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ONE HUNDRED FOURTEENTH CONGRESS  
**Congress of the United States**  
**House of Representatives**

COMMITTEE ON ENERGY AND COMMERCE

2125 RAYBURN HOUSE OFFICE BUILDING  
WASHINGTON, DC 20515-6115

Majority (202) 225-2927  
Minority (202) 225-3641  
October 29, 2015

Mr. Robert D. Quinn, P.E.  
Vice President, Cask and Container Technology  
EnergySolutions  
2105 South Bascom Avenue, Suite 230  
Campbell, CA 95008

Dear Mr. Quinn:

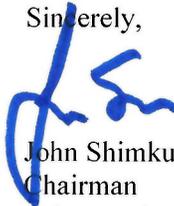
Thank you for appearing before the Subcommittee on Environment and the Economy on Thursday, October 1, 2015, to testify at the hearing entitled "Transporting Nuclear Material: Design, Logistics, and Shipment."

Pursuant to the Rules of the Committee on Energy and Commerce, the hearing record remains open for ten business days to permit Members to submit additional questions for the record, which are attached. The format of your responses to these questions should be as follows: (1) the name of the Member whose question you are addressing, (2) the complete text of the question you are addressing in bold, and (3) your answer to that question in plain text.

To facilitate the printing of the hearing record, please respond to these questions with a transmittal letter by the close of business on Thursday, November 12, 2015. Your responses should be mailed to Will Batson, Legislative Clerk, Committee on Energy and Commerce, 2125 Rayburn House Office Building, Washington, DC 20515 and e-mailed to [Will.Batson@mail.house.gov](mailto:Will.Batson@mail.house.gov).

Thank you again for your time and effort preparing and delivering testimony before the Subcommittee.

Sincerely,



John Shimkus  
Chairman

Subcommittee on Environment and the Economy

cc: The Honorable Paul Tonko, Ranking Member, Subcommittee on Environment and the Economy

Attachment

## Additional Questions for the Record

### The Honorable John Shimkus

The National Academies 2006 report “Going the Distance” included a recommendation that NRC perform additional analyses of very long fire duration scenarios. To your knowledge, has NRC performed such additional analysis, and if so, what was the outcome of the analyses?

1. What is being done to address the concerns with transport of high burnup spent fuel, and how long will it be before it is possible for NRC to license a cask for such transportation?
2. Can you provide any additional information on the Aberdeen TOW missile test?