

10-2

Text in Chapter 5 of the SEIS includes quantitative information regarding potential radiological impacts of the project. The characterization of these impacts is based on the quantitative data. Contrary to the commenter's suggestion, Xcel Energy's request does not involve a doubling of the casks on the ISFSI pad. No additional spent fuel, beyond that already approved by the Commission in 2009 and analyzed in the 2009 Prairie Island EIS, will be stored in the PINGP ISFSI as a result of Xcel Energy's request.

11-1

Comment addressed at public meeting. The Commissioner of the Department of Commerce determines the adequacy of the final SEIS. See Minnesota Statute 116C.83, Subd. 6.

12-1

The requirement noted by the commenter that the "board shall transmit public concerns expressed at public information meetings to the Department of Energy" is a reference to Minnesota Statute 116C.721. The statute describes activities that must be undertaken in siting a radioactive waste management facility. Per the definitions in Minnesota Statute 116C.71, an ISFSI is not a radioactive waste management facility. Thus, the requirements in 116C.721 do not apply to Xcel Energy's request.

February 17, 2022

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1 FEBRUARY 17, 2022 - PUBLIC INFORMATION MEETING - 08-510
2 BEFORE THE MINNESOTA PUBLIC UTILITIES COMMISSION
3 AND DEPARTMENT OF COMMERCE
4

5 In the Matter of the Petition of Northern States Power
6 Company D/B/A Xcel Energy for a Certificate of Need for
7 Additional Dry Cask Storage at the Prairie Island Nuclear
8 Generating Plant
9

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MPUC DOCKET NO. E002/CN-08-510

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Meeting held remotely via:

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Webex

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February 17, 2022

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COURT REPORTER: Christine Simons, RPR, RMR

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February 17, 2022

22

1 Comments on the document, on the draft SEIS, are due
2 by March the 3rd, a couple weeks from now, and we
3 went through how you can comment.

4 And if at any time you have a question or
5 you need help or you want to request a print copy of
6 the draft SEIS, I'm happy to send one out. You can
7 contact me there, Ray Kirsch. My e-mail address is
8 Raymond.Kirsch@state.mn.us, and my phone number here
9 at the Department of Commerce, 651-539-1841. So if
10 you want to get in touch with me, I'm glad to assist
11 you in getting to the document, finding the
12 document, and commenting on the document in a timely
13 manner.

14 So I'll ask one more time, has anybody
15 chatted with you to ask a question or make a comment
16 tonight?

17 MR. ANDREW LEVI: Yes, Susan has a
18 question. Give me one second.

19 Hey, Susan, you should be able to ask
20 your question now.

21 MS. SUSAN ANDERSON: Okay. Thank you.

22 MR. RAY KIRSCH: All right. Could you
23 state and spell your name for the court reporter,
24 please.

25 MS. SUSAN ANDERSON: Sure. Susan, it's a

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February 17, 2022

23

1 hard one. Johnson, S-O-N.

2 MR. RAY KIRSCH: Okay.

3 MS. SUSAN ANDERSON: I live in Red Wing.

4 MR. RAY KIRSCH: Thank you.

5 MS. SUSAN ANDERSON: It's my
6 understanding that currently there are 47 casks
7 right now out at Prairie Island; is that correct?

8 MR. RAY KIRSCH: I think that's in the
9 ballpark. 47, 49, something like that.

10 MS. SUSAN ANDERSON: Well, so you stated
11 that from 50 on, up to 64, Xcel wants to change the
12 casks into a container?

13 MR. RAY KIRSCH: Correct.

14 MS. SUSAN ANDERSON: With the hope -- and
15 I say "hope" loudly -- that they could at some point
16 be transported off the island. What was going to
17 happen to casks 48, 49, and 50?

18 MR. RAY KIRSCH: Yeah. I think I have
19 this right, and I have folks on from Xcel who can
20 correct me. They have loaded a certain amount. I
21 think, like you said, 47 or in that range, of the
22 TN-40-type cask. They still have a number of TN-40
23 casks on order that they plan to use, right? So
24 they will load up 48, 49, and 50, I think it was up
25 to 55, in TN-40 casks. And then it's after that

13-1

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February 17, 2022

24

1 they will switch to a different canister, if the
2 Commission actually gives them permission to do
3 that.

4 MS. SUSAN ANDERSON: Do you know --

5 MR. RAY KIRSCH: So they have to plan
6 well in advance. So it's not like they're stopping,
7 if the Commission decides today and they're done
8 with the TN-40 casks. They still have a few more on
9 order and a few more that they're going to load.

10 And it will take time to go out and ask
11 for bids, and then they'll get the bids and then
12 they have to select a vendor. And then that vendor
13 has to probably construct or make the canisters that
14 are going to be used. So this is all a few years
15 down the road before they could actually switch to
16 another canister.

17 MS. SUSAN ANDERSON: Did you say, sir,
18 how many plants are using the container method right
19 now?

20 MR. RAY KIRSCH: I didn't. There is
21 information in the draft. In the draft document,
22 far and away -- the canister system, which is a
23 thin-walled canister with a concrete overpack, has
24 far and away become the industry standard. There
25 are thousands of those. And the number of TN casks,

13-2

February 17, 2022

25

1 TN-type, all-metal casks of all sizes, not just that
2 hold 40 fuel assemblies, is in the hundreds. So
3 it's like by a factor of ten that canisters
4 outnumber casks.

5 And that's just, they've become -- the
6 price is cheaper and they've learned how to do --
7 how to handle it, and they've learned to make
8 improvements. And the concrete overpacks seem to
9 work, and all the efficiencies in how to do all
10 that, how to handle all that, keep accruing the
11 canisters.

12 While the casks, the folks who have
13 casks, the cask people, so to speak, they're falling
14 behind. They're not gaining any efficiencies or
15 learning from others because nobody is loading or
16 using these casks anymore. It's, sort of, the end
17 of the cask era for spent fuel storage is soon to be
18 here, let's put it that way.

19 MS. SUSAN ANDERSON: Okay. Thank you.

20 MR. RAY KIRSCH: Thank you very much for
21 your question.

22 Does anybody else have a question or a
23 comment tonight?

24 MR. ANDREW LEVI: Yeah, Ray. Roger Maggi
25 would like to comment.

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26

1 MR. RAY KIRSCH: Okay.

2 MR. ANDREW LEVI: Roger, just one second
3 here, let me find you. Okay. You should be able to
4 unmute yourself.

5 MR. ROGER MAGGI: Thanks, Andrew. Yeah,
6 I wanted to provide just a little bit of
7 clarification on that, the last --

8 MR. ANDREW LEVI: Roger, if you could --
9 sorry to interrupt, if you could please state and
10 spell your name for the court reporter.

11 MR. ROGER MAGGI: Oh, I'm sorry. Roger,
12 R-O-G-E-R, Maggi, M-A-G-G-I.

13 Yeah. I'm -- (indiscernible).

14 THE REPORTER: Roger, Roger, this is
15 Christine, the court reporter. It got a little
16 garbled after the spelling of your name. Can you
17 repeat what you said? I want to make sure I got it
18 down.

19 MR. ROGER MAGGI: Sure, Christine.

20 THE REPORTER: Thank you.

21 MR. ROGER MAGGI: I'm the chief
22 commercial officer. Chief commercial officer for
23 Orano TN, and we supply the casks for Prairie Island
24 and we supply the canisters for Monticello. So
25 Monticello currently uses the canisters that are

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February 17, 2022

27

1 being considered for Prairie Island.

2 So I wanted to just provide a little bit
3 of information relative to Susan's questions. Casks
4 are still used in just a few plants, Prairie Island
5 being the only one in the U.S. that uses those.
6 There are some plants overseas that prefer metal
7 casks. However, the majority -- the vast majority,
8 as was previously stated, of the plants have gone to
9 canisters.

10 And it's not just because they're
11 cheaper, they are easier to build because of the
12 thinner wall of the steel itself, but the actual
13 fact that you have two pieces -- you have a
14 canister, which provides the boundary for the fuel,
15 which is the important part. And these canisters
16 are welded versus being bolted or screwed shut with
17 seals for the big casks.

18 So these are welded shut, and then they
19 are stored inside of concrete bunkers, which
20 actually supply very significant safety against any
21 external threat. Not only providing the shielding
22 for the dose, but the protection of that canister
23 from everything from, you know, tornado missiles to
24 airplane crashes and everything else that could be
25 postulated.

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February 17, 2022

28

1 These overpacks are very heavy concrete.
2 You know, reinforced concrete structures that are
3 meant to, you know, withstand anything postulated
4 that could possibly happen to that system where it
5 sits on the pad.

6 So it's actually an improvement over
7 these casks. Not just because, you know, they are
8 cheaper to fabricate, but because the overpacks do
9 supply better cooling. So especially in the
10 horizontal configuration, there's better cooling for
11 the fuel itself, just because there's more space
12 around that canister inside of the overpack.

13 If there was, you know, ever to be -- and
14 this is more for marine environments, but any kind
15 of flooding event, very easy to have those drained.
16 They just drain right out with no issue. The casks
17 cannot handle the same heat of fuel because of that
18 coolant. So it's actually an improved system, an
19 improved engineered system, you know, going from a
20 cask to a canister with a heavy concrete overpack.

21 That's the end of my comment, unless
22 anyone has a comment on the rest of it.

23 MR. RAY KIRSCH: No, Roger, this is
24 great. Thank you very much for adding on to my
25 thoughts. I was trying to remember, but you also

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29

1 bring up great points about the engineering and the
2 structure and their ability to shield it from
3 external events.

4 MR. ROGER MAGGI: Ray, the only thing
5 I'll add is that the casks that are on the pad at
6 Prairie Island are transportable, but -- the
7 TN-40HTs are transportable. The TN-40s can be
8 upgraded. And they're licensed to be transported,
9 and those will eventually be moved off to interim or
10 permanent storage somewhere else. They will not
11 stay where they are forever.

12 MR. RAY KIRSCH: Great. Thank you,
13 Roger, for your comments. I appreciate them very
14 much.

15 MR. ROGER MAGGI: Yeah.

16 MR. RAY KIRSCH: Did anybody else have a
17 question or a comment? Andrew, has anybody chatted
18 with you that has indicated they have a question or
19 a comment?

20 MR. ANDREW LEVI: Yes. Two questions,
21 two folks. Carol Overland has asked to speak.

22 Carol, I hope you don't mind, I'm going
23 to let Susan jump back on for a second. She has a
24 follow-up question for Roger. So we'll go to Susan,
25 and then assuming no other follow-up questions,

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February 17, 2022

30

1 we'll go to you, Carol.

2 So, Susan, let me -- you are unmuted.

3 Okay.

4 MS. SUSAN ANDERSON: Thank you.

5 Roger, I thought the original casks, the
6 original -- at least the original 17 casks were not
7 transportable and that was part of the concern that
8 they would never leave Prairie Island because
9 they're -- that had never been done before.

10 MR. ROGER MAGGI: It has not been done
11 yet, but I'm going to ask if you could put Jack
12 Boshoven on. He is our chief engineer for the
13 interim storage facility down in Texas that we are
14 part-owners of, which has received its license from
15 the NRC. We've already worked with Xcel how to move
16 all of that fuel from Prairie Island.

17 So, Jack, I'm going to put you on the
18 spot here to address the initial 17 TN-40s.

19 MR. JON KAPITZ: Yeah, if I could jump
20 in, too. The original TN-40s --

21 MR. RAY KIRSCH: Jon, could I ask you
22 just to state and spell your name before you begin?

23 MR. JON KAPITZ: Sure, Jon Kapitz.

24 J-O-N, K-A-P-I-T-Z.

25 The original 17, along with, I believe,

13-3

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31

1 about the first 29, are TN-40 designed. Those are
2 the ones that do have the transportation license.
3 The TN-40HT, we have submitted the transportation
4 license application to the NRC, and that is ongoing.

5 So just to clarify that, it's the TN-40s
6 that do have the license, and they were not
7 transportable -- they've always been transportable.
8 They did not have a transport license when they
9 first loaded them and first created the ISFSI. We
10 have subsequently applied for that, and the license
11 has been granted. The TN-40HT, the next model, is
12 under review by the NRC.

13 MR. RAY KIRSCH: Thank you, Jon.

14 And we talk about this a little bit in
15 the -- well, not a little bit, extensively in the
16 draft SEIS, as it happens, the NRC licenses
17 approves/certifies casks for storage of spent
18 nuclear fuel and for transportation. They're two
19 separate certifications under two different parts of
20 the Federal Code of Regulations. So you can be
21 certified by the NRC for storage, and then to move
22 the fuel, you can be certified for transportation.

23 So as Jon has just mentioned, all the
24 TN-40s, including the original casks, at Prairie
25 Island are certified for both storage and

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February 17, 2022

32

1 transportation. The HT, or the high temperature,
2 casks are certified for storage, and Xcel has
3 applied to the NRC for transportation certification
4 for those casks.

5 So all of those casks, assuming Xcel gets
6 that certification -- and it's pretty much a given
7 that they will because the cask, between the TN-40
8 and TN-40HT, they're basically the same cask. Very
9 little difference. So if one is certifiable, I
10 think the other will be, too, but we'll wait and see
11 what the NRC says about that. So all those casks
12 could be certified for transporting.

13 As Roger mentioned, yes, the intent is to
14 eventually move all of the fuel at Prairie Island to
15 an interim storage facility or eventually a federal
16 repository. It's just like the licenses for those
17 two first ones in Texas and New Mexico have started
18 with canisters. That doesn't mean that they can't
19 take the casks at some point, as I mentioned, apply
20 for a license with the NRC, and they could accept
21 casks well. So that's not easy to do, but it's a
22 process. At least, theoretically, it would be easy,
23 but it will take some time to go through a license
24 amendment process there.

25 All right. Andrew, you said that

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33

1 Ms. Overland had a question or a comment?

2 MS. CAROL OVERLAND: Hello.

3 MR. ANDREW LEVI: Carol, you're all set.
4 If you could state and spell your name.

5 MS. CAROL OVERLAND: Sure.

6 Carol Overland, C-A-R-O-L, O-V-E-R-L-A-N-D, and I am
7 a resident of Red Wing right across West Avenue from
8 Susan Johnson.

9 In building on her questions, I do have a
10 couple for Roger. Where he had said that, quote,
11 Monticello uses canisters being considered for
12 Prairie Island. What is the model that is being
13 used at Monticello that is being considered for
14 Prairie Island?

15 MR. RAY KIRSCH: And if it's Jon at Xcel,
16 Jon, if you're the better person, or maybe not, to
17 answer that question, you can certainly jump in.

18 MR. JON KAPITZ: Yeah. It's a NUHOMS
19 system that Transnuclear makes and -- the same
20 company that makes the TN-40s at Prairie Island.
21 It's a NUHOMS canister. It's designed specifically
22 for Monticello fuel, the canister itself, the
23 internal. So it would be a slightly different
24 canister if we were to use that model at Prairie
25 Island, but the outside, the storage module, the

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34

1 concrete would look very similar.

2 MS. CAROL OVERLAND: And does that model
3 have a name, other than NUHOMS-TN?

4 MR. JON KAPITZ: That's the main name.
5 The canister itself, it's called a 61. I think it
6 has a BTH after that. So B for boiling water, so
7 the 61B, boil water reactor, that's what Monticello
8 is. The equivalent Prairie Island would be a 37T.
9 They've got a couple letters after that that
10 designate some variations, that Prairie Island would
11 be that NUHOMS 37T canister, and Monticello, the
12 61B.

13 That's because the Monticello fuel is
14 typically smaller. So 61 fuel assemblies from
15 Monticello is roughly equivalent to the 37 for
16 Prairie Island.

17 MS. CAROL OVERLAND: Okay. And then what
18 other casks do you know of that are being considered
19 for Prairie Island?

20 MR. JON KAPITZ: Well, none are being
21 considered at the moment. We're asking for
22 permission to consider other casks. If you look,
23 there's probably -- you notice there's three main
24 vendors in this field for the canister systems.
25 They are Transnuclear, a company called Holtec, and

14-1

February 17, 2022

35

1 a company, NAC. Those are really the three dominant
2 vendors in the field for canister systems.

3 MR. RAY KIRSCH: This is Ray. If I could
4 just jump in, we do list all of the NRC-certified
5 casks and canisters in the draft SEIS. And it's
6 true, Jon has commented that Xcel hasn't indicated
7 what they would select. They're just asking the
8 Commission to go out and ask for bids and select
9 from NRC-certified casks or canisters for Prairie
10 Island.

11 So I don't think -- they don't know what
12 they're going to use at this time, but it would have
13 to be from the NRC-certified list. And that list is
14 from their website, and I anticipate that it
15 probably changes from time to time as new casks are
16 certified.

17 MS. CAROL OVERLAND: And, Ray, I
18 understand what you're saying. However, I was going
19 back to Roger's statement that Monticello uses
20 canisters being considered for Prairie Island. So I
21 thought that that was an important statement to get
22 back to and to hear from them if they know of
23 others, specifically, that are being considered
24 because that is a pretty direct statement.

25 So are there others that you know of,

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36

1 either Jon Kapitz or Roger -- is it Maggi or Maggi
2 (different pronunciations)?

3 MR. ROGER MAGGI: It's Maggi, actually.

4 MS. CAROL OVERLAND: Okay. You're not
5 one of the great kings, okay.

6 Do you know of other casks that are being
7 considered? I understand that there's this blanket
8 world of casks, but it's problematic, at least from
9 my standpoint, that Xcel hasn't disclosed this. So
10 I wanted to know if you have any other information?

11 (Multiple people cross-talking.)

12 THE REPORTER: You are all kind of going
13 at the same time. This is Christine. Okay. So
14 who's talking first?

15 MR. JON KAPITZ: This is Jon Kapitz.

16 THE REPORTER: Okay.

17 MR. JON KAPITZ: I'm going to speak for
18 Xcel.

19 Xcel has not -- Xcel is not actively
20 considering any other cask designs right now. That
21 was a misstate from Roger. As Ray says, what we're
22 doing now is asking permission to look for, to
23 consider other designs from the TN-40.

24 And there are, today, three primary
25 vendors. At the time that we would look, maybe a

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February 17, 2022

37

1 couple years, we don't know what the actual models
2 would be, and so we pick from what's available at
3 the time. But we are not considering, actively,
4 any. We're not in discussions with any vendors for
5 any cask designs at Prairie Island.

6 MR. RAY KIRSCH: All right. And, Roger,
7 did you want to add anything to that?

8 MR. ROGER MAGGI: Yeah, I was muted.
9 Sorry.

10 And I do want to apologize for, you know,
11 the miscommunication. I was only trying to state
12 that Monticello is currently using a canister
13 system, similar to all the other canister systems
14 out there that would be applicable to Prairie
15 Island, but not our canister, specifically. A
16 welded, thin-walled canister with a reinforced
17 concrete overpack.

18 MR. RAY KIRSCH: Great. Thank you for
19 that clarification.

20 Carol, did you have any other questions
21 or comments this evening?

22 MS. CAROL OVERLAND: Yes, I do.

23 MR. RAY KIRSCH: Okay.

24 MS. CAROL OVERLAND: I noticed that Roger
25 is from Transnuclear, or TN. Are there any -- is

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February 17, 2022

38

1 there anyone on this call who is a representative
2 from Holtec or NAC?

3 MR. RAY KIRSCH: I don't know that.

4 MR. ANDREW LEVI: This is Andrew, the
5 host. No one has identified to me that they are.

6 MS. CAROL OVERLAND: Full disclosure
7 would be good.

8 And, then, was it Jack Boshlin
9 (phonetic), or what was his name, also from the
10 interim storage in Texas? Is he still on this call?

11 MR. ANDREW LEVI: Jack is still on the
12 call, yes.

13 MS. CAROL OVERLAND: Okay. And then he
14 is also from the Transnuclear or the interim storage
15 in -- he's the what, the manager from the interim
16 storage in Texas; is that correct?

17 MR. ANDREW LEVI: I'll let Roger answer
18 that. Hold on, Carol.

19 Hey, Roger.

20 MR. ROGER MAGGI: So, yes, Carol, Jack is
21 our chief engineer for the interim storage facility
22 in Texas.

23 And we were not invited to the call, I
24 just want to clarify that. You know, it's a public
25 meeting. We chose to join because we are the

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February 17, 2022

39

1 current dry fuel storage provider for Monticello and
2 Prairie Island and thought it'd be helpful if we
3 were, you know, here to listen and possibly provide
4 any technical support, you know, to the conversing
5 here.

6 So it may have caused a little confusion,
7 and I apologize for that. Jon Kapitz is certainly,
8 you know, well-versed in all the systems and can
9 handle all of this. So it may seem like it's
10 something more than it is. We just took the
11 opportunity to attend. Just, you know, because it's
12 a public forum and we have interest in trying to
13 help.

14 MR. ANDREW LEVI: Thank you, Roger.

15 MR. RAY KIRSCH: Thank you, Roger.

16 Carol, did you have another question or a
17 comment?

18 MS. CAROL OVERLAND: For Roger --

19 MR. ANDREW LEVI: Carol, this is Andrew.
20 I didn't have you unmuted before you started.
21 Sorry, you can start again.

22 MS. CAROL OVERLAND: Okay. This is also
23 then for Roger since he's here to add technical
24 information. Has a TN-40 ever been transported?

25 MR. ANDREW LEVI: Roger, go ahead.

14-2

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