirondacks to Albany, onto the New York State Thruway, south to Newburg and west to Pa. Will the New York State Thruway grant a permit for the nuclear waste? Will the shipments take back roads to avoid the Thruway? Will the shipments go through Ogdensburg or the Thousand Islands? Will the DOT attempt to overturn bans??

This confusion in the press and high government shows the unfortunate consequences of the cloak and dagger secrecy of high level waste shipments. Is the public interest served by such shenanigans? Or does the public have the right to know when life threatening materials are moving past the workplace, home or school?

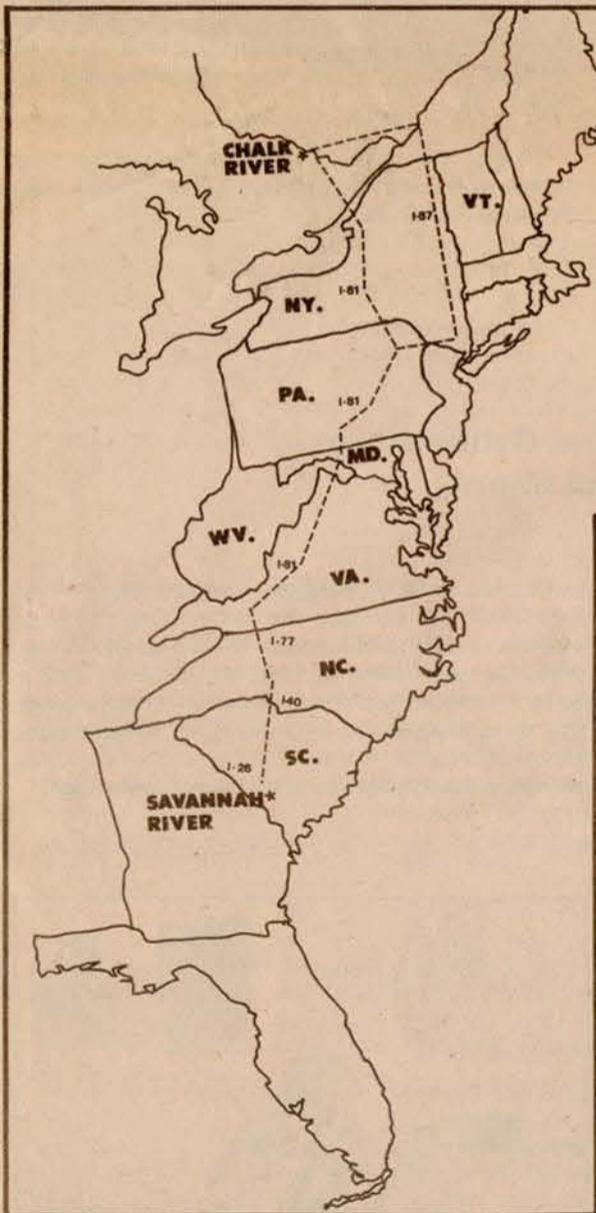
**Lipservice Liability** The uncertainty of accident insurance has also become a major focus of activist groups and local officials concerning these shipments. What guarantees exist for any form of adequate coverage in the event of a major accident? Thousands of people may be killed, large stretches of land destroyed, and local economies (e.g. farming, tourism) ruined. Who will pay? Nuclear Assurance, the shipper, estimates an annual insurance premium of \$80,000 to cover shipments across the Thousand Islands Bridge, but assures us that an accident would be covered by the Price-Anderson Act.

Whether Price-Anderson would apply has yet to be substantiated. Price-Anderson supposedly applies only to NRC-licensed facilities yet neither Chalk River nor Savannah River fall in this category. Private insurance companies have always been reluctant to cover nuclear accidents. Even if Price-Anderson applied, there is no guarantee that any accident

would automatically qualify. First the NRC would have to declare the accident an Extraordinary Nuclear Occurrence (which it didn't do for Three Mile Island), all other means of recovery would have to have been exhausted, and Congress would then have to allocate the money. The process could take years, with no assurances of a satisfactory settlement. This may well be the Achilles heel of nuclear transport.

The nature of the U.S. District Court decision, along with the vulnerability of the industry to the unresolved questions of insurance and cask safety, put citizens in an excellent position to extend the New York City ruling on the DOT regulations to cover rural areas. This can only happen, though, if a municipality or county is willing to challenge DOT in federal court and prove that transporting irradiated fuel poses high risks for rural as well as urban areas. Jefferson County, N.Y., with a significant population and tourist trade, would make a very good case. There is already an active anti-shipment campaign in the area, and the New York Attorney General's office may be willing to intervene. Whether a test case should be launched from Jefferson County or another rural county with agricultural land and water supply reservoirs that would be at risk is as yet to be determined. Citizens in counties up and down the Chalk River route should pressure local officials to ask for the same protection which is now afforded New York City residents. The time is ripe for us to assert ourselves and work to stop these dangerous shipments. We can only do this by building a strong grassroots campaign from New York to South Carolina. ☸

*Mike Levinson is a consultant to the Campaign. He is working on the Indian Point decommissioning slide show.*



**Chalk River Routes** The map details the only two approved routes for irradiated fuel shipments from Chalk River, Canada enroute to Savannah River, SC. During the summer both Michigan and Vermont banned the hazardous fuel from its highways, leaving two New York State routes as alternatives. The points of entry into the U.S. are at Alexandria Bay or Champlain, NY. The shipments are scheduled through October, 1982:

The routes are as follows: Chalk River, Ontario to Alexandria Bay, NY, 117 miles; Alexandria Bay to I-81 south through NY, Maryland and West Virginia, 453 miles; I-81 south to I-77 in Virginia, 286 miles; I-77 south to I-40 in North Carolina, 55 miles; I-40 west to I-26, 107 miles; I-26 south to South Carolina-121, 137 miles; SC-121 south to SC-19, 47 miles; and SC-19 to Savannah River plant, 29 miles. This route totals 1,231 miles.

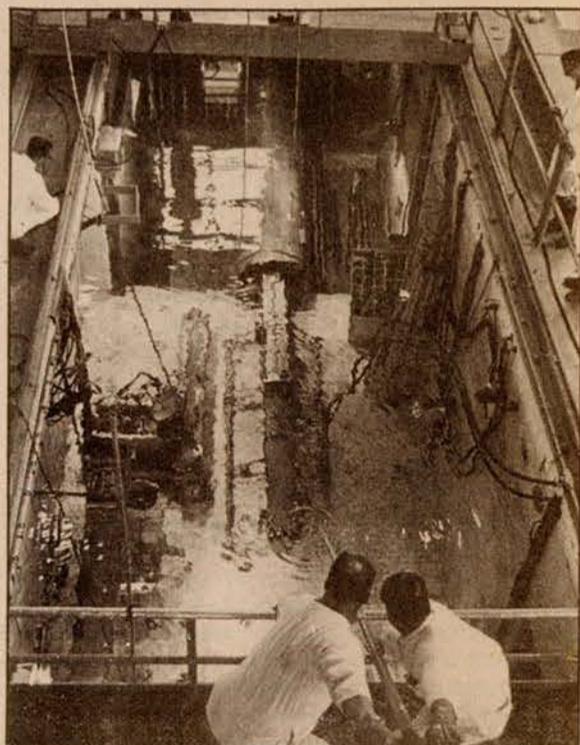
The other possible route from Chalk River is to Champlain, NY, 301 miles; at Champlain, I-87 south to I-84, 268 miles, I-84 west to I-81 in Pa., 196 miles; I-81 south to I-77 in North Carolina, 464 miles; I-77 south to I-85, 127 miles; and I-85 south to I-86 south to I-26, 68 miles; I-26 south to South Carolina-121, 137 miles, SC-121 south to SC-19, 47 miles and SC-19 to Savannah River, 29 miles. This route totals 1,637 miles.

## Quotes of the Quarter

"I don't want those wastes coming through here turning me green. If I go home with a glow, I want it to be from a martini" – Phone conversation on July 2, 1982 with a member of the Thousand Island Islands Bridge Authority who was referring to the shipments of irradiated fuel due to travel from Chalk River research reactor in Ontario, Canada through New York State via route 81 on its way to Savannah River, S.C.

"It's impossible to have a total containment concept. We're working on a planned leakage facility." Phone conversation with Frank Massey. He is a consultant to the Center for Negotiation and Public Policy, a consulting firm in Mass. which has obtained over \$200,000 in Department of Energy funds to come up with the design for a "low-level" nuclear waste dump.

"This mild-mannered report may be the stake through the heart that stops the nuclear Dracula from continuing to suck the taxpayer's blood." This is a comment which appeared in the *New York Times* on July 9, 1982. The comment was about a 35-page General Accounting Office (GAO) draft report on the \$3.2 million Clinch River Breeder reactor. The GAO states that the Clinch River will not be needed until the year 2025. The quote is so uncharacteristic of the person in question, we would like you to guess who said it. Turn to page 7 for the answer. ☸



**Fuel Loading** The irradiated fuel is being loaded into the shipping cask under nine feet of water. The fuel assembly must be kept cool or the aluminum-uranium alloy would break down releasing highly dangerous radiation levels.

Atomic Energy of Canada Ltd.

## Transportation Resource

Here's a good resource on transportation of irradiated fuel, "Public Information Circular for Shipments of Irradiated Fuel Reactor," NUREG-0725. Lists all highways approved so far by the Nuclear Regulatory Commission for shipments of irradiated fuel.

## Nuclear Brotherhood

Why did Governor Snelling of Vermont in an election year permit high level shipments of irradiated fuel through Vermont? - This is the state where citizens are intensely anti-nuclear and the state which launched the nuclear freeze movement. Was the Governor receiving advice from his brother, a physicist, named Charles Snelling? Charles, an ardent pro-nuker, was President of the City Council in Allentown, Pa. When the Council passed a ban against nuclear waste shipments, Snelling resigned his position in protest. Whoever the Governor received advice from, he's going to need a lot better advice in the future.

*Flash! On Sept. 3, 1982, Governor Snelling, under pressure from citizens in Vermont, banned the Chalk River shipments!*

## What's the Difference?

How do the Chalk River irradiated fuel shipments from research reactors differ from shipments from a commercial nuclear reactor? The Chalk River shipments contain fewer curies of material - approximately, 200,000 to 400,000 curies compared to the 2 million curies which a commercial shipment will contain. This is still an enormous inventory of radioactivity to be hurtling down the highway.

The Chalk River fuel is a solid rod of aluminum-uranium alloy. The fuel, itself, acts as a cladding. Because of the presence of the uranium, the fuel will melt at about 1000° F - a lower temperature than the commercial fuel. Commercial fuel, on the other hand, consists of a series of pellets of uranium packed inside zircaloy rods. The presence of zirconium means that a hydrogen bubble can build up during an accident. This danger does not apply to the Chalk River shipments.

The Chalk River fuel travels dry (except for a couple of gallons of water) and is under minimal pressure. Commercial fuel travels under 150-300 pounds per square inch of pressure.

The Chalk River fuel casks contain both depleted uranium and steel. In the event of a fire, these metals will expand at different rates. This means that, in a fire, the cask will deform, making a release of radioactivity more likely.

For information about the performance standards of the shipped, Nuclear Assurance Corporation, see "No Reassurance from Nuclear Assurance," *The Waste Paper*, Vol. 3, No. 3. For information about cask safety, order our fact sheet *Shipping Casks: Are They Safe?*

## Double Check

### What to do when an irradiated fuel truck passes you on the highway.

Suppose you're driving down route 91 and you see a truck which you believe is carrying Chalk River irradiated fuel. First, stay calm. Second, note and write down the day, time, location and speed at which the truck is moving. (If you don't write down these vital details you may forget in your excitement.)

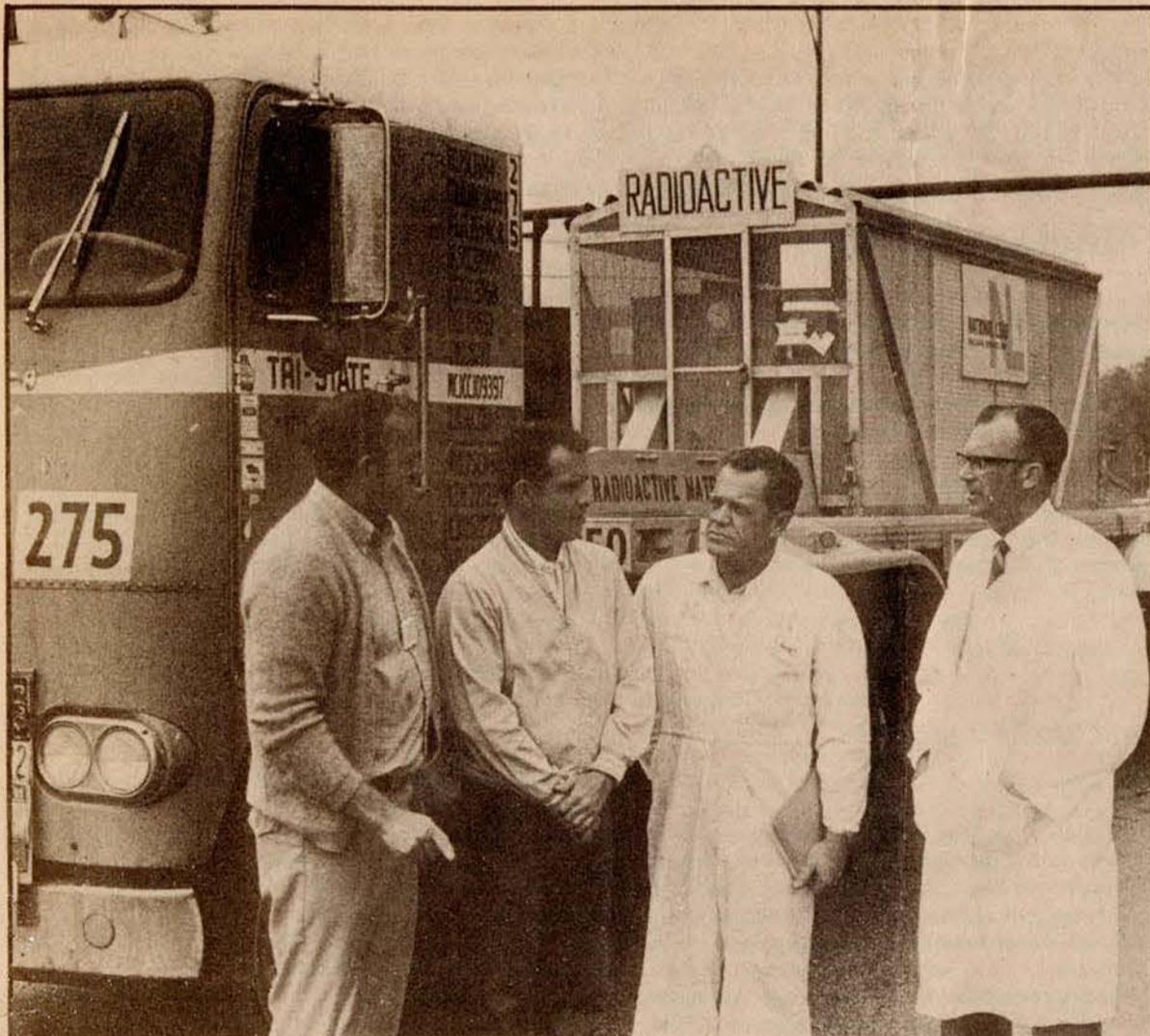
Third, double check. Does the truck have a metal cage similar to the one depicted in the photo.

(Below) This is not a sure fire way to identify the truck because the shipper may switch to another type of truck. Look for radioactive placards with the three red bars (Right). These must appear front, back and on the sides of the truck. Also is the shipper Tri-State Motor of Joplin, Missouri?

Now, what? There's not much point in tracking the shipment. Far more important is to get to a pay phone as fast as you can. Call a local safe energy office that is monitoring these shipments. She or he can notify activists further down the route who might want to try to get a picture of the truck or notify local reporters. Call your own local reporter, preferably one who is sympathetic - she or he would probably love to obtain a photo of the truck. If the truck is travelling in excess of 55 m.p.h. which is likely, call the state police and register a complaint. Be sure to tell the reporter you call that have notified the state police regarding the high speed at which the shipment was moving.

If the truck turns into a rest stop, you can either try to get photos or after making your phone calls try to engage the driver in friendly conversation. Be super low key. The aggressive attack will get you nowhere. You might try to find out what he thinks he's carrying and what type of training he has received. Good luck!

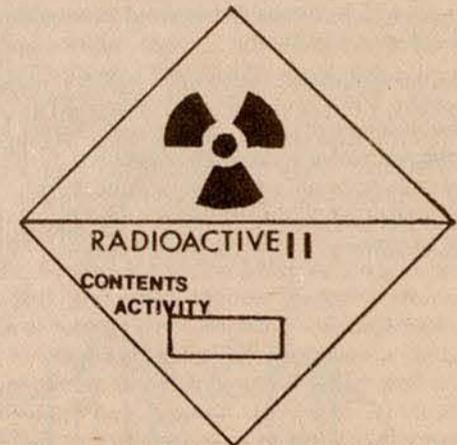
**Radiation Placards** Three different labels are used to distinguish radioactive materials. The required label is usually determined by the external radiation level, and in some cases, by the type and quantity of the radionuclides within the package. Labels must clearly state the contents and quantity (nuclides and curies). Actual label size is 4" by 4".



**Ready for Shipment** Canadian atomic officials at the Chalk River nuclear research facility prepare for the transport of irradiated fuel. The large radioactive placard may not be presently used, but note the small diamond-shaped symbol on the front of the cage. This depicts radioactive waste is in the cargo.



This placard is white and labeled Radioactive I. The radiation level associated with this package would be 0.5 millirems per hour maximum on the surface.



This placard is also white yellow and labeled Radioactive II. The radiation emitted from this package is 50 millirems per hour maximum on the surface and 1 millirem per hour maximum at three feet.



The Radioactive III placard is yellow and signifies high-level radioactive material, 200 millirems per hour maximum at the surface, 10 millirems maximum at three feet. This is the signal used for irradiated fuel shipments like the ones coming through New York from Chalk River, Canada.

## "NAME THAT CASK"

The Spring edition of *the Waste Paper* announced a contest to name the seven irradiated nuclear fuel shipping casks remaining on the roads and railways. Many readers submitted terrific, original, and creative names. Winners will receive an exclusive *Waste Paper* t-shirt and a hearty congratulations. Herewith the seven winning entries and their originators:

- BADBARREL (Ricky Silbersher, Pound Ridge, New York)
- CITIZEN PAIN (Ricky Silbersher)
- DOPEY (Wells Eddleman, Durham, North Carolina)
- HINDENBURG (Mary B. Davis, Georgetown, Kentucky)
- ICARUS (the son of Daedalus who in escaping from imprisonment fell into the sea when the wax of his wings melted as he flew too near the sun)
- PANDORA (Ricky Silbersher)
- TITANIC (Mary B. Davis)

Thanks to all who sent their ideas in! Let's hope no more of these crazy monsters are built to use up the rest of the great names that didn't win.

## Bechtel Links to the Reagan Administration

In a mini-palace revolt, George Schultz took over for General Haig in June of 1982 as Secretary of State. Schultz's addition to the Reagan cabinet has inspired commentaries in the New York Times (July 8, 1982) and elsewhere on the influence of the multi-billion Bechtel corporation on our government.

Readers of *the Waste Paper* were clued into the Bechtel influence over one year ago in the "Bechtel Administration," Vol. 3, No. 2. Prophetically, cartoonist Sue Titus, included Schultz on her theater marquis, even though the Bechtel executive had not yet made it to the inner circle.

It is disturbing, indeed, that a privately held corporation with no financial records on file at the Securities and Exchange Commission has former executives at the Department of State, Schultz and Middle East Ambassador Philip Habib, the Department of Defense, Casper Weinberger and the Department of Energy, Ken Davis. Ken Davis as Deputy Director at the Department of Energy hasn't yet received top billing. But Secretary Edwards is reportedly on his way out which means Davis would probably move up to Edward's position.

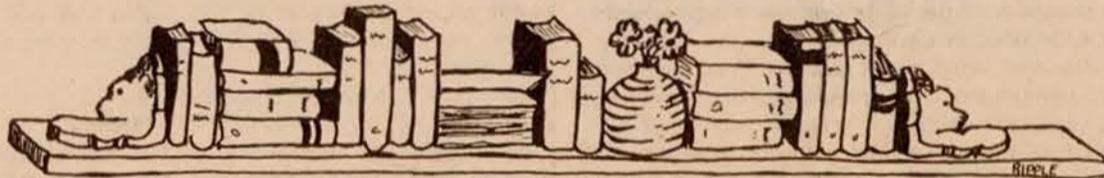
**"Embarrassment"** Recently, Habib's name has been added to the Bechtel list. Senator Larry Pressler (R-SD) expressed concern over Habib's ties with Bechtel. "They're (Bechtel) building a city in Saudi Arabia. They have pipelines here and there. For the top ambassador to be on the payroll, it's an embarrassment . . . and he should resign."

The *New York Times* stressed Bechtel's strong links with Saudi Arabia (some of Bechtel's projects include a \$3 billion dollar airport in the Saudi capital, and a \$20 billion new city in Jubail.) *The Waste Paper* is particularly concerned by the secret corporation's pivotal role in nuclear power, both inside and outside of the U.S. Besides being the largest contractor of nukes, in the U.S. with a corner on 40% of the market, Bechtel is deeply involved with nuke construction in South Korea, Japan and the Phillipines.

Here is a chart which shows the U.S. reactors on which Bechtel has done design/engineering, main turnkey contracting and/or construction. Turnkey contracting has frequently involved collaboration with other companies. X = Bechtel. Abbreviations used are: GE (General Electric), West. (Westinghouse), C-E (Combustion Engineering), B&W (Babcock & Wilcox), Duke (Duke Power Company), SS (Southern Services, Inc.), S&P (Sverdrup & Parcel), GGA (Gulf General Atomic). Source: *Nuclear Engineering International, July Supplement 1979*. This special supplement comes out every year and is a valuable source of information for who's who in the nuclear world. ☸

Check the chart to see if your local nuke is a Bechtel project. If so, you might want to educate local citizens regarding the secret Behemoth. One can't help wondering whether Reagan, himself, is not one of the elite owning stock in one of *the world's largest companies*.

Name of Plant	Location	Architect/Engineer	Main Contractor	Civil Works
Dresden 1	Morris, IL	x	x/GE	x
Humboldt Bay 3	Eureka, CA	x	x/GE	x
Big Rock Point	Charlevoix, MI	x		x
Peach Bottom	York, PA	x	x/GGA	x
San Onofre	San Clemente, CA	x	x/West	x
Point Beach 1	Two Creeks, WI	x		x
Monticello	Monticello, MN	x		x
Palisades	South Haven, MI	x	x	x
Pilgrim 1	Plymouth, MA	x	x/GE	x
Turkey Point 3	Miami, FL	x	x/West	x
Point Beach 2	Two Creeks, WI	x		x
Turkey Point 4	Miami, FL	x	x/West	x
Peach Bottom 2	York, PA	x	x/GE	x
Peach Bottom 3	York, PA	x	x/GE	x
Oconee 3	Clemson, SC	x/Duke		x/Duke
Arkansas 1	Russellville, AR	x	x	x
Duane Arnold	Palo, IA	x	x	x
Nilstone 2	Waterford, CT	x		x
Calvert Cliffs 2	Lusby, MD	x	x/C-E	x
Arkansas 2	Russellville, AR	x	x	x
Jos Farley 2	Dothan, AL	x/SS		
Edwin Hatch 2	Baxley, GA	x/SS		
Susquehanna 1	Berwick, PA	x	x	x
San Onofre 2	San Clemente, CA	x		x
Grand Gulf 1	Port Gibson, MS	x		
Midland 2	Midland, MI	x	x	
Midland 1	Midland, MI	x	x	
Palo Verde 1	Wintersburg, AZ	x		x
Hope Creek 1	Salem, NJ	x	x	x
Susquehanna 2	Berwick, PA	x	x	x
San Onofre 3	San Clemente, CA	x		x
Limerick 1	Pottstown, PA	x	x/GE	x
Alvin Vogtle 1	Waynesboro, GA	x		
Alvin Vogtle 2	Waynesboro, GA	x		
Grand Gulf 2	Port Gibson, MS	x		
Palo Verde 2	Wintersburg, AZ	x	x	x
Skagit 1	Sedro Wooley, WA	x		x
Pilgrim 2	Plymouth, MA	x	x/GE	x
Pebble Springs	Arlington, OR	x	x/B&W	
Limerick 2	Pottstown, PA	x	x/GE	x
Greenwood 2	Port Huron, MI	x		
Greene County	Cementon, NY			x
Hope Creek 2	Salem, NJ	x	x	x
Sterling 1	Sterling, NY	x	x	x
Palo Verde 3	Wintersburg, AZ	x	x	x
Calloway 2	Fulton, MO	x/S&P		
Davis Besse	Oak Harbour, OH	x/S&P		
South Dade	Florida	x	x	x
Davis Besse 3	Oak Harbour, OH	x		
Pebble Springs 2	Arlington, OR	x	x/B&W	
Greenwood 3	St. Claire, MI	x		
Blue Hills 1	Mayflower, TX	x		
Blue Hills 2	Mayflower, TX	x		



## The Successful Volunteer Organization

by Joan Flanagan  
\$8.95, 376 pp.  
Contemporary Books, Inc. 1981

Thinking about starting a community organization or looking to restructure a group you're presently involved in? Then *The Successful Volunteer Organization* is a terrific handbook for you and other members of your group.

Writer Joan Flanagan has taken everything you need to know about a volunteer group and packed it all in one place. There are chapters on filing for tax-exemption status, developing a program and long-term work plan, hiring and firing staff and much, much more.

There is a valuable section on writing an irresistible proposal for foundation fundraising and another on conducting effective, fair, public meetings. Other pertinent sections include building membership and a plentiful list of resources for citizen activists.

Flanagan has spoken with more than 2,000 community leaders who run successful volunteer organizations. She is also author of *The Grassroots Fundraising Book* and is an independent consultant for non-profit organizations. *The Successful Volunteer Organization* is highly recommended and is available from Contemporary Books, Inc., 180 N. Michigan Ave., Chicago, Ill. 60601 for \$8.95.

## Nuclear Burden

The Palmetto Alliance has published an excellent resource on the state of the nuclear industry in South Carolina. The fact-packed 11-page report entitled *South Carolina's Nuclear Burden*, profiles the 15 nuclear facilities in that state, including government and commercial plants.

This is exactly the type of fact sheet which organizations in each state across the nation should provide about their nuclear facilities. Available from the Palmetto Alliance for \$1 at 2135 1/2 Devine St., Columbia, S.C. 29205.

## Did You Know?

The U.S. General Accounting Office (GAO) in Washington, D.C. puts out good reports on the nuclear industry. These are available for free. Just call 202-275-6241 and GAO will send you the report you need. Be sure to have the document number for ordering. Reports are sent in one week to 10 days. Why not bring yourself up-to-date with "Improvements Needed in the Land Disposal of Radioactive Wastes—A Problem of Centuries," RED-76-54.

## Barely Credible

Three dozen drums found near West Valley site.  
At least one is marked radioactive.

Over the summer, a hiker found several dozen drums apparently dumped haphazardly in a creek about 1/4 mile from the West Valley "low level" burial site. The hiker immediately alerted the Sierra Club Radioactive Waste Campaign. Since one of the drums had a metal label stating "Radioactive Materials" and carried a Department of Transportation permit number, the Campaign became concerned that the drums were radioactive. How did the drums get in this location? Was it a midnight dumping by a waste disposal company that had been turned away from the West Valley burial site because of improper packaging? Or was Nuclear Fuel Services, the managers of the site, responsible?

Exactly one day after the Campaign alerted the media to the problem, the drums were cleaned up. As far as we know, this is the fastest clean-up job in the history of The Department of Energy (DOE). Citizens at dump sites like Canonsburg and Middlesex should take note. When the reputation of DOE is at risk, a clean-up is immediate. When citizens health is at risk, a clean-up will take months and years.

The Westinghouse-Department of Energy-Nuclear Fuel Services story on the drums was barely credible. The drums had been deliberately put in the creek to stabilize a nearby dam. The drums had never been used—they had been stored in a barn which burned in 1975. The claim is that the drums

## Nuclear Culture

*Nuclear Culture*  
by Paul Loeb  
\$13.95, 255 pp.  
Coward, McCann and Geoghegan, Inc. 1982

There are dozens of books about nuclear power, nuclear weapons and nuclear waste on book store shelves today. Yet, *Nuclear Culture, Living and Working in the World's Largest Atomic Complex*, by Paul Loeb is truly unique.

It is unique in that it is a sociological look at life near the Hanford nuclear facility in southeastern Washington. Loeb has distinctly captured the nuclear pioneers, who first worked at Hanford when it opened in the early 1940's. Loeb calls them tinkers because these scientists and engineers were tinkering with atomic reactions in the 40's.

In interviews with the second Hanford generation, Loeb discovers a mix of acceptance of nukes to an opposed group who work in the nuclear industry anyway. There is also good background information on the Hanford Reservation itself, including accident data.

*Nuclear Culture* by Paul Loeb is available from Coward, McCann and Geoghegan, Inc. at 200 Madison Ave., NY, NY 10016 for \$13.95. Loeb is a freelance journalist, whose work has appeared in a variety of publications from the *Village Voice* to *New West*.

were overpacks, not the primary containment for radioactive waste. Overpacks are pre-labeled and spares were stored in the barn. During the fire, the drums were slightly damaged and thus shifted to their dam support role. This explanation leaves many unanswered questions:

- 1) If the drums were shoring up the dam, how were they located 15 feet from the dam?
- 2) If the drums were shoring up the dam, why come they were dumped haphazardly? Why weren't they stacked neatly and placed strategically?
- 3) If the drums were shoring up the dam, how come they could be immediately removed after their discovery without any damage to the dam, and without any replacement material located in the drums' previous positions? ☸

# Citizen's Hearing Organizing Tool Par Excellence!

by Jack Luzier

The headlines read "Officials Hear Citizen's Views on Waste Dump" or "Angry Residents Voice Opposition to A-Waste Shipments." Obviously, a public hearing had been held and activists, concerned area residents and organizers spoke out on community problems.

As government agencies in Washington become less and less responsive to citizen concerns, the request for a public hearing on an important environmental or energy issue increasingly falls on deaf ears. In 1979-80, the U.S. Department of Transportation (DOT) held hearings on its unpopular regulations to pre-empt local bans on nuclear waste transport in only five cities. In 1981, the U.S. Department of Energy (DOE) refused to hold hearings in Buffalo — the major population center due to be impacted by the West Valley solidification project — instead holding hearings in the tiny hamlet of West Valley, itself.

In both these instances, the Sierra Club Radioactive Waste Campaign responded by sponsoring its own citizen hearing. This is a hearing conducted similarly to a government-sponsored hearing with witnesses, hearing officers and testimony.

What if your organization has repeatedly, firmly, politely, requested the state legislature to hold hearings on the transport of irradiated fuel and they have refused? How do you go about planning your own hearing. First, understand that it is your right to hold a hearing and those held, thus far, have had a substantial impact on the developing of public policy.

**Where, When, Why?** Holding a citizen's hearing gives area residents the opportunity to start taking control of their *own* lives in their *own* community. The hearing allows citizens to express their concerns and learn more about community issues. It informs the media and local officials of community opinions. It provides an open forum for citizens to hear other persons with similar concerns, therefore re-energizing participants to continue their efforts. It also provides the sponsoring organizations with a unique educational forum.

One of the primary considerations when organizing a hearing is the place to hold the event. You will need a location which is accessible and respectable to the greatest number of people: such as a community center, a church hall, public library or a school auditorium. Usually, this excludes a college campus which could intimidate some community residents. Choose a convenient time for the hearing. Generally, early evening during the week is the best for the majority of participants.

## Media Watch Needed

A pro-nuke media blitz is about to hit television prime time. A \$25 to \$40 million slick ad campaign will be launched probably in fall of '82 by the Committee for Energy Awareness (CEA). CEA, another gift from Bechtel (see page 6), was formed shortly after Three Mile Island at a secret meeting at Bechtel headquarters in San Francisco. CEA had a \$4.5 million budget in 1980 which included 31 TV ads and 120 radio spots. Just imagine what kind of blanketing of the market that will be possible with a budget 6 to 8 times larger.

The upcoming ads focus on radiation and nuclear waste disposal. A misleading mickey mouse sequence showing waste being neatly wrapped in packages, placed in canisters and deposited in a deep repository make the whole procedure look as simple as gift wrapping a box of stationery. Meanwhile, a soothing but authoritative voice says the concept has been endorsed by the National Academy of Sciences.

Citizens should immediately set up a media watch to monitor these exceedingly dangerous ads. Keep track of how often the ads run on your local TV stations and at what time of the day.

After a media watch of one or two weeks, if it appears that there is not a balance of coverage which would include other types of programming—talk shows, specials—on your local stations, contact the Safe Energy Communication Council at 1609 Connecticut Ave., N.W., Suite 4B, Washington, D.C. 20009, (202) 483-8491. The Council will advise you on possible applications of the Fairness Doctrine which calls for balanced reporting on controversial topics. ❀

The format for a hearing will be partially determined by the issue to be tackled. For problems local in nature, invite officials directly involved in policy making. When an issue is more broad based, invite the state or federal agencies involved. Invitations to government officials should be by a form letter explaining the issue, purpose, time and place of the hearing.

In addition, experts on the subject, citizens with previous involvement in related issues as well as activists from a broader range of groups should be urged to attend. Sometimes you can get an important community leader like the Executive Director of the local Council of Churches to write a statement even if she or he cannot attend. Then a member of your organization can read the statement at the hearing.

**Holding a citizen's hearing gives area residents the opportunity to start taking control of their own lives in their own community.**

As for citizen groups, an alert should be sent. The alert should summarize key points citizens might want to make and summarize the report or proposed action being addressed. This alert should urge people to call the sponsoring group if they require assistance on testimony.

Citizens must be warned that *written* testimony must be brought to the hearing for inclusion in a packet to be sent to the state or federal agency responsible for the proposed action. Unless your organization has lots of money, you do not want to get involved in taking and typing transcripts of the proceedings which is fiendishly expensive. But since citizens are used to this service at government sponsored hearings, you must clearly warn all in invitations and press releases that a transcript will not be made. About one week before the hearing, phone calls must be made to urge citizens to come out, *even if they do not plan to testify*.

An information session should be considered possibly half-way through the program to update the community on the issue. Fifteen to twenty minutes should be adequate for this presentation. Include slides and graphs to make the presentation more interesting.

Hearing officers are essential for a smooth running program. These people should be respected and viewed as unbiased citizens such as the League of Women Voters, a faculty member from a local university, a community leader or a church pastor. Hearing officers should be relieved every few hours.

**The Three P's** When considering publicity for the event, the three "p's" — posters, public service announcements (PSA's) and press releases are essential. Posters and PSA's should be prepared about three weeks before the event. Follow-ups calls to station public service directors is recommended to assure air time.

The press release need only be sent out five days prior to the event. Again, phone calls to assess the extent of media coverage is recommended on the morning of the event. Always make clear to the press the history of legitimate attempts to get the appropriate body to hold the hearing and how these failed — necessitating your organization to take on this role.

Another pointer to help your citizen sponsored hearing run smoothly: Be sure to have a registration table for testifiers. Each person should fill out a 3x5 index card with their name, address and affiliation if any. Messengers should periodically take cards to the hearing officer who announces testifiers. Cards should be kept in the order filled out, in order to keep a fair and orderly schedule. Comments should be limited to 10 minutes and each person should provide a copy of their statement at the registration table.

Indicative of just how important and successful such a hearing can be, note that the citizens hearing jointly sponsored by the Sierra Club Radioactive Waste Campaign and the Syracuse Peace Council in Syracuse on the Department of Transportation (DOT) transport regulations was covered by three television stations and had 33 testifiers, including *two mayors*. After the Campaign had forwarded the testimony to DOT in Washington, D.C., we received a letter of thanks from the agency! Also, more importantly, testimony presented at that hearing was a key part of arguments presented by the New York State Attorney General's Office to Judge Sofaer of the U.S. District Court in New York City as to what cities and areas of the country should be protected from nuclear waste transport. ❀

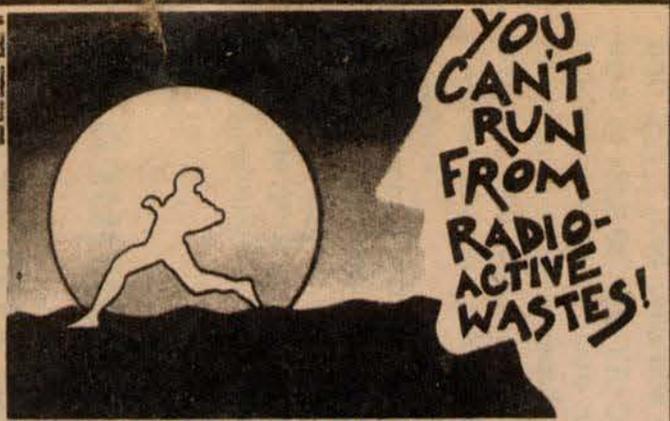
Jack Luzier is a special education teacher in Buffalo, NY. He is active in the Radioactive Waste Campaign and the C.A.N.C.E.R. Coalition.

Answer from page 4 Congressman John Dingell, Chairperson of the House Sub-committee on Oversight and Investigations.



**Young Concerned Citizen** Scott Jantz, Sierra Club volunteer, is interviewed by a Buffalo radio station at a Citizen's Hearing on the solidification of nearly 600,000 gallons of high-level liquid waste radioactive at West Valley. Scott testified at the hearing, expressing concern about radiation releases into the atmosphere.

by Lisa J. Bunin



SIERRA CLUB RADIOACTIVE WASTE CAMPAIGN

### Pre-Christmas Sale!

The Sierra Club Radioactive Waste Campaign t-shirts are great gift ideas for a friend. Buy one for yourself too! Shirts are white, all-cotton with 6 color design, non-toxic dyes. Order by Dec. 1 and you pay only \$6 per shirt – regularly \$7 or buy two for \$11! Add 85¢ postage and handling per shirt. (N.Y. residents add 7% sales tax.) Bulk rates available. Now in Polish too!

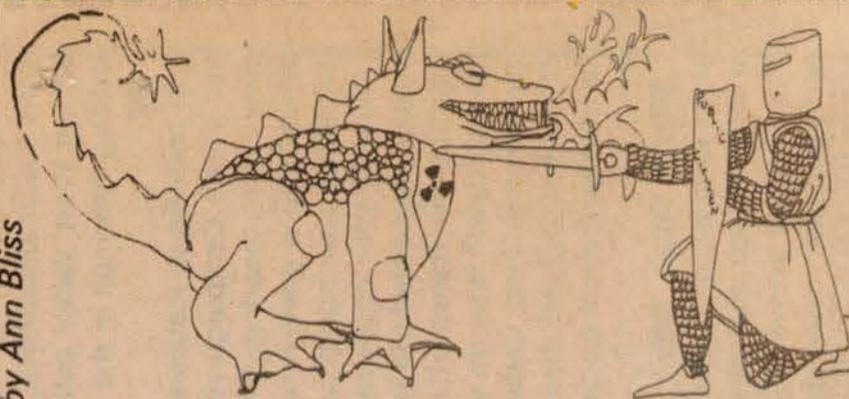
Send your orders to:

Sierra Club-WP  
Radioactive Waste Campaign  
78 Elmwood Avenue  
Buffalo, NY 14201

Sizes available:

S (32-34), M (36-38), L (40-42), XL (44-46), Kid's sizes 4-6, 8-10, 12-14, 16. Kid's are only \$5.50.

by Ann Bliss



How can YOU begin to slay the atomic waste dragon? Being informed is the first step. And it's all right here in *the Waste Paper*, the world's first newspaper on nuclear waste. In the past we've brought you articles about the Manhattan Project dumps, Gulf Oil's exploration for uranium in downstate New York and the Reagan Administration's close ties to the Bechtel Corporation. We've got the facts and the figures – all for you! Only \$8 for this important quarterly.

Please make checks payable to the Atlantic Chapter Radioactive Waste Campaign. Send to: Sierra Club Radioactive Waste Campaign, 78 Elmwood Avenue, Buffalo, NY 14201.

- Enclosed is \$8 for a year's subscription to *the Waste Paper*.
- I would like to volunteer some time for the Radioactive Waste Campaign. I would like to help with research, clerical, organizing, public speaking, writing or visual art. (Please circle your interest.)
- I want to stop generating radioactive waste. Here is my contribution to the Campaign.

Name \_\_\_\_\_  
Address \_\_\_\_\_  
City, State, Zip \_\_\_\_\_

## Cures for Sheffield ...

*continued from page 3*

If this kind of fantasy land thinking is taking over in Washington, our radioactive waste problem is going to be even tougher to resolve than the most pessimistic citizen might claim. Apparently, the NRC has not yet considered the sane and sensible solution of digging up the waste. This is a solution now being advocated by communities around the West Valley dump.

At Sheffield, annual maintenance of the unstable burial ground's erosion and slumpage problems is already costing \$21,000 to \$29,000 (December, 1980

dollars). This cost also includes monthly site inspections and yearly replacement of vegetation across the 20-acre site. The proposed NRC cures cost per trench ranges from \$20,000 to \$854,000 (December 1980 dollars). Permanent cures like exhumation may, in the long run, be more economical. Furthermore, above-ground storage in steel bunkers would allow for better monitoring of the site and relatively easy repairs.

As the threat of more nuclear waste dumps in our communities grows, citizens should bring to the attention of local legislators the grim record of what has happened at sites like Sheffield, Ill. and critique the absurd remedial action schemes being promoted by the government.

**78 Elmwood Avenue  
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