

**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.

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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.

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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.

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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

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13       MPUC DOCKET NO. E002/CN-08-510

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19               Meeting held remotely via:  
20                       Webex

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22                       February 17, 2022

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24  
25               COURT REPORTER: Christine Simons, RPR, RMR

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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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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

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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,

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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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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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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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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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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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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,

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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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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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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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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

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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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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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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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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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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.

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