

Don't let Texas and New Mexico become the nation's dump for deadly radioactive waste! Oppose H.R. 3053!

People have a right to know if radioactive waste would come through their community. Require designation of the least risky transportation routes before high-level radioactive waste storage sites can be licensed.

H.R. 3053 would help nuclear waste companies by allowing consolidated interim storage of deadly HIGH-LEVEL RADIOACTIVE WASTE from the nation's nuclear reactors.

Waste Control Specialists (WCS) in Andrews, Texas and Holtec/ Eddy Lea Energy Alliance in Hobbs, New Mexico are seeking licenses from the Nuclear Regulatory Commission for such storage. "Interim" could be up to 100 years, so the waste might never leave, creating a de facto permanent dump that would likely leak.

Over 10,000 train shipments of this dangerous waste could take 24 years – moving through major U.S. cities, passing close to schools, neighborhoods and military bases – posing threats from leaks, accidents or terrorism.

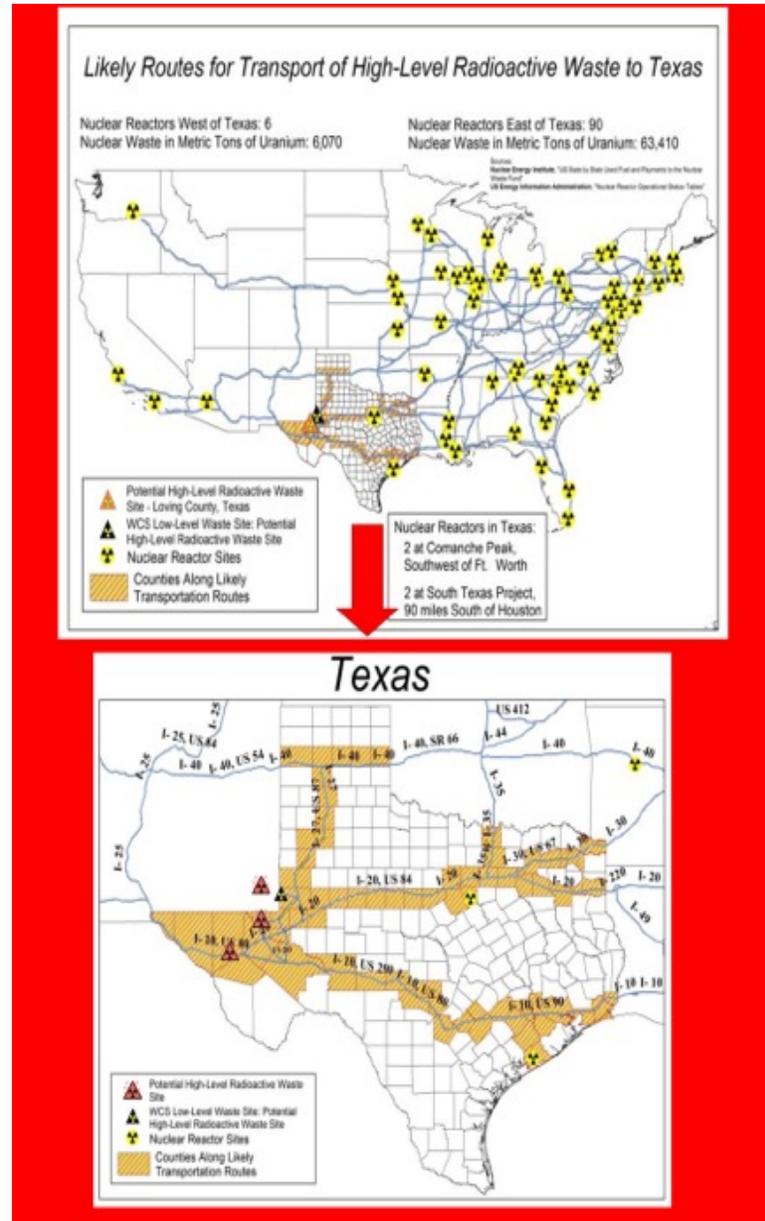
WHAT CAN YOU DO?

Ask your Congressional Representative to

- *Vote NO on H.R. 3053*
- *Co-sponsor an amendment requiring the designation of transportation routes*

Who Represents Me?

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Shipping high-level radioactive waste across the country would pose risks from accidents, leaks and terrorism

KEY FACTS

Roughly 100,000 tons of deadly high-level waste will have been produced in the U.S. by the time existing reactors close.

If the NRC approves one or more consolidated interim storage sites, over 10,000 shipments of high-level radioactive waste would occur, over a period of 24 years. Spent nuclear fuel from reactors around the country would travel through some of the U.S.' largest cities.

Trains carrying radioactive waste would likely move through some of our nation's largest cities.

The U.S. Department of Transportation hasn't designated transportation routes yet. Movement of intensely radioactive waste on this scale is unprecedented. We can only guess at routes now, based on previously proposed routes to a permanent repository originally sited for Yucca Mountain, Nevada.

A Department of Energy (DOE) study of transport to Yucca Mountain estimated train accidents to occur at a rate of 1 in 10,000 shipments. At least one train accident was expected to occur if transport was mainly by train.

The DOE also found that a severe accident involving one radioactive waste cask that released only a small amount of waste would contaminate a 42-square mile area, with cleanup costs exceeding \$620 million in a rural area. Clean up in an urban area would be time consuming. It could cost up to \$9.5 billion to raze and rebuild the most heavily contaminated square mile.

Major cities could be likely targets for terrorists holding a trainload of high-level radioactive waste hostage. In Texas, the waste could travel through cities including Houston, San Antonio, Dallas, Ft. Worth, Lubbock and El Paso. In New Mexico, this deadly waste could be transported through Santa Fe, Albuquerque and other cities.

The Texas Commission on Environmental Quality acknowledged that radioactive waste is vulnerable to sabotage during transport, and that "consequences due to sabotage or accidents are also higher during transport since the waste may be near population centers."

Waste Control Specialists (WCS) has applied to "store" 40,000 tons of cancer-causing high-level radioactive waste near Andrews, Texas. Holtec / Eddy Lea Energy Alliance (ELEA) is proposing to build a high-level storage facility just across the border in Hobbs, NM, where they want to store 100,000 tons of the radioactive waste. If H.R. 3053 passes, it will enable such facilities to move forward.

Counties surrounding Dallas, San Antonio, Corpus Christi and Midland, Texas have studied the risks involved and passed resolutions opposing transport of high-level radioactive wastes through their communities.

Updated analysis of transportation risks is needed. Terrorists now have tools such as drones and satellites that were not considered in previous radioactive waste transport studies. Rail transport accident analyses were largely done using scale-models and computer simulations. Full-scale testing of transport casks should be required.

People have a right to know whether their community could be impacted.

Congress should amend H.R. 3053 to require designation of the least risky transportation routes before a consolidated interim storage site can be licensed.