



TMI-Alert Will Not Participate in Corporate Panel

April 6, 2021

TMI-Alert (“TMIA”) notified TMI-2 Solutions that the organization will not be participating in the Community Advisory Panel. TMIA advocated for a truly independent advisory panel modeled on the community-based Advisory Panel created after the TMI-2 accident.*

Eric Epstein, Chairman of (“TMIA”) stated, “After thoughtful discussion, TMIA decided not to serve on the TMI Community Advisory Panel. This entity is a corporate extension of TMI-2 Solutions, which funds, manages, and staffs the panel.”

Mr. Epstein noted that the NRC license transfer docket is open. TMIA filed an Appeal with the NRC on March 19, 2021. The NRC has given the parties associated with the proposed TMI-2 license transfer until April 12, 2021 to respond to TMIA’s argument that the action violates the Clean Water Act.

On February 16, 2021, TMIA notified the Department of Environmental Protection, the Nuclear Regulatory Commission, and the Susquehanna River Basin Commission that the Three Mile Island Unit-2 license transfer from FirstEnergy to TMI-2 Solutions violated the Environmental Protection Agency’s, Clean Water Act (“CWA”) Section, 401 Certification Rule.

Mr. Epstein stated: “The CWA was the tool designed by the EPA to defeat pollution by corporate greed and regulatory inertia. The TMI-2 license transfer cannot occur without the new owners satisfying compliance with the Clean Water Act. Certification should explicitly state that TMI can not dump highly radioactive water into the Susquehanna River.”

* The original TMI-2 Advisory Panel met 78 times, and held public meetings in the vicinity of TMI-2. The Advisory Panel met regularly with the Nuclear Regulatory Commissioners. The Panel provided an invaluable forum for community residents to ask questions and register concerns relating to cleanup issues including the reactor head lift, removal of damaged fuel, and disposal of 2.3 million gallons of accident-generated, radioactive water.

One consistent theme that emerged from all sides was the desire to make sure that adequate funding was in place to fund the TMI cleanup.

Funding the TMI-2 cleanup has been problematic dating back to the accident in 1979. At that time, there were no decommissioning funds set aside. In 1982, Governor Richard Thornburgh cobbled together the Thonburgh Plan — a \$1 billion fund to pay for the removal of the damaged fuel. But, funding problems did not go away.

On October 25, 1988, Panel Chairman Arthur E. Morris told the NRC Commissioners: “... there is no specific funding plan in place, and consequently no guarantee that monies will be in place for cleanup following PDMS [Post-Defueling Monitored Storage]... This uncertainty troubled the panel.”