

Navy 2015 Joint Land Use Study: Secrecy Rules (again)

The Preliminary Draft for the Navy's Joint Land Use Study (JLUS) for Naval Base Kitsap and Naval Magazine Indian Island was published online on February 12, 2015. Public meetings were scheduled just five days later in Chimacum, and on February 24 in Bremerton. The Navy's \$658,000 study is expected to be completed by the end of 2015.

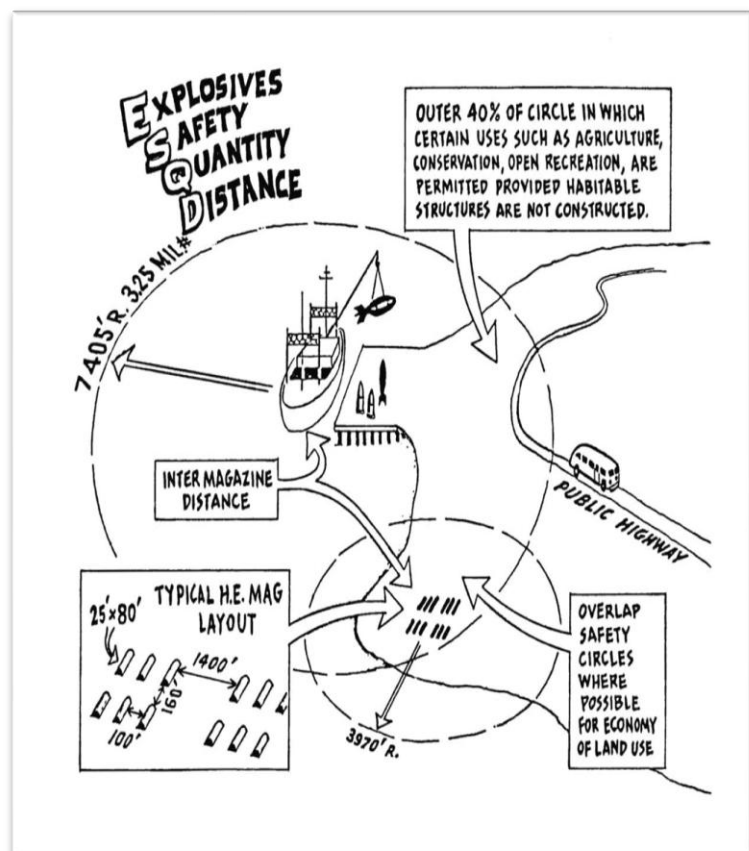
The Guidance Manual for the DoD JLUS program states: *The JLUS program relies on strong community planning... The JLUS program is community controlled and community directed.* However if the community is never informed of the Navy's intentions, or of existing or potential land use conflicts, the community cannot be involved in the process in any significant way.

The 40-page Guidance Manual for the DoD JLUS program specifically directs planners to include *"explosives, safety quantity distances from ammunition storage that may affect land outside the base, external radio frequency interference, and electromagnetic radiation effects on adjacent land."*

None of the above is discussed in the JLUS draft even though explosive material for Naval Base Indian Island is first brought by rail to Naval Base Kitsap-Bangor and then by truck to Indian Island. And the submarine base at Bangor will soon be handling explosives equal to up to 7.44 million pounds of TNT in the form of rocket motor propellant at its two Explosives Handling Wharves in Hood Canal.

The Navy's JLUS draft addressed hazards by declaring "Urban Myths" such as the "NAVMAGII's emergency plan to respond to a ship fire is to push it out into the bay toward Port Townsend." However, according to Navy and DoD regulations, the Navy must move a burning ship to a prescribed distance from the ammunition pier, which at Indian Island, happens to be toward the center of Port Townsend Bay. The Navy has falsely concluded that because it "disestablished" the exact location of the scuttling site that there is no longer a plan to place Port Townsend in jeopardy in the case of an emergency.

Page 17 of the Guidance Manual for the DoD JLUS program shows how Explosive Safety Quantity Distance (ESQD) arcs for



Page 17, DoD JLUS Guidance Manual

missile loading such as at Bangor and Indian Island are used for safety siting. An arc reflects the blast zone, or minimum safe distance between an explosives handling site and a building, road or other place designed to minimize death and destruction from an accidental blast.

The Navy labeled public concerns expressed in September and October 2014 Survey Results as “fears” such as “*fear of ordnance storage and handling*” and “*fears over a rumored ‘buffer zone.’*” Citizens in the Northwest have legitimate concerns.

The Navy’s second Explosives Handling Wharf at Bangor is scheduled for missile-handling operations in 2016, which will double the amount of explosives and nearly double the frequency of explosives handling operations in a confined area in Hood Canal, according to the Navy’s Environmental Impact Statement and related public documents.

The Navy is siting the second Explosives Handling Wharf next to the existing one at Bangor although in 2012 the Department of Defense Explosives Safety Board (DDESB), the agency responsible for explosive safety for all branches of the military, declined to approve the siting plan due to safety concerns, according to public court records and stories in the Kitsap Sun and KOMO-TV.

The DDESB in 2012 proposed that the Navy conduct a study to prove that an accident involving one missile would not “promptly propagate” to the other 23 missiles on the submarine, and that the resulting explosion at one Explosives Handling Wharf would not “promptly propagate” to another suspended missile or submarine at the adjacent Explosives Handling Wharf, according to public court records. The DDESB wished to know whether “the blast waves would coalesce” as a single explosive source.

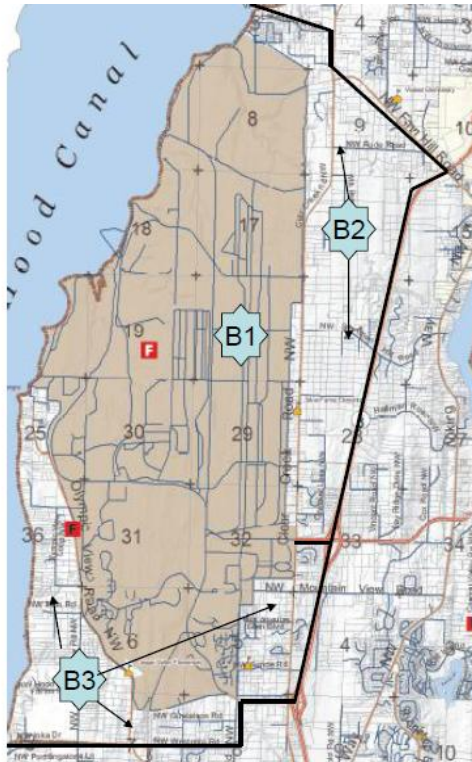
In 2012, the Navy determined that a study to satisfy concerns raised by the DDESB was not “feasible,” according to public court records. The Navy instead accepted all explosive risk at the Explosives Handling Wharves for the entire operational life of the wharves—presumably as long as 50 to 60 years or longer. Unfortunately, the lasting exposure to this risk affects everyone in the Puget Sound area.

By doubling the amount of explosive material, the potential blast zone for an accident at the wharves will be expanded into residential areas around the base, in direct conflict with accepted explosives safety by both the Navy and the DDESB. A large number of residential homes in Kitsap County will be within the Navy’s blast zone (or ESQD arc) when the second Explosives Handling Wharf becomes operational. This should be addressed in the final JLUS as a pressing public concern.

The Joint Land Use Study should have also included an emergency plan by the Navy and Kitsap County Department of Emergency Management for the response to a radiological accident at Naval Base Kitsap. The 2011 record, SOP 2.8A, *Hazard Materials: Radiological Events*, directs emergency planners: *Regardless of the type of radiological event, the first action would normally involve a decision to evacuation or sheltering-in-place of citizens to minimum their exposure to radiation or potential explosions. This decision should not come lightly or without understanding the consequences for sheltering-in-place or not sheltering-in-place. As such, you should follow the procedure carefully, but do not hesitate to make a decision for lack of information or when it is apparent that citizens are in imminent danger.*

**Emergency Protective Zones
Naval Base Kitsap, Bangor**

Boundary Definitions
EPZ-B1 On Base Non-essential Personnel on base
EPZ-B2 North Lakeness and Finn Hill Rds South Rt 308 East State Rt 3 West Naval Base
EPZ-B3 North Rt 308 and Naval Base South Trigger Ave and NW Anderson Hill Rd East Rt 3 West Hood Canal

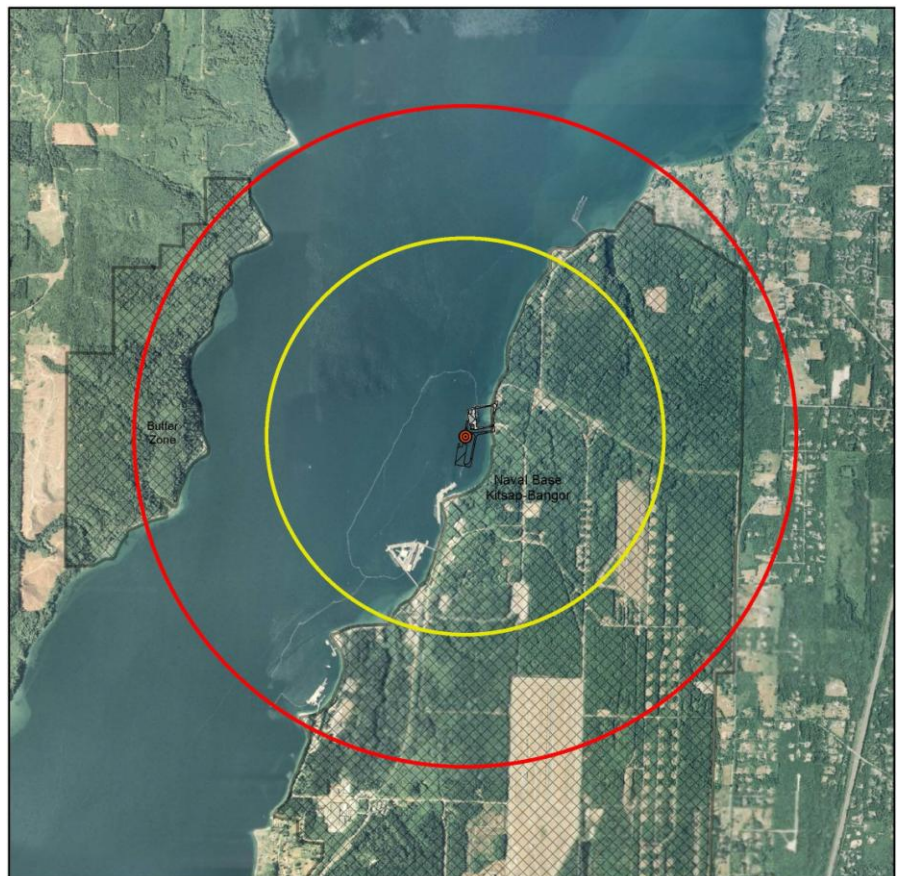


Unfortunately, secrecy prevails and the public again is not informed of this plan. Two Central Kitsap elementary schools are within the Emergency Protection Zones. A public records response from the school district in 2012 indicated they had no information on the Emergency Protection Zones or any emergency programs involving Naval Base Kitsap-Bangor.

The map below reflects a citizen's estimate of the blast zone that will threaten Kitsap County beginning next year when the second missile-handling wharf becomes operational at Bangor. The distance from the center of the arc map to the outer arc is 9,761 feet. Starting in 2016, homes within the outer arc will be within the Navy's blast zone.

The Department of Defense and the Navy could have made much better use of the \$658,000 for this JLUS if it had used some of the funding for a good emergency response plan for the base and the surrounding community.

The map below





Ground Zero Center for Nonviolent Action

16159 Clear Creek Road NW

Poulsbo, WA 98370

info@gzcenter.org

www.gzcenter.org

Notes:

The JLUS website is at <http://www.kijlus.com> For a copy of the Preliminary Draft JLUS, see http://www.kijlus.com/wp-content/uploads/2014/04/KIJLUS_DRAFT_2015-02-13.pdf

For a copy of the 40-page JLUS program guide, see <http://www.oea.gov/library/directory/assistance/jlus/joint-land-use-study-program-guidance-manual/download> See page 17 for ESQD arc information.

A Google search of the 162-page Preliminary Draft JLUS shows the use of the word “*myth*” three times, “*explosive*” three times (only for identification or definition purposes), “*nuclear*” one time, and the word “*economic*” used seventy-seven times.

See the Navy’s “Urban Myths” section, including this ridiculous statement: “*There are secret submarine tunnels under Indian Island connecting NAVMAGII to NBKBangor.*” See page 83 of JLUS draft, at http://www.kijlus.com/wp-content/uploads/2014/04/KIJLUS_DRAFT_2015-02-13.pdf

See DoD 6055.09-M, Volume 4, *Ammunition and Explosives Safety Standards: Quantity-Distance Criteria for Airfields and Heliports, Piers and Wharfs, and Specific Facilities*, pages 31 and 35, for scuttling site distance, at <http://www.dtic.mil/whs/directives/corres/pdf/605509m/605509v4.pdf> Also see pages 28-35 for explosives handling at piers and wharfs. Section V4.7. of the record states: *RELEASABILITY. UNLIMITED. This Volume is approved for public release and is available on the Internet from the DoD Issuances Website at* <http://www.dtic.mil/whs/directive>

This response to the Navy’s Draft JLUS was written by Glen Milner, a Seattle resident and a long-time member of Ground Zero Center for Nonviolent Action, a nonprofit peace organization based in Poulsbo. He became aware of Navy explosives issues when a train carrying Trident C-4 rocket motors derailed near Shelton, Washington on April 21, 1986. Even though the placards on the railcars listed the shipment as Class I/Division I Explosives, the Navy repeatedly denied that there was anything explosive on the train. Milner filed his first Freedom of Information Act request at that time and learned that the derailed train shipment carried the Net Explosive Weight (NEW) equal to over 112,000 pounds of TNT.

Please contact Glen Milner at info@gzcenter.org if you would like more information on this subject.