

MAINE STATE LEGISLATURE

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April 4, 2016

MEMORANDUM

TO: Senator Michael Thibodeau, President of the Senate, and Representative Mark Eves, Speaker of the House

FROM: Mary C. Mayhew, Commissioner
Department of Health and Human Services

SUBJECT: State Nuclear Safety Inspector's September through December 2015 Monthly Reports to the Legislature on the Interim Spent Fuel Storage Facility in Wiscasset, Maine

Legislation enacted in the spring of 2008 requires the State Nuclear Safety Inspector to provide monthly reports to the President of the Senate, Speaker of the House, the U.S. Nuclear Regulatory Commission, and Maine Yankee. The reports focus on activities at the site and include highlights of the national debate on storing and disposing of the used nuclear fuel. For your convenience, highlights of local and national events are captured in the executive summary of the reports.

The enclosed reports provide the information required under Title 22 of the Maine Revised Statutes Annotated §666, as enacted under Public Law, Chapter 539, in the second regular session of the 123rd Legislature.

Should you have questions about its content, please feel free to contact Mr. Patrick J. Dostie, State Nuclear Safety Inspector, at 287-6721.

MCM/klv

Enclosure

cc: Mark Lombard, U.S. Nuclear Regulatory Commission
Monica Ford, U.S. Nuclear Regulatory Commission, Region I
J. Stanley Brown, Independent Spent Fuel Storage Installation Manager, Maine Yankee
David Sorensen, Senior Health Policy Advisor
Kenneth Albert, Director, Maine Center for Disease Control and Prevention
Paul Mercer, Commissioner, Department of Environmental Protection
Timothy Schneider, Maine Public Advocate
Lieutenant Scott Ireland, Special Services Unit, Maine State Police
Nancy Beardsley, Director, Division of Environmental Health
Jay Hyland, PE, Manager, Radiation Control Program

State Nuclear Safety Inspector Office
Maine CDC – DHHS

October 2015 Monthly Report to the Legislature

Executive Summary

The report covers activities at the Maine Yankee Independent Spent Fuel Storage Installation (ISFSI) facility, including the State's ongoing environmental radiation surveillance and provides updates on the national effort to license and construct a consolidated interim storage facility and/or a permanent geologic repository for the disposal of spent nuclear fuel. Maine's goal is to move the ISFSI waste stored at Maine Yankee to one of these facilities. The report's highlights assist readers to focus on the significant activities that took place both locally and nationally during the month.

Local

- The State Inspector reviewed Maine Yankee's recent Technical Specification exemption request from the Nuclear Regulatory Commission (NRC) on one of their surveillance requirements in off-normal, accident or natural phenomena events and concluded that Maine Yankee's request was more restrictive than the present requirement and had no objection to the request.

National:

- The NRC Commissioners accepted the staff's recommendations to postpone for five years the proposed security rulemaking for facilities storing spent nuclear fuel and high-level waste.
- The U.S. Nuclear Infrastructure Council forwarded a letter to the Senate and House Appropriations Committees urging them to end the impasse and reshape the country's nuclear waste management program by appropriating funds to complete the Yucca Mountain licensing process, to establish consolidated storage for shutdown sites, and to provide infrastructure and other transportation needs to support a national shipping campaign. Likewise, the Nuclear Waste Strategy Coalition also sent a letter urging the same themes as well as engaging potential host communities.

Introduction

As part of the Department of Health and Human Services' long standing oversight of Maine Yankee's nuclear activities under Title 22, Maine Revised Statutes (MRS) §666 (2), legislation was enacted in the second regular session of the 123rd and signed by Governor John Baldacci requiring that the State Nuclear Safety Inspector prepare a monthly report on the oversight activities performed at the ISFSI facility located in Wiscasset, Maine.

The State Inspector's individual activities for the past month are highlighted under certain broad categories, as illustrated below. Since some activities are periodic and on-going, there may be some months when very little will be reported under that category. It is recommended for reviewers to examine previous reports to ensure connectivity with the information presented as it would be cumbersome to continuously repeat prior information in every report. Past reports, historical addendum, and glossary are available from the Radiation Control Program's web site at the following link: www.maineradiationcontrol.org and by clicking on the nuclear safety link in the left hand margin.

Independent Spent Fuel Storage Installation (ISFSI)

During October, the general status of the ISFSI was normal, with no instances of spurious alarms due to environmental conditions.

There was one fire-related impairment for the month and it involved putting compensatory measures in place to support the testing of the fire suppression system. There were four security incident reports logged for the month. Two of the incident reports were related to camera issues and the remaining were due to surveillance testing of the security system.

There were fourteen condition reports¹ (CR) for the month and they are described below.

- 1st CR: Documented a procedure not being updated from changes made during the office build-out project. The procedure will be updated.
- 2nd CR: Documented that a floor plug on the second floor of the Security and Operations Building may not have been rated for walking traffic. The area was cordoned off. Engineering assessed the plug's rating and found it acceptable.
- 3rd CR: Documented a camera issue. The unit was restored. However, the unit eventually had to be repaired.
- 4th CR: Documented a utility vehicle was not running properly. The vehicle was test driven and found to be satisfactory with the condition not repeating itself.
- 5th CR: Documented that a sewer pump trouble alarm was on high level. The pump overload relays had tripped and the relays were reset.
- 6th CR: Documented various electrical safety issues such as training, labelling, and the use of proper protective equipment regarding the replacement of a fuse in a 120 volt panel. The evaluation is ongoing.
- 7th CR: Documented Central Maine Power (CMP) Security observing Maine Yankee personnel near the switchyard security system and notified the local law enforcement agency. Apparently, the CMP security system was left on after testing without clear guidance for their security officers on how to respond.
- 8th CR: Documented that a tracking condition report was issued for lessons learned that radiation protection training should be considered for local offsite responders.
- 9th CR: Documented several instances of security officers not filling out a security form properly. The form required date and time entries but only dates were entered.
- 10th CR: Documented the wireless fence line Radiation Monitoring System losing its wireless signal. An upgrade to the system was being planned for next year.
- 11th CR: Documented that one of the front inner doors had cracked glass and was awaiting repairs.
- 12th CR: Documented a repeat of a sewer pump trouble alarm. Again, the relays were reset but vendor trouble shooting was being planned.
- 13th CR: Was written to track lessons learned from this year's emergency plan drill.
- 14th CR: Documented a repeat of the wireless fence line radiation monitoring system experiencing intermittent wireless signal issues with the monitor readout not fluctuating as it was supposed to. A system upgrade was being planned for next year.
- 15th CR: Was written to document that a security procedure required coversheets for safeguards documents. The procedure governing security incident reports did not contain mandate coversheets. The procedure was revised.
- 16th CR: Documented that a fire protection procedure contained incorrect step numbers. The procedure will be revised.

¹ A condition report is a report that promptly alerts management to potential conditions that may be adverse to quality or safety. For more information, refer to the glossary on the Radiation Control Program's website.

Other ISFSI Related Activities

1. On October 7, Maine Yankee conducted its annual emergency plan training with state officials representing the Maine Emergency Management Agency, the State Radiation Control Program, the Maine National Guard Civil Support Team, and State Police. Other attendees included the Lincoln County Emergency Management Agency and Central Maine Power's security. Training included an overview of recent projects at the site, the construction of the vertical concrete casks, the emergency action levels and who would be notified.
2. On October 9, the State Inspector forwarded a letter to the NRC's Spent Fuel Licensing Branch commenting on the State's position relative to Maine Yankee's recent Technical Specification exemption request from one of their surveillances in off-normal, accident or natural phenomena events. The State Inspector reviewed the exemption request and concluded that Maine Yankee's request was more restrictive than the present requirement and had no objection to the request.
3. On October 14, the legislatively mandated group representing the Department of Environmental Protection (DEP), the State Police, the Public Advocate, the Department of Health and Human Services' Radiation Control Program and Maine Yankee, met for its quarterly meeting to discuss the State's and Maine Yankee's activities pertinent to the oversight of the ISFSI. The State Inspector's report highlighted the status of his monthly and annual reports to the Legislature, the Center for Disease Control Director's decision to forego his reviews of the monthly reports to streamline the management review process, his work on the Confirmatory Summary Report, his on-going participation in a national interregional team that is developing recommendations from states to the Department of Energy (DOE) on funding emergency preparedness for local communities on spent fuel shipments traversing their jurisdictions, and his evaluation of the State's field radiation monitoring devices along with an explanation of associated timelines, process issues and unknowns, and goals to determine the radiation dose from the storage facility. Maine Yankee informed the Group of their recommendations to reduce the number of wells chemically sampled on-site. DEP informed the Group that they have reviewed Maine Yankee's proposed changes and have come up with their own set of recommendations. Maine Yankee and DEP will meet to discuss the State's recommendations. Maine Yankee also apprised the Group that its office project at Maine Yankee was completed and that they are in the process of installing 3500 feet of barbed wire fence along Ferry Road to keep out trespassers and hunters, and that they have requested an exemption from the NRC on their license technical specifications, which the State Inspector informed the NRC that the State had no objection to the exemption request. In addition, they also mentioned that their annual emergency plan exercise will be held the following week on October 21st and that there was very little development on the congressional front. The Public Advocate's Representative and the State Police did not have anything new to report.
4. On October 21, Maine Yankee conducted an annual emergency plan drill. The scenario was a tornado with visible debris impacting the concrete containers on the south side of the storage facility. The debris resulted in clogging two of the four inlet vents for all eight concrete casks on the south side. However, one of the concrete casks was damaged by a flying tree trunk, which resulted in some damage to the cask. The impact created a hole about the size of a softball and about three inches deep. The radiation levels in the vicinity of the damaged cask were slightly elevated. In the aftermath of the tornado, facility personnel were developing a recovery plan to ensure that the heat removal system was still functional for all the casks. The plan involved inspecting all the bottom vents, remove any debris from the inlet screens of the affected casks, perform additional radiological measurements such as taking air samples at the top outlet vents and contamination swipes of the bottom vents of the damaged cask, and establishing a work order to patch the hole in the concrete cask.

Environmental:

There is no new information to report this month.

Other Newsworthy Items:

1. On October 1, the House Subcommittee on Environment and the Economy held on the design, logistics, and transporting of nuclear materials. The focus of the hearing was to discuss current efforts to transport nuclear materials, opportunities for states and local stakeholder involvement, and DOE's plans to resume the National Transportation Project for shipping spent nuclear fuel. Six witnesses testified before the Subcommittee. They included a consulting firm, the American Railroads' Association, the Council of State Governments' Midwestern Radioactive Materials Transportation Committee, a shipping cask manufacturer, the Government Accountability Office (GAO), and a radioactive waste watchdog organization. The Chair of the House Committee on Energy and Commerce and the Chair of the Subcommittee opening remarks expressed the importance and role that transportation will play in the future shipping of spent nuclear fuel. Although the consulting firm's representative noted certain transportation accomplishments, he did say that the greatest challenge in the current uncertain policy environment facing us was "to discern what level of activities" would be appropriate. The President of the Railroad Association touted the safety of rail transportation, but stated that maximizing the safety of spent fuel shipments could be achieved by the use of dedicated trains that would be monitored from origin to destination. He also mentioned upgrading rail infrastructure and provided other examples to make shipments safer. The Midwestern states representative noted that "states were co-regulators" since they "bear the primary responsibility for protecting the health and safety of the public and environment." He stated that the National Academy of Sciences 2006 report and the President's Blue Ribbon Commission's report contained important information that should be factored into a national shipping campaign. He also mentioned the Waste Isolation Pilot Project's shipping model. However, he expressed concern that the federal funding mechanism for states was limited when compared to the allotments that states received as part of the national WIPP program. For his part the cask manufacturer remarked on the extent of the NRC's involvement in the design and fabrication of shipping casks. The GAO representative informed the Subcommittee of the key legislative, technical and societal challenges to the transportation of spent nuclear fuel, namely that the Nuclear Waste Policy Act did not provide clear authority for either consolidated interim storage or a permanent repository other than Yucca Mountain, the technical uncertainties associated with high burn-up fuel and upgrades to the rail infrastructure, and public acceptance. The watchdog organization listed all the reasons why the current national waste management system was ineffective, considered the transportation scheme to be risky, that certain types of terrorists' activities could potentially breach the shipping casks releasing its radioactive contents, and called for the cessation of the production of nuclear waste and the hardening of on-site storage at existing sites. The web links for the Subcommittee's agenda and separate testimonies can be accessed by positioning the cursor over the underlined texts and following the directions.
2. On October 1, the National Transportation Stakeholders Forum held a webinar, entitled "Rail Transport 101." The presentation was made by the Director of Hazardous Materials at CSX Transportation, owner of a Class I railroad with 21,000 miles of network, all east of the Mississippi River. The Director emphasized the special characteristics of rail shipments, including how private ownership of the rail lines affected operations and oversight, and how decisions regarding scheduling and routing could be driven by business considerations. A major portion of his presentation dealt with safety and hazmat training through exercises, drills, inspections, and interface with emergency response agencies. The web link for the overview can be accessed by positioning the cursor over the underlined text and following the directions.
3. On October 1, the NRC held a public meeting to discuss the Commission's work in decommissioning, low-level waste, and spent fuel storage and transportation. The spent fuel discussion centered on its manpower and funding resources with an eye to its 2020 goals. The plan envisioned licensing improvements, establishing a renewal regulatory framework and risk informing it, resolving technical issues, and improving efficiency for the safety-security interface. The staff also informed it was

adapting to longer storage periods and scenarios such as storage to transportation to storage. The staff also noted external and internal influences, like an evolving national strategy, increased public interaction, and storage at non-reactor sites. Other issues confronting the Commission were the impending surge of storage renewals (35 in 2020), managing aging processes and time-limited aging analyses for concrete containers and spent fuel canisters, and technical issues associated with chloride induced stress corrosion cracking, high burnup fuel, in service inspections, and thermal modeling. The web links for the [agenda](#) and [presentation slides](#) (can be accessed by positioning the cursor over the underlined text and following the directions. (Note: The spent fuel slides run from number 35 to number 62.)

4. On October 6, the four regional transportation committees sent a letter to the Acting Assistant Secretary to the DOE's Office of Nuclear Energy alerting him of their disappointment when it came to DOE's internal review process for releasing draft information that was consulted on or for DOE to provide draft documents requested by the regional groups. The regional groups urged the Acting Assistant Secretary to streamline this process so as to timely share documents with states and tribes. The web link for the [letter](#) can be accessed by positioning the cursor over the underlined text and following the directions.
5. On October 6, NRC's Executive Director of Operations issued a memorandum on the proposed rulemaking on security requirements for facilities storing spent nuclear fuel and high-level waste. The memorandum noted that the Commissioners accepted the staff's recommendations to postpone for five years the proposed security rulemaking after which time the staff will re-evaluate whether the rulemaking is necessary. However, the memorandum also highlighted that the staff could accelerate the rulemaking prior to the five years provided the staff provided the Commission with their basis for the change.
6. On October 6, the President and CEO of Connecticut Yankee forwarded a letter to Connecticut Congressman Courtney applauding his initiative to co-sponsor the "Interim Consolidated Storage Act of 2015" and his continuing efforts for nuclear waste reform legislation. The House legislation would provide for the priority removal of stranded spent nuclear fuel at shutdown reactor sites, allow the Secretary of Energy to enter into contract with private companies that hold a license for an interim consolidated storage facility, and, very importantly, allow for the transfer of title of the spent nuclear fuel from the nuclear utilities to the Energy Secretary. The web link for the [letter](#) can be accessed by positioning the cursor over the underlined text and following the directions.
7. On October 7, the National Transportation Stakeholders Forum's Rail/Routing Ad Hoc Working Group held a web meeting to discuss the groups work plan for the next couple of years. The work plan will develop a common understanding of how future rail shipments of spent nuclear fuel will operate, identify outstanding issues or questions to resolve in advance of commercial shipping campaigns, and facilitate a dialogue between DOE and Federal Rail Administration and Tribes and states. The goal will be to identify key issues to rail transport, address those issues and document the work done through issues papers. The Group did review a Sample Route analysis that was performed for an eastern and a western shipping site. The eastern site example was a heavy haul truck to a rail spur starting from Connecticut Yankee and ending in Kansas City. Likewise the western example was from Humboldt Bay in California to Kansas City. The analysis identified certain rail characteristics that need to be factored into the rail selection criteria. They were track class, signal type, route clearances, and carrier interchanges. The meeting closed with a discussion on the agenda for the November meeting in Des Moines, Illinois. The Group will focus on a routing background information paper, a discussion on reciprocal rail inspections, and impending enhancements to DOE's START planning tool. The web link for the [routing analysis](#) can be accessed by positioning the cursor over the underlined text and following the directions.

8. On October 8, the U.S. Nuclear Infrastructure Council forwarded a letter to both Chairs and Ranking Members of the Senate and House Appropriations Committees urging them to end the impasse and act to reshape the country's nuclear waste management program by appropriating funds for spent nuclear fuel and high-level waste disposal. The Council noted that federal inaction and delays has already costs taxpayers billions in settlements that continue to mount and further emphasized that the Yucca Mountain Project "has consistently been shown to be a workable option." The Council requested that Congress provide appropriate funds for DOE and NRC to complete the Yucca Mountain licensing process, to establish consolidated storage for shutdown sites, and provide infrastructure and other transportation needs to support a national shipping campaign. The web links for the letter and a perspective on the backend outlook can be accessed by positioning the cursor over the underlined texts and following the directions.
9. On October 14, the quarterly brief of the Federal Energy Regulatory Commission (FERC) Rate Case Settlement took place. The three Yankee Companies held their quarterly conference call to brief interested stakeholders from the states of Maine, Massachusetts, and Connecticut on the status of FERC's rate case settlement on spent nuclear fuel storage issues. A spokesperson for the General Counsel updated the attendees on Yankee Companies' Phase III litigation damage claims for the period 2009 through 2012. The trial was held June 30 and ran through July 1. The Judge requested post-trial briefings be completed by October 14, 2015. The Department of Justice filed a motion to extend the time for briefing and the three Yankee's response to the motion was due October 28. Once the briefings are filed, the case will be ready for a decision. However, it was presumed that the decision would not be rendered until next year. On the national scene it was reported that the Texas Waste Control Specialist Corporation was on schedule to submit to the NRC their application for the construction of a consolidated interim storage facility in March 2016. It was also noted that the New Mexico Eddy-Lea Energy Alliance was expecting to submit their consolidated storage application to NRC by June 2016. On the congressional side Representative Conaway from Texas introduced The Interim Consolidated Storage Act of 2015. The proposed legislation would allow the DOE to contract with private organizations that are developing consolidated interim storage facilities. The bill also maintained priority for shutdown reactor sites. Congresswoman Pingree from Maine and Congressman Courtney from Connecticut were cosponsors of the legislation. Other national initiatives included the DOE's contract award to AREVA for the design and fabrication of a rail cask and buffer railcars to meet new federal standards on shipping high-level radioactive material. It was also reported that President Obama had created the Basin and Range National Monument in Nevada that would prevent the construction of a proposed rail line to Yucca Mountain. No new developments were expected on congressional funding for nuclear waste initiatives as the government was now operating under a limited continuing resolution. It was further mentioned that the NRC continued its public comment process on its draft supplemental environmental impact statement on Yucca Mountain. The State of Nevada had requested a 60 day extension on the comment deadline. The NRC responded by extending the deadline by 30 days with the comment period closing on November 20.
10. On October 15, the NRC held a conference call with the public on comments they may have on its draft supplemental Environmental Impact Statement (EIS) on Yucca Mountain. Twenty-five individuals commented on the draft EIS. The comments were similar to previous ones with some advocating stopping the production of the waste, while some brought up the issue of safety for the long term storage of spent fuel in the pool at the Pilgrim nuclear power station in Plymouth, Massachusetts.
11. On October 19, the National Transportation Stakeholders Forum held a webinar on "NRC Regulation of Spent nuclear Fuel Shipments." The NRC staff explained how spent nuclear fuel shipment routes are reviewed and approved. The staff did note that the primary road routes are approved for five years whereas the primary rail routes are approved for seven years since they are less prone to change. The attendees also received information on advance notification of shipments to states and tribes, timing, and restrictions on sharing safeguards information. The NRC also discussed changes to the regulations

when it came to Tribes and coordination and pre-planning requirements. The web links for the presentations on routes, notifications, and tribes can be accessed by positioning the cursor over the underlined texts and following the directions.

12. On October 20, the U.S. Nuclear Waste Technical Review Board held an international workshop on Deep Borehole Disposal. The two day event featured speakers and panelists from the United Kingdom, Germany, Sweden, Canada, and Norway, besides the U.S.'s DOE, EPA, Universities, and National Laboratories. Specific questions were posed for some presenters and most panelists. The topics included DOE's Deep Borehole Program and Field Test, an international as well as an EPA perspective on the Borehole concept, experience in deep drilling in crystalline rock, emplacement method(s) at depths of two to three miles underground, borehole seals, hydrogeology and geochemistry of fluids at depth, multiple barriers, efficacy of the concept and risk analysis, and key observations from the panelists. The web link for the agenda can be accessed by positioning the cursor over the underlined text and following the directions. The presentations can be found at the following link <http://www.nwtrb.gov/meetings/2015/oct/15oct.html> and by clicking on the individual underlined links.
13. On October 20, the Council of State Governments Eastern Regional Conference's Director of the Northeast's Transportation Task Force transmitted to the DOE the states evaluation report of the DOE's grant approval process for future funding of shipping spent nuclear fuel. The report outlined the states four major goals and expectations for the exercise. Each goal was evaluated with a listing of what worked and what areas needed improvements. Additional comments were provided on the support state participants received from the staff of DOE and the Council's four regional groups, on the participants' use of the DOE's START planning tool, and their overall assessment of the exercise. The participants proposed four recommendations. They noted that the previous DOE cost assumptions for funding states were underestimated, state involvement greatly exceeded DOE's estimates, DOE's START tool needed further development, and any future exercise needed to test DOE's funding allocation formula. The web link for the letter and report can be accessed by positioning the cursor over the underlined text and following the directions.
14. On October 21, the Black Mountain Research Organization provided a report to Nevada's Agency for Nuclear Projects that provided a summary of all the congressional districts potentially affected by shipments to Yucca Mountain in Nevada. The report was based on DOE's final supplemental environmental impact statement of representative routes that could be used to ship spent fuel by rail or highway. The web link for the report can be accessed by positioning the cursor over the underlined text and following the directions.
15. On October 27, the Bipartisan Policy Center (BPC), a Washington think tank founded by four former Senate Majority Leaders, held a live webcast to explore the major themes that surfaced at five regional meetings discussing America's nuclear waste management program with industry and community leaders. Three themes stood out; consent-based siting, the need for a separate agency to manage the nation's nuclear stockpile, and transportation. The BPC announced that they were releasing another issue brief today on the major themes underscored at the regional meetings over the past 18 months. The brief listed ten areas of general agreement as well as eight areas of disagreement and continued discussion. The brief also pointed out regional attitudes and differences on nuclear waste issues and concluded that the major areas of agreement and disagreement could provide insights to achieving a national consensus on how to proceed. The webcast (<http://bipartisanpolicy.org/events/exploring-major-themes-nuclear-waste-conversation/>) and the brief can be accessed by positioning the cursor over the underlined texts and following the directions.
16. On October 27, the Nuclear Information and Resource Service (NIRS) issued a press release stating that a new map showed the Washington, D.C. area would be part of a corridor for extremely dangerous radioactive nuclear waste shipments. The group stated that over 250 nuclear waste shipments from

reactors in Virginia and Maryland would cross the Washington DC metropolitan area. A NIRS representative was quoted as saying that the DC area was not ready for a mass shipping campaign of this magnitude. The web link for the press release can be accessed by positioning the cursor over the underlined text and following the directions.

17. On October 28, the Nuclear Waste Strategy Coalition sent a letter to both the House and Senate Chairs and Ranking Members Appropriations Subcommittees urging them to fund for Fiscal Year 2016 a re-start of the government's spent nuclear fuel management program without any more delays. The Coalition advocated for consolidating spent fuel storage with priority given to shutdown reactor sites, completing the Yucca Mountain license application review process, preparing the transportation infrastructure for a national shipping campaign, and engaging potential host communities. The web link for the letter can be accessed by positioning the cursor over the underlined text and following the directions.
18. On October 29, the Nuclear Waste Management Organization (NWMO) of Canada completed the first phase of its Preliminary Assessment for Central Huron in Ontario. The municipality was assessed as having the potential to meet the site selection criteria for the disposal of spent nuclear fuel. Canada's NWMO published nine reports on the suitability of the Central Huron area. The reports covered such topics as geologic fitness, community profile and well-being, the environment, a summary of the Phase I decisions, and a preliminary integrated assessment. The reports ranged in size from 22 pages to 172 pages with over half of the information referring to the geologic suitability of the area. The web links for the news article (http://www.nwmo.ca/news?news_id=457), and the reports can be accessed by positioning the cursor over the underlined texts and following the directions. The individual reports can be further accessed by clicking on the individual titles at the bottom of the web page.