



CERTIFIED MAIL

Mr. Sterling Derrick
Washington State Department of Ecology
3100 Port of Benton Blvd.
Richland, WA 99354

August 26, 2010
2010-LTR-1028

Ms. Linda Meyer
United States Environmental Protection Agency - Region 10
1200 Sixth Avenue, Suite 900, AWT-121
Seattle, WA 98101

RE: Perma-Fix Northwest Richland, Incorporated
EPA Site Identification Number WAR 00001 0355
Mixed Waste Facility Class 2 Modification Request to modify container loading and unloading requirements

Dear Mr. Derrick and Ms. Meyer:

Perma-Fix Northwest Richland, Incorporated (PFNW-R) is requesting a modification to the Permit. The most significant change to the permit would add two concrete loading and unloading areas which will satisfy the requirements of WAC 173-303-395(4) to allow for the loading and unloading of containerized mixed waste in the mixed waste facility (MWF) yard area. This change is necessary to allow for the loading and unloading of rail cars that will be used in conjunction with the proposed rail spur.

Description of Change(s)

PFNW-R will construct and operate equipment to allow an additional mode of transportation for the receipt and shipment of containerized mixed waste and TSCA regulated PCB wastes at the facility. The additional mode of transportation will allow containerized mixed waste and TSCA regulated PCB wastes to be received at and shipped from the facility via a rail spur line. Low-Level (non-mixed) radioactive waste may also be loaded or unloaded in these areas. The additional equipment will include a gate, rail spur line and a loading and unloading area. The rail spur line will enter the property from the south and will run parallel to Logston Blvd. The rail spur will extend onto the property approximately 433 feet from the new facility border and will have a loading and unloading area designed and constructed to meet the containment requirements of WAC 173-303-395(4) and 40 CFR 761.65(b)(1)(ii). This new loading and unloading area will be designated as the rail loading area (RLA). A gate across the point of rail line entry onto Perma-Fix property will be installed in order to control access. The rail spur will not enter the radiological control area (RCA).

PFNW-R will also construct and operate a new loading and unloading area on the exterior of the west side of the Mixed Waste Facility (MWF) building 13 to facilitate the loading and unloading of containerized mixed waste and TSCA regulated PCB wastes in the yard area. The new loading and unloading area will be designated as the truck loading area (TLA) and will be located inside the RCA. The TLA will provide

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direct access to room SB-03 of the MWF. The TLA will be used to unload and load large items from trucks which are too large or bulky to be handled inside the MWF. This will include items that have been or will be transferred to or from the Rail Loading Area. The TLA will be designed and constructed to meet the containment requirements of WAC 173-303-395(4) and 40 CFR 761.65(b)(1)(ii). The design for the loading and unloading areas is shown on construction drawings 100707-M-100, 100707-M-101, 100707-S-100 and 100707-S-101. Updated as-built drawings will be submitted to the department upon completion of construction.

Rail Loading Area Design

The RLA will be designed and constructed to meet the containment requirements of WAC 173-303-395(4) and 40 CFR 761.65(b)(1)(ii). The RLA will be constructed of concrete and will contain spills or leaks that might occur from loading or unloading. The concrete pad will be curbed and provide enough volume to capture 15,710 gallons. Containment calculations were based on a liquid container holding 3,000 gallons and meeting the requirement to provide a containment volume equal to at least two times the internal volume of the largest PCB container. An NSP 100 (or equivalent) epoxy coating will be applied to the containment pad. The concrete pad will be approximately 90 ft by 90 ft. and will be sloped to a collection point that will allow for the collection and removal of collected wastes resulting from spills or leaks in a manner that will prevent the release of dangerous waste and waste constituents to ground or surface waters. Accumulated liquids from rainfall or precipitation will be inspected for the presence of an oily sheen prior to being removed from the containment area and discharged to the ground. If the presence of an oily sheen is indicated the liquid will be containerized and characterized for proper disposal.

Rail Loading Area Process

Incoming rail vehicles will enter the facility through the new access gate on the south border of the facility and will be parked outside of the RCA. The rail vehicles will be inspected and surveyed for compliance with the Department of Transportation regulation and shipment documentation review. If the rail vehicle does not pass the initial inspection, it will be dealt with according to a "reject process" as described in Attachment 1 (Waste Analysis Plan). As part of the initial inspection, the containers in the shipment will be visually inspected for any evidence of damage, leakage or loss of integrity. Any leaking or failed container will be placed in inside an overpack container using a safe handling procedure described in MWF waste analysis plan. Within 24 hours of initial receipt, the shipment will be transferred to a truck and moved inside the RCA through the MWF access gate and unloaded. Containers will be unloaded either in the MWF or at the TLA and placed in the MWF pending inspection and verification prior to "formal acceptance". After unloading, a duly authorized MWF representative will sign the shipping manifest documents acknowledging "formal receipt" of the waste as per WAC 173-303-370.

Truck Loading Area Design

The TLA will be designed and constructed to satisfy the requirements containment requirements of WAC 173-303-395(4) and 40 CFR 761.65(b)(1)(ii). The TLA will be constructed of concrete and will contain spills or leaks that might occur from loading or unloading. The concrete pad will be approximately 65 ft by 76 ft. and will be sloped to a collection point that will allow for the collection and removal of collected

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wastes resulting from spills or leaks in a manner that will prevent the release of dangerous waste and waste constituents to ground or surface waters. The concrete pad will be curbed and provide enough volume to capture 15,710 gallons. Containment calculations were based on a liquid container holding 3,000 gallons and meeting the requirement to provide a containment volume equal to at least two times the internal volume of the largest PCB container. An NSP 100 (or equivalent) epoxy coating will be applied to the containment pad.

Truck Loading Area Process

Incoming trucks will enter facility through the access road off of Battelle Boulevard parking just west of the MWF access gate and outside of the Radiological Control Area (RCA). The trucks will be inspected and surveyed for compliance with the Department of Transportation regulation and shipment documentation review. If the truck does not pass the initial inspection, it will be dealt with according to a "reject process" as described in Attachment 1 (Waste Analysis Plan). As part of the initial inspection, the containers in shipment will be visually inspected for any evidence of damage, leakage or loss of integrity. Any leaking or failed container will be placed inside an overpack container using a safe handling procedure described in MWF waste analysis plan. Within 24 hours of initial receipt, the shipment will be allowed to enter the RCA through the MWF access gate and unloaded. Containers will be unloaded and placed in the MWF pending inspection and verification prior to "formal acceptance". Occasionally, large bulky containers will be unloaded using a crane. After unloading, a duly authorized MWF representative will sign the shipping manifest documents acknowledging "formal receipt" of the waste as per WAC 173-303-370.

Training

Changes to Permit Attachment FF Personnel Training are not proposed. Attachment FF already requires training for waste acceptance, emergency procedures, waste handling, etc. Course content related to the proper operation of the truck loading and rail loading areas will be revised and personnel will be trained prior to performing waste handling operations in these areas.

Inspections

Changes to Permit Attachment EE Inspection Plan have been proposed. This change will require that the Rail Loading Area and Truck Loading Area are inspected on a frequency of daily for the presence of accumulated liquids in addition to the existing requirements in this attachment for loading and unloading areas. This is necessary to ensure that adequate containment area is maintained for loading and unloading operations as rainfall and precipitation will accumulate in the containment areas. Any accumulated liquids will be inspected for the presence of an oily sheen prior to being removed from the containment area and discharged to the ground. If the presence of an oily sheen is indicated the liquid will be containerized and characterized for proper disposal.

Justification

This permit modification is necessary to allow for the addition of the rail spur and loading and unloading areas. The addition of the rail spur onto Perma-Fix property was suggested to PFNW by CHPRC in order to facilitate the shipment of DOE wastes to and from the facility. It will allow for shipment of waste via rail and reduce the number of road closures necessary to transport waste to the facility. It will also

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provide support to Department of Energy projects and timelines by consolidating multiple shipments of waste via truck into fewer shipments of waste via rail. Based on discussions with Washington State Department of Ecology, PFNW is submitting this permit modification request as a class 2 modification.

Attachments

The following permit/permit conditions and attachments have been revised to accommodate the loading and unloading of waste in the yard area.

1. Certification Statement
2. Permit Modification Summary Sheet
3. Public Notice
4. List of Permit Changes
5. Permit
6. Permit Attachment AA
7. Permit Attachment CC
8. Permit Attachment EE
9. Permit Attachment GG
10. Permit Attachment LL
11. Permit Attachment PP
12. Drawings
13. SEPA Checklist

Public Comment

A 60-day public comment period will begin on or about August 22, 2010. A public meeting has been scheduled for September 16, 2010 at 6:30 at the Department of Ecology Nuclear Waste Program Office, located at 3100 Port of Benton Blvd., Richland, Washington.

Should you have any questions regarding this matter, please do not hesitate to contact me on (509) 375-7026

Thank you,

Richard Grondin
Perma-Fix Northwest Richland, Incorporated
Vice President and General Manager

Cc:
Curt Cannon PFNW w/o attachments
Chuck White PFNW w/o attachments
Ron Skinnerland Ecology w/o attachments
Regulatory File PFNW w/ attachments

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Attachment 1

Certification Statement

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The following certification statement fulfills the requirements of Hazardous Waste Management Act, in accordance with WAC 173-303-810(13)(a), and Toxic Substance Control Act, in accordance with 40 CFR 761.3, for Perma-Fix Northwest Richland, Inc. permit for the Storage and Treatment of Mixed Waste and for the Storage and Disposal of Mixed-Toxic Substance Control Act (TSCA) Regulated Polychlorinated Biphenyl (PCB) Wastes.

The certification below covers the documentation and submission of the Permit Modification submitted in letter No. 2010-LTR-1028, dated August 26, 2010.

As the Vice President/General Manager of the Mixed Waste Facility, I have the authority to certify on behalf of the corporation.

HWMA CERTIFICATION
[WAC 173-303-810(13)(a)]

“I certify under penalty of law that this document and all attachments were prepared under my direction or supervision in accordance with a system designed to assure that qualified personnel properly gather and evaluate the information submitted. Based on my inquiry of the person or persons who manage the system, or those persons directly responsible for gathering the information, the information submitted is, to the best of my knowledge and belief, true, accurate, and complete. I am aware that there are significant penalties for submitting false information, including the possibility of fine and imprisonment for knowing violations.”

PFNW-R Inc.

Richard Grondin Vice President/General Manager

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Attachment 2

Permit Modification Summary Sheet

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MWF Mixed Waste Permit Modification/Notification					
PMN#: 120	Unit Name: Mixed Waste Facility		Permit Number: WAR 0000 10355		
LTR#: 2010-LTR-1028	Unit Number: N/A		Permit Condition: I.B.3, I.B.4		
Description of Modification: ▼					
Permit Modification Class¹: ▶		Class 1	Class¹1	Class 2	Class 3
				X	
Justification for Classification of Modification²: ▶		Based on discussion with the Department of Ecology, PFNW submits this as a class2 modification.			
Relevant WAC 173-303-830, Appendix I Modification: ▶		N/A			
Enter wording of the modification from WAC 173-303-830, Appendix I citation: ▼					
N/A					
Prepared By:		Date:		Reviewed By:	Date:
Kevin McCallum, Regulatory Compliance Officer		August 26, 2010		Richard Grondin, Vice-President and General Manager	August 26, 2010
			WDOE Accepted:		

¹Class I modifications requiring prior Agency approval.

²If the proposed modification matches a modification listed in WAC 173-303-830 Appendix I, then enter the wording "Listed in Appendix I of WAC 173-303-830" here

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Attachment 3

Public Notice

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Attachment 4

List of Permit Changes

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Attachment 5

Permit

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Attachment 6

Permit Attachment AA

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Attachment 7

Permit Attachment CC

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Attachment 8

Permit Attachment EE

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Attachment 9

Permit Attachment GG

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Attachment 10

Permit Attachment LL

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Attachment 11

Permit Attachment PP

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Attachment 12

Drawings

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Attachment 13

SEPA Checklist