October 27, 2015

**Stop Fukushima Freeways, Rails & Barges Now!**
Freeways including I-75, I-69, I-94; Rails through Petoskey, Cadillac, Saginaw, Flint, Lansing, Detroit, Battle Creek to South Bend, Indiana; Barge shipments on Lake Michigan; All would be a Corridor for Extremely Dangerous and Radioactive Nuclear Waste Shipments

Tele-Briefing is today (10/27) at 2-3 pm EST. Call: **605-562-3140** and enter code: 723281#

Lansing, MI – Upward of 2,000 nuclear waste shipments would cross through Michigan if plans for the country’s first nuclear waste repository in Nevada move forward. Today, several Michigan safe energy groups released maps of the likely routes radioactive shipments would use, joining dozens of environmental and clean energy groups across the country. [See the route map posted here: http://static1.1.sqspcdn.com/static/f/356082/26632993/1446032953407/Michigan+Nuclear+Waste+Routes+2015.pdf?token=DXgaEleNW8MPdI%2Ba8NA1rrtH4QY%3D]

The groups want state residents to weigh in with Congress about the dangers.

According to the map, highly radioactive waste fuel from Big Rock Point, Fermi 2, Palisades and D.C. Cook units 1 & 2 nuclear power plants would pass through the state on I-75, I-69, I-94 Interstates and on rails through Petoskey, Cadillac, Saginaw, Flint, Lansing, Detroit, Battle Creek to South Bend, Indiana. Each cask would contain several times more radioactive material than the Hiroshima bomb blast released, with 20 to 50 tons of irradiated fuel assemblies in each shipment. Department of Energy studies completed in the 1990s confirmed that accidents in transporting the waste to Yucca Mountain would be a certainty, due to the large number of shipments that would be required. The shipments would also be vulnerable to attack or sabotage along the hundreds or thousands of miles that each cask would travel.

“U.S. Senator Stabenow recognized in 2002 that the failure of one barge shipment on Lake Michigan could do irreparable harm to the Great Lakes basin, and in her wisdom she stood tall in opposition,” stated Kevin Kamps, with Beyond Nuclear. “This Yucca Mountain transport push is the next highly risky illusion of a solution to the worsening radioactive waste crisis,” Kamps added.


“Michigan is not ready for mass transportation of nuclear waste” said Iris Potter with Michigan Safe Energy Future. “First responders are not even trained to handle a rad waste accident. We have all witnessed horrible oil train derailments and explosions in recent months. An accident involving tons of nuclear waste in Lansing could force several thousands of people to evacuate their homes, schools, and businesses and radioactively-contaminate dozens of square miles,” Potter concluded.
Some in Congress want to force a nuclear waste dump to open in Nevada, over President Obama’s and the state’s objections as well as that of the Western Shoshone Nation. The president has defunded the proposed Yucca Mountain repository since 2010, effectively abandoning the controversial project, while Nevada believes the site is not suitable for storing nuclear waste and opposes the project. Nevada controls land and water rights the federal government would need to complete the project. To overcome that obstacle, Congress would need to enact a law overriding the state’s rights. Doing so would then open the door for the nuclear waste shipments to begin.

“Congress should support the people of Nevada and abandon Yucca Mountain,” said Ethyl Rivera, co-chair of Alliance to Halt Fermi 3. “It is unconscionable to risk the lives of Michigan residents transporting nuclear waste through our communities, just to dump it at Yucca Mountain, where we know it will leak anyway. We need real solutions to nuclear waste, and we are never going to get there until Congress abandons Yucca Mountain. Until then, the waste can be stored more securely where it is now, without putting it on our roads, railways and Great Lakes, traveling through our communities,” concluded Rivera.

The Michigan coalition is calling on Governor Rick Snyder to oppose Yucca Mountain and ensure transportation of nuclear waste only occurs when there is a scientifically proven, environmentally sound, and socially responsible long-term management plan. The nuclear waste problem can never truly be resolved until nuclear power plants are permanently shut down and stop generating radioactive material. New reactors would only exacerbate the problem: more dump sites would need to be created, and the transportation of lethal atomic waste would have to continue indefinitely.

Large-scale nuclear waste transport would also occur if, as some in Congress advocate, a "centralized interim storage" site for high-level radioactive waste were created. In that case, the waste would either have to move twice (once to the interim site, and then to a permanent site), thus doubling the risks, or the "interim" site would become a de facto permanent waste dump--without going through the necessary scientific characterization.

Join us for a Tele-Briefing with Dr. Fred Dilger of Black Mountain Research, the author of the map we shared with you today, and Dr Marvin Resnikoff of Radioactive Waste Management Associates and long-time expert on nuclear waste shipments. Tele-Briefing is today (10/27) at 2-3 pm EST. Call: 605-562-3140 and enter code: 723281#

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