



NUCLEAR WASTE  
MANAGEMENT  
ORGANIZATION

SOCIÉTÉ DE GESTION  
DES DÉCHETS  
NUCLÉAIRES

# Preliminary Assessment for Siting a Deep Geological Repository for Canada's Used Nuclear Fuel



**The Town of Creighton, Saskatchewan**

**FINDINGS FROM PHASE ONE STUDIES**

**APM-REP-06144-0049**

**NOVEMBER 2013**

## About the NWMO and its work

The Nuclear Waste Management Organization (NWMO) was created by Canada's nuclear energy generators in 2002 as a requirement of the *Nuclear Fuel Waste Act*. The Act requires the NWMO to study, recommend and then implement a plan for the long-term management of used nuclear fuel in Canada.

The NWMO approaches its work with the following vision: the long-term management of Canada's nuclear waste in a manner that safeguards people and respects the environment, now and in the future.

The NWMO is guided by five fundamental values:

**Integrity:** We will conduct ourselves with openness, honesty and respect for all persons and organizations with whom we deal.

**Excellence:** We will pursue the best knowledge, understanding and innovative thinking in our analysis, engagement processes and decision-making.

**Engagement:** We will seek the participation of all communities of interest and be responsive to a diversity of views and perspectives. We will communicate and consult actively, promoting thoughtful reflection and facilitating a constructive dialogue.

**Accountability:** We will be fully responsible for the wise, prudent and efficient management of resources, and be accountable for all our actions.

**Transparency:** We will be open and transparent in our process, communications and decision-making, so that the approach is clear to all Canadians.

The work of the NWMO is subject to federal regulatory oversight and is regulated under the *Nuclear Safety and Control Act*. The NWMO's work is required to meet all applicable regulatory standards and requirements for protecting the health and safety of persons, the environment and national security, and to respect Canada's international commitments on the peaceful use of nuclear energy. For financial surety, its work is also required to be fully funded by the waste-producing organizations through independently managed trust funds.



## Preface

Since May 2010, the Nuclear Waste Management Organization (NWMO) has worked collaboratively with interested communities to implement Adaptive Phased Management (APM), Canada's plan for the safe, long-term care of used nuclear fuel. At this early point in the multi-year site selection process, the focus of work is on exploring potential to meet specific requirements to safely host a deep geological repository and Centre of Expertise, the core components of Canada's plan.

Findings summarized in this document have emerged from studies conducted as part of Phase 1 of the Preliminary Assessment, the initial phase of study in Step 3 of the nine-step process for selecting a site. This document reviews the outcome of desktop studies that explored the potential to find a site that can safely and securely contain and isolate used nuclear fuel from people and the environment for the long time period required. It also summarizes learning that transpired through working with the community to build understanding about APM and to explore the project's potential to align with the long-term vision of the community in a way that contributes to its well-being.

The Town of Creighton is one of 21 communities engaged in exploring potential interest in hosting this national infrastructure project. Findings from its Phase 1 Preliminary Assessment are intended to support the Town and the NWMO in taking stock of the community's potential to meet the requirements for hosting APM facilities. These assessments also provide the basis upon which the NWMO will identify a smaller number of communities to be the focus of the next phase of more detailed studies.

~~~~~

The journey of The Town of Creighton in the APM process began in February 2010 when the Mayor and Council approached the NWMO to learn more about the program. This request came to the NWMO in response to an open invitation to communities and groups to learn more about Canada's plan. Highlights of Creighton's engagement to date in this Learn More process are provided below.

After the NWMO formally initiated the site selection process in May 2010, the Mayor and representatives of Council received a briefing from the NWMO in November 2010 in Toronto about Canada's plan and site selection process. They also toured OPG's Darlington Waste Management Facility (DWMF) to learn how used nuclear fuel is currently managed.

In March 2011, Creighton's Mayor and Council passed a resolution requesting an initial screening of the community's potential suitability for the project. The NWMO delivered a presentation to the Mayor and Council in Creighton to review the plan for conducting this initial screening and to confirm details of the work. Upon completing this work in June 2011, the NWMO and the contractor that conducted the work presented findings of the screening to Council. Copies of the final report (summary version, as well as detailed report) were also provided. The report's findings indicated that *"the review of readily available information and the application of the five initial screening criteria did not identify any obvious conditions that would exclude the Town of Creighton from further consideration in the site selection process."*

At the invitation of Council, the NWMO convened an open house in June 2011 in Creighton to review the initial screening results and share information about the project and site selection process. Individuals and groups who met with the NWMO during open houses included Town Council and staff, students, representatives from the business community, seniors, first responders and representatives of neighbouring communities.

The Town has actively pursued learning opportunities to become better informed about the project and nuclear waste management in general. To make information about the project and the site selection process readily available to community members, Council asked the NWMO to set up an information kiosk about the APM project in the municipal office.

In June 2011, a small delegation from the community attended the Federation of Canadian Municipalities conference to hear from representatives of Swedish communities that were involved in a similar site selection process. In September 2011, representatives of Creighton attended the Canadian Nuclear Society conference in Toronto to learn from the perspective of a broad range of specialists, and to hear first-hand about progress, issues and challenges associated with nuclear waste management practices in Canada and other countries. In September 2011, community representatives met with the Canadian Nuclear Safety Commission (CNSC) at its office in Ottawa to learn about the regulatory framework and oversight for the APM project, meet individual subject matter experts and have questions addressed. The costs associated with these learning activities were covered by the NWMO as part of a funding program provided to interested communities.

In Fall 2011, Council expressed an interest in learning more about preliminary assessments, the next step in the site selection process. At the request of Council, in December 2011 the NWMO provided a briefing that outlined what would be involved should the Town wish to proceed to this step.

After further consideration, Council passed a resolution in December 2011 expressing its interest in continuing to learn more about APM and to initiate feasibility studies by proceeding to Step 3 for the first phase of preliminary assessment.

To facilitate learning and dialogue in the community, Council established a Community Liaison Committee (CLC). Members were selected through an open invitation process, and the inaugural meeting was held in March 2012. The CLC was directed by Council to help facilitate involvement of community members in learning about the project in an open and inclusive manner, and to help inform NWMO studies.

In the period that followed, the Council, the CLC and the NWMO worked together to review plans for the range of technical and social well-being studies associated with the Phase 1 assessment process. They also reviewed the resource program available to the community to support activities to learn about and reflect on its interest in the project, encourage local discussion, and engage with the NWMO as the assessment was undertaken. The community worked closely with the NWMO to plan local dialogues, engagement, and early outreach to surrounding communities and Aboriginal people.

To support engagement in the assessment process, the CLC established a monthly meeting schedule, with NWMO staff attending as requested to be part of the discussion and work with the committee to complete preliminary assessment studies. These meetings were advertised in advance and open to the public. The committee also appointed a CLC project coordinator, established a CLC website and regular community newsletter, sought presentations from NWMO staff specialists about topics of interest to CLC members, and helped organize open houses. At these open houses, NWMO specialists used interactive exhibits, videos, poster displays and printed materials to help explain various aspects of APM and answer questions about the project.

Working collaboratively, the Town, the CLC and the NWMO undertook a wide range of outreach activities with local individuals and groups such as first responders, educators, health-care providers, business leaders and community group members. To support ongoing dialogue within the community, the NWMO opened a local office in March 2012.

The NWMO also took part in a number of Community events, such as the annual Leisure Show and presentation to community first responders, as a way to interact with residents and share information about the project. A broad range of community leaders were engaged through individual briefings and conversations held as part of the study process.

In September 2012, a small community delegation attended the International Conference on Geological Repositories to learn about how other countries are approaching site selection processes. In December 2012, the CLC along with members of council made a visit to an OPG interim storage facility at Pickering.

The CLC actively involved the community in the development of a community profile and the community well-being assessment report. Open houses were organized to share the progress of studies and learning, and to seek input from community members. Open houses were convened in the Spring of 2012 to engage community members in discussion of the work involved in Phase 1 studies and in the Fall to report on findings of work to date.

Recognizing the importance of engaging surrounding communities and Aboriginal people in discussion about this project, the Town and the NWMO began to reach out to groups and individuals beyond the community in a very preliminary way. This outreach included First Nations communities and Métis locals, mayors and Council members of neighbouring communities, and a variety of regional groups, such as the Flin Flon Rotary Club, and Flin Flon and District Chamber of Commerce.

~~~~~

The objective of the site selection process, through several phases of progressively more detailed assessments, is to arrive at a single location for both the deep geological repository for Canada's used nuclear fuel and for the Centre of Expertise. The preferred site will need to ensure safety and security for people and the environment and contribute to the well-being of the area. Selecting a site will require many more years of detailed technical, scientific and social study and assessments, and much more engagement with interested communities, as well as surrounding communities and Aboriginal peoples.

With 21 communities engaged in exploring their interest and suitability for hosting APM, the site selection process must provide a basis for progressively identifying a smaller number of communities for more detailed assessment. Through increasingly more detailed studies, communities with strong potential to meet the project's specific requirements will be identified to become the focus of further assessment.

This process of stepwise reflection and decision-making will be supported by a sequence of assessments and engagement that will enable the NWMO and communities to learn more about the suitability of each potential siting area and make decisions about where to focus more detailed work. Communities may choose to end their involvement at any point during the site evaluation process until a final agreement is signed, subject to all regulatory requirements being met and regulatory approvals received.

## TABLE OF CONTENTS

|  | Page      |
|--|-----------|
| <b>1. INTRODUCTION .....</b>   | <b>1</b>  |
| 1.1 The Purpose of This Document .....                                     | 1         |
| 1.2 Towards Partnership .....  | 1         |
| 1.3 A Matter of Responsibility .....                                       | 2         |
| 1.4 The Foundation of Canada's Plan.....                                   | 2         |
| 1.5 The Site Selection Process .....                                       | 3         |
| 1.6 Initial Community Involvement .....                                    | 5         |
| 1.7 Approach to Preliminary Assessments.....                               | 6         |
| 1.8 Next Steps .....   | 10        |
| 1.9 Moving Forward in Partnership .....                                    | 11        |
| 1.10 Organization of Report .....  | 11        |
| <b>2. INTRODUCTION TO CREIGHTON, SASKATCHEWAN .....</b>                    | <b>13</b> |
| <b>3. PRELIMINARY ASSESSMENT OF ENGINEERING .....</b>                      | <b>17</b> |
| 3.1 Engineering Assessment Approach.....                                   | 17        |
| 3.2 Characteristics of the Material to Be Managed: Used Nuclear Fuel ..... | 17        |
| 3.3 Conceptual Description of the APM Facility .....                       | 18        |
| 3.4 APM Surface Facilities.....  | 19        |
| 3.4.1 Used Fuel Container .....  | 20        |
| 3.4.2 Used Fuel Packaging Plant.....                                       | 22        |
| 3.4.3 Sealing Materials Production Plants.....                             | 23        |
| 3.4.4 Shafts and Hoists.....   | 24        |
| 3.5 Underground Facilities .....   | 24        |
| 3.6 Centre of Expertise .....  | 27        |
| 3.7 Engineering Feasibility in the Creighton Area .....                    | 27        |
| 3.8 Engineering Costs for Creighton.....                                   | 28        |
| 3.9 Engineering Findings .....   | 29        |
| <b>4. PRELIMINARY ASSESSMENT OF GEOSCIENTIFIC SUITABILITY .....</b>        | <b>30</b> |
| 4.1 Geoscientific Preliminary Assessment Approach.....                     | 30        |
| 4.2 Geoscientific Site Evaluation Factors .....                            | 30        |
| 4.3 Geoscientific Characteristics of the Creighton Area.....               | 31        |
| 4.3.1 Physical Geography.....  | 31        |
| 4.3.2 Bedrock Geology .....  | 32        |
| 4.3.3 Quaternary Geology.....  | 33        |
| 4.3.4 Structural Geology .....   | 33        |
| 4.3.4.1 Mapped Faults .....  | 33        |
| 4.3.4.2 Lineament Investigation .....                                      | 34        |
| 4.3.5 Erosion .....  | 35        |
| 4.3.6 Seismicity and Neotectonics .....                                    | 35        |
| 4.3.6.1 Seismicity .....   | 35        |
| 4.3.6.2 Neotectonic Activity.....  | 35        |
| 4.3.7 Hydrogeology.....  | 36        |
| 4.3.7.1 Overburden Aquifers.....   | 36        |
| 4.3.7.2 Bedrock Aquifers.....  | 37        |
| 4.3.7.3 Regional Groundwater Flow.....                                     | 37        |
| 4.3.8 Hydrogeochemistry .....  | 37        |

|            |  |           |
|------------|--|-----------|
| 4.3.9      | Natural Resources .....  | 38        |
| 4.3.10     | Geomechanical Properties .....   | 38        |
| <b>4.4</b> | <b>Potential Geoscientific Suitability of the Creighton Area .....</b>           | <b>39</b> |
| 4.4.1      | Potential for Finding General Potentially Suitable Areas .....                   | 39        |
| 4.4.1.1    | General Potentially Suitable Area Within the Annabel Lake Pluton .....           | 40        |
| 4.4.1.2    | South-Central Part of the Reynard Lake Pluton .....                              | 41        |
| 4.4.1.3    | Other Areas .....  | 43        |
| 4.4.2      | Evaluation of the General Potentially Suitable Areas in the Creighton Area ..... | 43        |
| 4.4.2.1    | Safe Containment and Isolation of Used Nuclear Fuel .....                        | 43        |
| 4.4.2.2    | Long-Term Resilience to Future Geological Processes and Climate Change.....      | 44        |
| 4.4.2.3    | Safe Construction, Operation and Closure of the Repository .....                 | 45        |
| 4.4.2.4    | Isolation of Used Fuel From Future Human Activities.....                         | 45        |
| 4.4.2.5    | Amenability to Site Characterization and Data Interpretation Activities.....     | 45        |
| <b>4.5</b> | <b>Geoscientific Preliminary Assessment Findings.....</b>                        | <b>46</b> |
| <b>5.</b>  | <b>PRELIMINARY ENVIRONMENT AND SAFETY ASSESSMENT .....</b>                       | <b>59</b> |
| <b>5.1</b> | <b>Environment and Safety Assessment Approach.....</b>                           | <b>59</b> |
| <b>5.2</b> | <b>Description of the Environment.....</b>                                       | <b>60</b> |
| 5.2.1      | Communities and Infrastructure .....   | 60        |
| 5.2.2      | Natural Environment .....  | 61        |
| 5.2.3      | Natural Hazards.....   | 62        |
| 5.2.4      | Environment Summary.....   | 63        |
| <b>5.3</b> | <b>Potential Environmental Effects .....</b>                                     | <b>64</b> |
| 5.3.1      | Potential Effects During the Site Selection Process .....                        | 64        |
| 5.3.2      | Potential Effects During Construction.....                                       | 66        |
| 5.3.3      | Potential Effects During Operation .....   | 69        |
| 5.3.4      | Potential Effects During Decommissioning and Closure.....                        | 72        |
| 5.3.5      | Potential Effects During Monitoring .....  | 73        |
| <b>5.4</b> | <b>Postclosure Safety.....</b>   | <b>74</b> |
| 5.4.1      | Postclosure Performance.....   | 74        |
| 5.4.2      | Postclosure Assessment.....  | 74        |
| <b>5.5</b> | <b>Climate Change Considerations .....</b>                                       | <b>76</b> |
| 5.5.1      | Near-Term Climate Change .....   | 76        |
| 5.5.2      | Glaciation.....  | 77        |
| <b>5.6</b> | <b>Environment and Safety Findings .....</b>                                     | <b>78</b> |
| <b>6.</b>  | <b>PRELIMINARY ASSESSMENT OF TRANSPORTATION .....</b>                            | <b>81</b> |
| <b>6.1</b> | <b>Transportation Assessment Approach .....</b>                                  | <b>81</b> |
| <b>6.2</b> | <b>Regulatory Framework .....</b>  | <b>81</b> |
| 6.2.1      | Canadian Nuclear Safety Commission.....  | 82        |
| 6.2.2      | Transport Canada.....  | 82        |
| 6.2.3      | Provincial and Local Safety Responsibilities .....                               | 83        |
| <b>6.3</b> | <b>Transportation Safety .....</b>   | <b>83</b> |
| 6.3.1      | Used CANDU Nuclear Fuel.....   | 83        |
| 6.3.2      | Used Fuel Transportation Package.....  | 84        |
| 6.3.3      | Commercial Vehicle Safety .....  | 85        |
| 6.3.4      | Radiological Safety .....  | 85        |
| 6.3.5      | Radiological Dose .....  | 86        |
| <b>6.4</b> | <b>Used Fuel Quantities and Transport Frequency .....</b>                        | <b>87</b> |
| <b>6.5</b> | <b>Used Fuel Transportation Experience.....</b>                                  | <b>87</b> |

|            |  |            |
|------------|--|------------|
| <b>6.6</b> | <b>Transportation Operations .....</b>   | <b>88</b>  |
| 6.6.1      | Responsibility .....   | 88         |
| 6.6.2      | Communications .....   | 88         |
| 6.6.3      | Security .....   | 89         |
| 6.6.4      | Emergency Response Planning .....  | 89         |
| <b>6.7</b> | <b>Transportation Logistics to Creighton .....</b>   | <b>89</b>  |
| 6.7.1      | Existing Transport Infrastructure .....  | 91         |
| 6.7.2      | Road Transport From Interim Storage to a Repository .....                                    | 91         |
| 6.7.3      | Railroad Transport From Interim Storage to a Repository .....                                | 93         |
| 6.7.4      | Weather .....  | 94         |
| 6.7.5      | Carbon Footprint .....   | 95         |
| 6.7.6      | Conventional Accidents .....   | 95         |
| 6.7.7      | Transportation Costs to Creighton .....  | 95         |
| <b>6.8</b> | <b>Transportation Findings .....</b>   | <b>96</b>  |
| <b>7.</b>  | <b>PRELIMINARY SOCIAL, ECONOMIC AND CULTURAL ASSESSMENT .....</b>                            | <b>101</b> |
| <b>7.1</b> | <b>Approach to Assessment .....</b>  | <b>101</b> |
| 7.1.1      | Activities to Explore Community Well-Being .....   | 102        |
| 7.1.2      | Assumptions of the APM Project – Drivers of Community Well-Being .....                       | 102        |
| <b>7.2</b> | <b>Community Well-Being Assessment – Implications of the APM Project for Creighton .....</b> | <b>104</b> |
| 7.2.1      | Community Aspirations and Values .....   | 104        |
| 7.2.2      | Implications for Human Assets .....  | 106        |
| 7.2.3      | Implications for Economic Assets .....   | 107        |
| 7.2.4      | Implications for Infrastructure .....  | 109        |
| 7.2.5      | Implications for Social Assets .....   | 110        |
| 7.2.6      | Implications for Natural Environment .....   | 111        |
| 7.2.7      | Summary of APM and Its Implications for Creighton .....                                      | 112        |
| <b>7.3</b> | <b>Criteria to Assess Factors Beyond Safety – Summary in Creighton .....</b>                 | <b>117</b> |
| <b>7.4</b> | <b>Overview of Engagement in Creighton .....</b>   | <b>121</b> |
| 7.4.1      | Summary of Issues and Questions Raised .....   | 122        |
| <b>7.5</b> | <b>Community Well-Being Findings .....</b>   | <b>122</b> |
| <b>8.</b>  | <b>REFLECTION ON POTENTIAL SUITABILITY .....</b>   | <b>125</b> |
| <b>8.1</b> | <b>Early Findings .....</b>  | <b>125</b> |
| <b>8.2</b> | <b>Preliminary Conclusions .....</b>   | <b>125</b> |
| <b>8.3</b> | <b>Observations About Suitability .....</b>  | <b>126</b> |
| 8.3.1      | General Observations .....   | 126        |
| 8.3.2      | Uncertainties and Challenges .....   | 127        |
| <b>8.4</b> | <b>Partnership .....</b>   | <b>129</b> |
| <b>8.5</b> | <b>The Way Forward .....</b>   | <b>129</b> |
| <b>9.</b>  | <b>REFERENCES .....</b>  | <b>131</b> |
| <b>10.</b> | <b>GLOSSARY .....</b>  | <b>140</b> |



## LIST OF TABLES

|   | Page |
|---|------|
| Table 1-1: Steps in the Site Selection Process – At a Glance .....  | 4    |
| Table 3-1: Estimated Expenditures by Implementation Phase.....  | 28   |
| Table 4-1: Water Well Record Summary for the Creighton Area .....   | 36   |
| Table 5-1: Summary of Environmental Features Within the Creighton Area.....   | 63   |
| Table 5-2: Potential Interactions With the Biophysical Environment During Site Selection Process.....                 | 65   |
| Table 5-3: Potential Interactions With the Biophysical Environment During Construction .....                          | 68   |
| Table 5-4: Potential Interactions With the Biophysical Environment During Operation .....                             | 71   |
| Table 5-5: Potential Interactions With the Biophysical Environment During Decommissioning and Closure Activities..... | 73   |
| Table 6-1: Maximum Public Individual Dose Due to Used Fuel Transported by Road .....                                  | 86   |
| Table 6-2: Estimated Used Fuel Quantities by Owner .....  | 87   |
| Table 6-3: Transport Summary From Interim Storage Sites to Creighton, Saskatchewan .....                              | 91   |
| Table 6-4: All Road Transport From Interim Storage Sites to Creighton, Saskatchewan .....                             | 92   |
| Table 6-5: Mostly Rail Transport From Interim Storage Sites to Creighton, Saskatchewan .....                          | 94   |
| Table 6-6: Used Fuel Transportation Program Costs – 4.6 Million Bundles.....  | 96   |
| Table 7-1: On-Site Workforce.....   | 103  |
| Table 7-2: Overall Community Well-Being Implications .....  | 115  |
| Table 7-3: Summary Table of Criteria to Assess Factors Beyond Safety.....   | 119  |

## LIST OF FIGURES

|   | Page |
|---|------|
| Figure 1-1: Communities Currently Involved in the Site Selection Process.....         | 6    |
| Figure 1-2: The Phase 1 Preliminary Assessment Studies .....                          | 8    |
| Figure 2-1: Creighton and Surrounding Lands .....                                     | 14   |
| Figure 3-1: CANDU Fuel Bundle .....   | 17   |
| Figure 3-2: Illustration of an APM Facility .....                                     | 19   |
| Figure 3-3: APM Surface Facilities .....  | 20   |
| Figure 3-4: Used Fuel Container for a Deep Geological Repository .....                | 21   |
| Figure 3-5: Conceptual Layout of a Used Fuel Packaging Plant.....                     | 22   |
| Figure 3-6: Example of a Large Press for the Sealing Materials Compaction Plant ..... | 23   |
| Figure 3-7: In-Floor Borehole Placement of Used Fuel Containers.....                  | 25   |
| Figure 3-8: Example Underground Layout for a Deep Geological Repository .....         | 26   |
| Figure 3-9: APM Cost Estimate for a Deep Geological Repository in Creighton .....     | 29   |
| Figure 4-1: Town of Creighton and Surrounding Area .....                              | 49   |
| Figure 4-2: Elevation and Major Topographic Features of the Creighton Area .....      | 50   |
| Figure 4-3: Bedrock Geology of the Creighton Area .....                               | 51   |
| Figure 4-4: Quaternary Geology of the Creighton Area .....                            | 52   |
| Figure 4-5: Surficial Lineaments of the Creighton Area .....                          | 53   |
| Figure 4-6: Geophysical Lineaments of the Creighton Area .....                        | 54   |
| Figure 4-7: Historical Earthquake Records of Canada and the Creighton Area .....      | 55   |
| Figure 4-8: Mineral Resources in the Creighton Area.....                              | 56   |
| Figure 4-9: Key Geoscientific Characteristics of the Creighton Area .....             | 57   |
| Figure 5-1: Infrastructure and Land Use Within the Creighton Area .....               | 79   |
| Figure 5-2: Natural Environment Within the Creighton Area .....                       | 80   |



|  |     |
|--|-----|
| Figure 6-1: Used Fuel Transportation Package .....                           | 85  |
| Figure 6-2: Example Transport Processes for Used Nuclear Fuel .....          | 90  |
| Figure 6-3: Creighton, Saskatchewan .....                                    | 90  |
| Figure 6-4: Railroad Switch Yard at the Smelter in Flin Flon, Manitoba ..... | 93  |
| Figure 7-1: Direct and Indirect Effects From the Project .....               | 104 |



## **1. INTRODUCTION**

### **1.1 The Purpose of This Document**

Since May 2010, the Nuclear Waste Management Organization (NWMO) has worked with interested communities to implement Adaptive Phased Management (APM), Canada's plan for the long-term care of used nuclear fuel. Over the past two years, the NWMO has worked collaboratively with interested communities to begin to explore their potential to meet site selection requirements for locating the deep geological repository and Centre of Expertise, the core components of Canada's plan.

Following a road map for decision-making that was developed collaboratively through two years of public engagement, the site selection process is now advancing through a multi-year series of steps and engagement to ensure, above all, that the site which is selected is safe and secure, and meets the highest scientific, professional and ethical standards.

This document, together with a series of supporting reports, captures learning to date from the Phase 1 Preliminary Assessment conducted with the Town of Creighton, Saskatchewan.

Findings summarized in this document have emerged from studies conducted as part of Phase 1 of the Preliminary Assessment – the initial phase of study in Step 3 of the nine-step site selection process. The document reviews the outcome of desktop studies that explored the potential to find a site which can safely and securely contain and isolate used nuclear fuel from people and the environment for the long time period required. It also summarizes the learning that has emerged through working with the community to help them understand the safety of the project, and explore the potential for the project to align with the values and aspirations of the community over the long term and contribute to the well-being of the community and area.

The findings presented in this Phase 1 report are intended to provide input to early stock-taking of the potential for the community to meet the requirements to host the APM facilities. It is also intended to be an aid in NWMO decision-making to identify the smaller number of communities as the focus of more detailed Phase 2 studies, should the community be willing to continue in the process.

### **1.2 Towards Partnership**

Although the focus of this assessment is the Town of Creighton, it is understood that a broader partnership involving surrounding communities and Aboriginal peoples would be needed in order for the project to proceed in this or any other area.

Through working with Creighton and other communities involved in the site selection process in Phase 1 activities, and initial outreach with surrounding communities and Aboriginal peoples, the nature and shape of the partnerships required to implement the APM Project is beginning to emerge. This project will only proceed with the involvement of the interested community, surrounding communities and potentially affected Aboriginal peoples in an area working in partnership to implement the project.

### **1.3 A Matter of Responsibility**

For decades, Canadians have been using electricity generated by nuclear power reactors in Ontario, Quebec and New Brunswick. Just over 2 million used fuel bundles have been produced. When used nuclear fuel is removed from a reactor, it is considered a waste product, is radioactive and requires careful management. Although its radioactivity decreases with time, chemical toxicity persists and the used fuel will remain a potential health risk to people and the environment for many hundreds of thousands of years. Canada's used nuclear fuel is now safely stored on an interim basis at licensed facilities located where it is produced. Putting in place a plan for the long-term, safe and secure management of used nuclear fuel for the protection of people and the environment is an important responsibility that Canadians share. Through dialogues with citizens and Aboriginal peoples across Canada, the NWMO has heard that this generation wants to move forward in dealing with our used nuclear fuel, believing it to be imprudent and unfair to future generations to wait any longer.

### **1.4 The Foundation of Canada's Plan**

The Government of Canada selected Canada's plan for the long-term management of used nuclear fuel in 2007. The plan, called Adaptive Phased Management, involves the development of a large national infrastructure project in an informed and willing host community. The project involves the long-term containment and isolation of used nuclear fuel from people and the environment in a deep geological repository in a suitable rock formation. It also involves the development of a Centre of Expertise and transportation plan.

As required by the *Nuclear Fuel Waste Act*, 2002, the NWMO is responsible for implementing Canada's Plan. The NWMO is committed to carrying out its work collaboratively with interested and affected citizens and organizations in a manner that is socially acceptable, technically sound, environmentally responsible and economically feasible.

### **Adaptive Phased Management (APM) – At a Glance:**

- *Was developed through a nationwide dialogue between 2002 and 2005*
- *Was selected as Canada's plan by the Government of Canada in 2007, consistent with the Nuclear Fuel Waste Act*
- *Key features include:*
  - *Safe and secure centralized containment and isolation of used nuclear fuel in a repository deep underground in a suitable rock formation*
  - *A series of steps and clear decision points that can be adapted over time*
  - *An open, inclusive and fair siting process to identify an informed and willing host community*
  - *Opportunities for people and communities to be involved throughout the implementation process*
  - *Optional temporary shallow storage at the central site, if needed*
  - *Long-term stewardship through the continuous monitoring of used fuel*
  - *Ability to retrieve the used fuel over an extended period should there be a need to access the waste or take advantage of new technologies*
  - *Financial surety and long-term program funding to ensure the necessary money will be available for the long-term care of used nuclear fuel*

## **1.5 The Site Selection Process**

Through a collaborative process in 2008 and 2009, the NWMO worked with interested Canadians to develop the decision-making framework for selecting a site for the project. The site selection process is laid out in the NWMO's document: *"Moving Forward Together: Process for Selecting a Site for Canada's Deep Geological Repository for Used Nuclear Fuel"* (NWMO, 2010).

The site selection process is designed to ensure safety, security and protection of people and the environment. Reflecting the guidance provided by Canadians, the site selection process is built on a set of principles that reflects the values and priorities of Canadians on this issue. The process also contains a number of steps that these Canadians told us need to be part of the decision-making process to ensure it is an appropriate one for Canada, as set out in the table on the next pages.

Phase 1 Preliminary Assessments are conducted as part of Step 3 activities early in the site selection process. Several additional steps must be completed over the course of the next several years before a preferred site will be identified and environmental assessment and regulatory review will be sought. Interested communities may leave the site selection process at

any time during this process until a final agreement is signed, subject to all regulatory requirements being met and regulatory approval received.

It is fundamental to the siting process that only an informed and willing community be selected to host the project as evidenced by a compelling demonstration of willingness involving community residents. The project will only be implemented in an area in which robust safety requirements can be met and well-being will be fostered.

**Table 1-1: Steps in the Site Selection Process – At a Glance**

|                      |   |
|----------------------|---|
| <b>Getting Ready</b> | <b>The NWMO publishes the finalized siting process, having briefed provincial governments, the Government of Canada, national and provincial Aboriginal organizations, and regulatory agencies on the NWMO's activities.</b> The NWMO will continue briefings throughout the siting process to ensure new information is made available and requirements which might emerge are addressed.  |
| <b>Step 1</b>        | <b>The NWMO initiates the siting process with a broad program to provide information, answer questions and build awareness among Canadians about the project and siting process.</b> Awareness-building activities will continue throughout the full duration of the siting process.  |
| <b>Step 2</b>        | <b>Communities identify their interest in learning more, and the NWMO provides detailed briefing. An initial screening is conducted.</b> At the request of the community, the NWMO will evaluate the potential suitability of the community against a list of initial screening criteria.   |
| <b>Step 3</b>        | <b>For interested communities, a preliminary assessment of potential suitability is conducted.</b> At the request of the community, the NWMO will conduct a feasibility study collaboratively with the community to determine whether a site has the potential to meet the detailed requirements for the project. Regional engagement will be initiated, and an initial review of transportation considerations will be conducted. Interested communities will be encouraged to inform surrounding communities, including potentially affected Aboriginal communities and governments, as early as possible to facilitate their involvement.  |
|                      | <b>Phase 1: For interested communities passing the Initial Screening, a preliminary desktop assessment is conducted. Some communities may be screened out based on these assessments (one year or more).</b>  |
|                      | <b>Phase 2: Field investigations and expanded regional engagement proceed with smaller number of communities (three to four years).</b>   |
| <b>Step 4</b>        | <b>For interested communities, potentially affected surrounding communities are engaged if they have not been already, and detailed site evaluations are completed.</b> In this step, the NWMO will select one or more suitable sites from communities expressing formal interest for regional study and/or detailed multi-year site evaluations. The NWMO will work collaboratively with these communities to engage potentially affected surrounding communities, Aboriginal governments and the provincial government in a study of health, safety, environment, social, economic and cultural effects of the project at a broader regional level (Regional Study), including effects that may be associated with transportation. Involvement will continue throughout the siting process as decisions are made about how the project will be implemented. |

|               |   |
|---------------|---|
| <b>Step 5</b> | <b>Communities with confirmed suitable sites decide whether they are willing to accept the project and propose the terms and conditions on which they would have the project proceed.</b>   |
| <b>Step 6</b> | <b>The NWMO and the community with the preferred site enter into a formal agreement to host the project.</b> The NWMO selects the preferred site, and the NWMO and community ratify a formal agreement.   |
| <b>Step 7</b> | <b>Regulatory authorities review the safety of the project through an independent, formal and public process, and if all requirements are satisfied, give their approvals to proceed.</b> The implementation of the deep geological repository will be regulated under the <i>Nuclear Safety and Control Act</i> and its associated regulations to protect the health, safety and security of Canadians and the environment, and to respect Canada's international commitments on the peaceful use of nuclear energy. Regulatory requirements will be observed throughout all previous steps in the siting process. The documentation produced through previous steps, as well as other documentation that will be required for a licence application, will be formally reviewed by regulatory authorities at this step through an Environmental Assessment, and if this assessment is successful, then licensing hearings related to site preparation (and possible construction) of facilities associated with the project. Various aspects of transportation of used nuclear fuel will also need to be approved by regulatory authorities. |
| <b>Step 8</b> | <b>Construction and operation of an underground demonstration facility proceeds.</b>  |
| <b>Step 9</b> | <b>Construction and operation of the facility.</b>  |

## 1.6 Initial Community Involvement

Communities involved in this stage of work entered the site selection process by expressing interest in learning more about Canada's plan for the long-term management of used nuclear fuel and the APM Project (Step 2) as part of an open invitation process.

With this expression of interest, the NWMO undertook an Initial Screening as part of Step 2 studies and began working with the community as they learned about the project and reflected upon their interest in it. The purpose of the Initial Screening was to determine whether, based on readily available information and five screening criteria, there were any obvious conditions that would exclude the community from further consideration in the site selection process.

For communities that successfully completed an Initial Screening and decided to enter Step 3 of the site selection process (Preliminary Assessments), the NWMO began working with the community to conduct a preliminary assessment. The purpose of Preliminary Assessments is to continue the learning and reflection process within the community, begin to involve surrounding communities and Aboriginal peoples in the process, and further explore the potential for the community to meet the detailed requirements for the project with more detailed scientific and technical studies.

Currently, there are 21 communities involved in the site selection process (20 are in Step 3; one is in Step 2). Figure 1-1 maps the locations of these communities in Saskatchewan and Ontario.



**Figure 1-1: Communities Currently Involved in the Site Selection Process**

## 1.7 Approach to Preliminary Assessments

Preliminary Assessments address siting factors and criteria as described in the NWMO's document: *"Moving Forward Together: Process for Selecting a Site for Canada's Deep Geological Repository for Used Nuclear Fuel"* (NWMO, 2010). Preliminary Assessment studies in Step 3 of the siting process are being conducted in two phases, with the opportunity for stock-taking by both the community and the NWMO throughout.

- Phase 1:** Assessments are conducted with all communities that successfully completed an Initial Screening and asked to be the focus of a Preliminary Assessment. This phase involves desktop studies to explore the potential to meet safety requirements, and includes studies of engineering, geoscientific suitability, environment and safety, and transportation. This phase also involves community-learning about the project, and engagement and reflection on the potential for the project to foster the well-being of the community and fit with its long-term vision. Working with communities, this phase also explores early indications as to whether it would be possible to sustain interest in learning through subsequent phases of work required to support informed decision-making and a compelling demonstration of willingness at a future stage. This phase begins to involve surrounding communities and Aboriginal peoples in a dialogue about the project that would continue in future phases. This phase of work is completed in a year or more.



- **Phase 2:** Assessments are conducted with a smaller number of interested communities selected by the NWMO based on the outcome of Phase 1 studies. Phase 2 work will further assess potentially suitable areas through detailed technical studies and field investigations. This phase also involves more detailed exploration of the potential to foster the well-being of the community. Learning and engagement are expanded to involve surrounding communities and Aboriginal peoples in exploring the potential to foster the well-being of the larger area, interest in the project, and the foundation to work together in partnership to implement the project. Together, the NWMO, potentially suitable communities, surrounding communities and Aboriginal peoples will reflect upon the suitability of the community and area to host the APM Project. Phase 2 Preliminary Assessments are expected to require approximately three to four years to complete.

The focus of the preliminary assessments to date has been on Phase 1. The two-phased approach to assessments is discussed in “*Preliminary Assessment of Potential Suitability – Feasibility Studies*” (NWMO, 2011).

The NWMO has adopted an integrated approach to Preliminary Assessments, with assessments focused on safety and community well-being through study of many technical, scientific and social requirements for the project.

In assessing the siting factors and criteria, four overarching research questions have guided this early phase of Preliminary Assessment, and have been a focus of reflection by both the NWMO and the community. These questions are discussed in more detail in *Preliminary Assessment of Potential Suitability – Feasibility Studies* (NWMO, 2011).

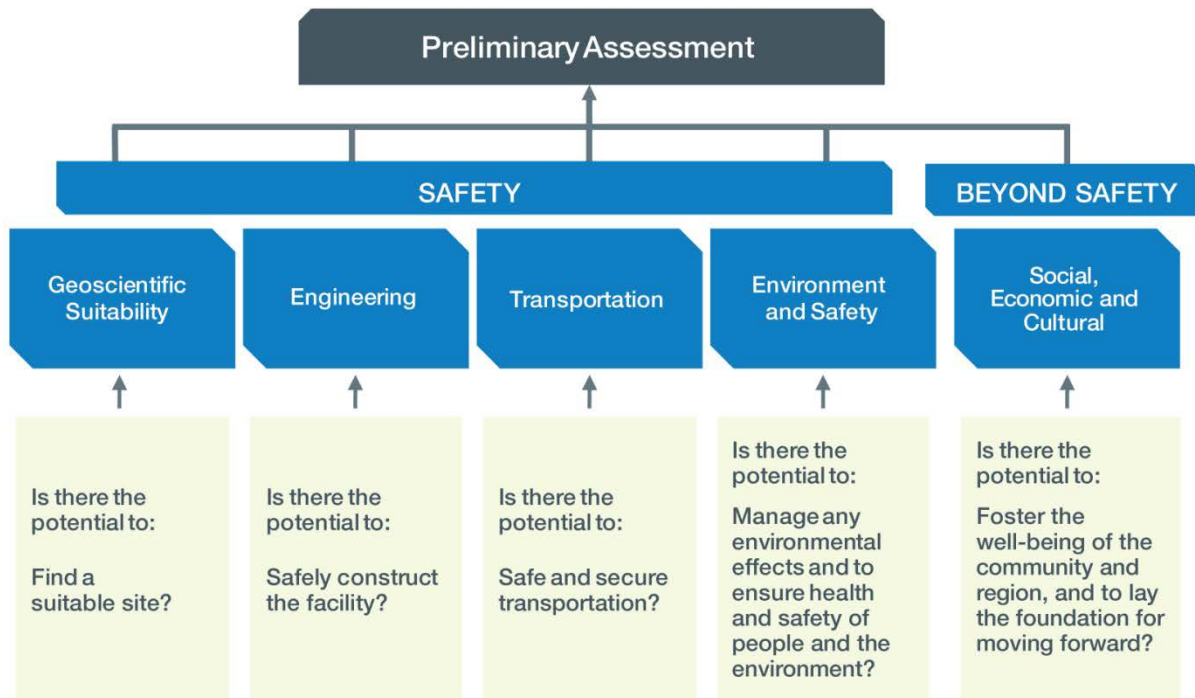
1. Safety, security and protection of people and the environment are central to the siting process. ***Is there potential to find a safe site?***

**Safety was examined through several perspectives:**

- Potential to find a site with suitable geology.
  - Potential to safely construct the facility at the potential site.
  - Potential for safe and secure transportation to the potential site.
  - Potential to manage any environmental effects and to ensure safety of people and the environment.
2. The project will be implemented in a way that will foster long-term well-being of the community. ***Is there potential to foster the well-being of the community through the implementation of the project, and what might need to be put in place (e.g. infrastructure, resources, planning initiatives) to ensure this outcome?***
  3. At a later step in the process, the community must demonstrate it is informed and willing to host the project. ***Is there potential for citizens in the community to continue to be interested in exploring this project through subsequent steps in the site selection process?***

4. The project will be implemented in a way that will foster the long-term well-being of the surrounding area. ***Is there potential to foster the well-being of the surrounding area and to establish the foundation to move forward with the project?***

These broad questions were addressed through a series of studies as outlined in the following figure.



**Figure 1-2: The Phase 1 Preliminary Assessment Studies**

In Phase 1, studies have involved a range of activities. Some activities have been completed by expert consultants, such as the assessment of the geological characteristics of the area, which is one of several studies focused on assessing the potential to find a safe site. Other activities were completed in partnership with the community; for instance, exploring the potential for the project to be implemented in a way that contributes to the long-term well-being of the community. Throughout, the NWMO has worked with community leaders to engage residents, and begin to reach out to surrounding communities, Aboriginal peoples and others in the area to involve them in the work. In Phase 2, these studies will be expanded through commencement of fieldwork and broadened engagement with communities progressing to Phase 2.

As discussed in the NWMO site selection process, the suitability of potential sites is assessed against a number of site evaluation factors, organized under six safety functions a site would need to satisfy to be considered suitable (NWMO, 2010). Phase 1 safety assessment studies initiated exploration of a subset of these factors using a desktop study approach. Phase 2 assessments will include field studies and borehole investigation, which will allow for a

broadening of the assessment to more comprehensively address the evaluation factors. The six safety evaluation factors are:

- **Safe containment and isolation of used nuclear fuel:** Are the characteristics of the rock at the site appropriate to ensuring long-term containment and isolation of used nuclear fuel from humans, the environment and surface disturbances caused by human activities and natural events?
- **Long-term resilience to future geological processes and climate change:** Is the rock formation at the siting area geologically stable and likely to remain stable over the very long term in a manner that will ensure the repository will not be substantially affected by geological and climate change process such as earthquakes and glacial cycles?
- **Safe construction, operation and closure of the repository:** Are conditions at the site suitable for the safe construction, operation and closure of the repository?
- **Isolation of used fuel from future human activities:** Is human intrusion at the site unlikely, for instance through future exploration or mining?
- **Amenable to site characterization and data interpretation activities:** Can the geologic conditions at the site be practically studied and described on dimensions that are important for demonstrating long-term safety?
- **Safe transportation:** Does the site have a route that exists or is amenable to being created that enables the safe and secure transportation of used fuel from storage sites to the repository site?

A number of factors beyond safety were identified for assessment of the potential for the project to foster the well-being of the interested community (NWMO, 2010). Phase 1 community well-being studies were focused on each community that expressed interest in learning about the project. For this reason, the studies addressed the subset of factors pertaining to the community. Phase 2 studies are designed to expand the assessment to consider factors related to the surrounding area, including surrounding communities and Aboriginal peoples. The factors beyond safety are:

- **Potential social, economic and cultural effects during the implementation phase of the project, including factors identified by Aboriginal Traditional Knowledge.**
- **Potential for enhancement of the community's and the region's long-term sustainability through implementation of the project, including factors identified by Aboriginal Traditional Knowledge.**
- **Potential to avoid ecologically sensitive areas and locally significant features, including factors identified by Aboriginal Traditional Knowledge.**
- **Potential for physical and social infrastructure to adapt to changes resulting from the project.**
- **Potential to avoid or minimize effects of the transportation of used nuclear fuel from existing storage facilities to the repository site.**

In order to ensure a broad, inclusive and holistic approach to assessment in these areas, a community well-being framework was identified to help understand and assess the potential effects of the APM Project. This framework was used to help explore the project, understand how the community and the surrounding area may be affected should the project be implemented in the area, and identify opportunities to leverage the project to achieve other objectives important to people in the area.

## 1.8 Next Steps

The objective of the site selection process, through several phases of progressively more detailed assessment, is to arrive at a single location for the deep geological repository and Centre of Expertise. It will take several more years of detailed technical, scientific and social study and assessments, and more engagement with interested communities, their neighbours and Aboriginal peoples before a preferred safe site for the project can be confirmed.

With 21 communities exploring potential interest and suitability for hosting the project, the siting process must provide a basis to progressively narrow the focus to communities with strong potential to meet requirements until a single preferred site and area is identified. These decisions will be supported by a sequence of assessments and engagement designed to enable the NWMO and communities to learn more about the potential suitability of each area and decide whether to proceed to the next stage.

***The process of narrowing down the communities engaged in site selection commenced in Fall 2013 and will continue gradually over several years as more technical and social assessments are completed.***

- By the end of 2013, the NWMO will implement an initial phase of narrowing down based on the results of Phase 1 Preliminary Assessment for an initial group of eight communities (English River First Nation, Pinehouse, Creighton, Ear Falls, Ignace, Schreiber, Hornepayne and Wawa). A number of these communities with strong overall potential to meet the site selection requirements are identified as warranting further study through Phase 2 assessments.
- In 2014, the NWMO expects to complete Phase 1 Preliminary Assessments as requested for all remaining communities in the site selection process. As these assessments are completed, another phase of narrowing down will be implemented, with communities showing strong potential to be suitable identified for further study in Phase 2.
- Beginning in 2014, Phase 2 Preliminary Assessment studies will take place over a multi-year period with a smaller number of communities with relatively strong potential to host APM. Over this period, field studies will commence, and engagement will be broadened. Building on earlier studies, Phase 2 will include preliminary geoscientific- and environment-focused field investigations, more detailed social and economic studies, awareness building and deepening learning and reflection by the interested community, and broadening of engagement to involve surrounding communities and Aboriginal peoples in learning and assessment of the suitability of the area.
- By the end of the second phase of study, one or possibly two communities with strong potential to meet requirements to host the facility will be the focus of Step 4, Detailed Site Characterization. This step will include extensive studies to assess and confirm safety, and may require an additional three to five years or more to complete. Findings will support identification of the preferred location that will be the focus of a regulatory approvals process led by the Canadian Nuclear Safety Commission (CNSC).

## **1.9 Moving Forward in Partnership**

Each community engaging in Phase 1 Preliminary Assessments has helped initiate the process of relationship building that is needed to support the implementation of APM. The NWMO has learned a great deal from communities over the course of these initial studies about working together to envision the project and how best to implement the project with those potentially affected.

Through work with interested communities, and initial outreach to surrounding communities and Aboriginal peoples, the NWMO is learning about the nature and shape of partnerships that will be required to implement the APM Project together. Involving surrounding communities and Aboriginal peoples in learning and decision-making will be an important focus of activity of Phase 2 work with communities that proceed in the siting process. The implementation of Canada's plan will only proceed with the involvement of the interested community, surrounding communities and potentially affected Aboriginal peoples working in partnership to implement the project.

As Canada continues along the path of implementing APM, it will take our best knowledge and expertise, the continued leadership of communities, and all of us working together to ensure the safe long-term management of Canada's used nuclear fuel.

## **1.10 Organization of Report**

Findings from the Phase 1 for the Town of Creighton are outlined in the chapters of this report. The chapters are based on a series of supporting technical documents, each of which are identified in the relevant chapter.

## Report Overview

- **Chapter 2** – Brief introduction to the community.
- **Chapter 3** – Preliminary assessment of Engineering, which explores the potential to safely construct the facility at the potential site.
- **Chapter 4** – Geoscientific preliminary assessment, which explores the potential to find a suitable site within the community or surrounding area.
- **Chapter 5** – Preliminary Environment and Safety assessment, which explores the potential to manage any environmental effects and to ensure safety of people and the environment.
- **Chapter 6** – Preliminary assessment of Transportation, which explores the potential for safe and secure transportation to the potential site.
- **Chapter 7** – Preliminary Social, Economic and Cultural assessment, which explores the potential to foster the well-being of the community and surrounding area, and potential to create the foundation for community and area confidence and support needed to implement the project.
- **Chapter 8** – Taking into account the assessment in each of the major fields of investigation, this chapter concludes with reflections on potential suitability of the community and area and a discussion of the work which would be required if a decision were made to proceed to further studies.

## 2. INTRODUCTION TO CREIGHTON, SASKATCHEWAN

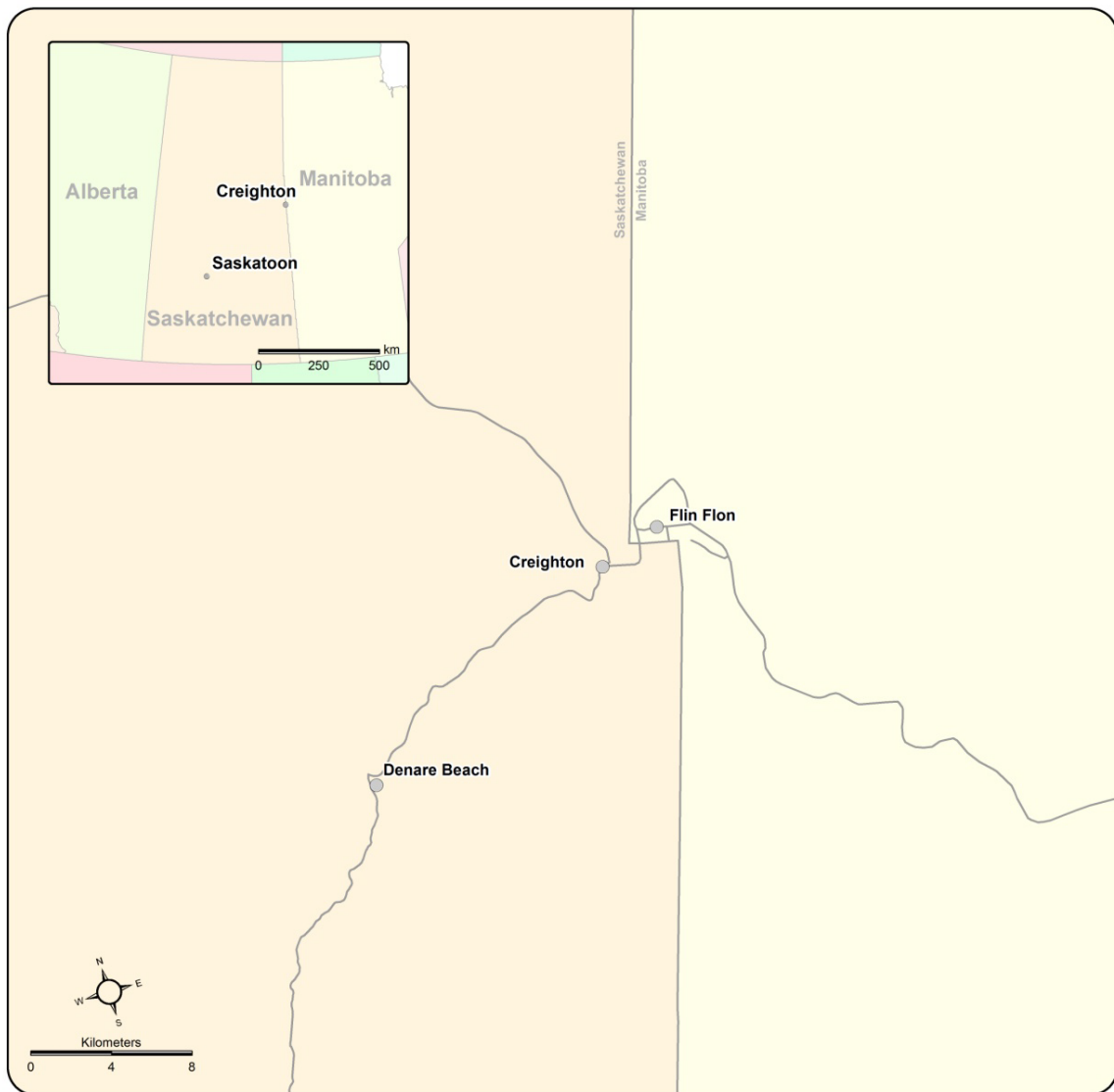
Creighton is located on the east-central edge of Saskatchewan, adjacent to the Manitoba border, next to Flin Flon, Manitoba (and Flin Flon, Saskatchewan), and less than 20 kilometres from Denare Beach, Saskatchewan. By road, Creighton is approximately 550 kilometres northeast of Saskatoon.

Creighton was established as a village in 1952 and became a town in 1957 as an influx of workers came to the Flin Flon Lake area in search of mining jobs. The current population is 1,498. Many Creighton residents are employed by mining and exploration companies, and the community is closely tied to neighbouring communities for social services and cultural activities.

The land around Creighton is predominately characteristic of the Boreal forest within the Canadian Shield. Amisk Lake is the largest lake in the area and is surrounded by relatively rugged terrain.

Figure 2-1 shows Creighton in its regional context. There are a number of Aboriginal communities and organizations in the Creighton area, including Cumberland House Cree Nation (Treaty 5) and Peter Ballantyne Cree Nation (Treaty 6). Métis Locals in the area include Creighton #89, Cumberland House #42, and Sandy Bay #90; all are located within Métis Nation-Saskatchewan Eastern Region 1 (MNS, 2013).

A more in-depth discussion of Creighton and the surrounding area is contained in the Community Profile (Hardy Stevenson, 2013) and is woven throughout the chapters of this report, including the geoscientific characteristics of the Creighton area, the natural environment, transportation infrastructure, and the people and activities which contribute to the well-being of the community.



**Figure 2-1: Creighton and Surrounding Lands**



## Safety: Potential to Find a Site Which Will Protect People and the Environment Now and in the Future

Any site that is selected to host the Adaptive Phased Management (APM) Project must be demonstrated to be able to safely contain and isolate used nuclear fuel for a very long period of time. The preferred site will need to address scientific and technical siting factors that acknowledge precaution and ensure protection for present and future generations.

A fundamental component of APM is the long-term containment and isolation of used nuclear fuel in a deep geological repository. The ability of the deep geological repository to safely contain and isolate used nuclear fuel relies on the form and properties of the waste, the human-made or engineered barriers placed around the waste, and the natural barriers provided by the host rock formation in which the repository will be located.

Transportation is an important consideration in the assessment of the safety of any site. In order for a site to be considered technically safe, a transportation route must be identified, or be capable of development, by which used nuclear fuel can safely and securely be transported to the site from the locations at which it is currently stored. Physical security aspects of the project and site, and potential to meet Canadian Nuclear Safety Commission (CNSC) requirements, are also important and will be assessed at a later phase of study.

The potential to find a safe site is examined from four perspectives. In each, a strong potential must be demonstrated to meet or exceed the regulatory expectations of the CNSC, the guidance of the International Atomic Energy Agency and evolving international best practice. The four perspectives are:

**Engineering** – Is there the potential to safely construct the facility in the area?

**Geoscientific suitability** – Is there the potential to find a site in the area with suitable geoscientific characteristics?

**Environment and safety** – Is there the potential to manage any environmental effects and to ensure health and safety of people and the environment in the area?

**Transportation** – Is there the potential for safe and secure transportation from interim storage facilities to a site located in the area?

Preliminary Assessments at this phase of work focus on the potential to find broad siting areas in the vicinity of the interested community that entered the site selection process, and meet engineering, geoscientific, environment and safety, and transportation requirements at a high level. Should the community be selected to proceed to Phase 2, the next phase of work will involve identification of specific locations for more detailed studies. These safety-related studies, particularly those related to understanding geoscientific suitability and environmental effects, would be conducted collaboratively with the community, surrounding communities and Aboriginal peoples in the area as possible.

Throughout this work, the NWMO will look to Aboriginal peoples as practitioners of Traditional Knowledge to help, to the extent they wish, to guide the decisions involved in site selection and ensure that the factors and approaches used to assess the site appropriately interweave Traditional Knowledge.

Learning to date is summarized in the four chapters which follow.



### 3. PRELIMINARY ASSESSMENT OF ENGINEERING

#### 3.1 Engineering Assessment Approach

The objective of the engineering preliminary assessment is to assess the potential to safely construct and operate the facility in the Creighton area. The chapter also identifies infrastructure that would be required to safely construct and operate the facility in Creighton. This chapter presents a brief description of the facilities to be constructed and the characteristics of used fuel as the material to be managed, identifies specific infrastructure requirements for the project in this community, and concludes with a community-specific estimate of cost. The findings of the preliminary assessment to determine the engineering feasibility to safely construct the Adaptive Phased Management (APM) facility in Creighton are presented at the end of this chapter.

#### 3.2 Characteristics of the Material to Be Managed: Used Nuclear Fuel

For decades, Canadians have been using electricity generated by nuclear power reactors in Ontario, Quebec and New Brunswick. When used nuclear fuel is removed from a reactor, it is considered a waste product, is radioactive and requires careful management. Although its radioactivity decreases with time, chemical toxicity persists and the used fuel will remain a potential health risk for many hundreds of thousands of years. For this reason, used fuel requires careful management essentially indefinitely.

The nuclear fuel in Canadian (CANDU) reactors is natural uranium dioxide ( $\text{UO}_2$ ) which is pressed into ceramic pellets and placed inside a fuel element or sheath made of a zirconium-tin alloy. The most common type of fuel bundle contains 37 fuel elements which are welded to end plates to form a bundle.

Each fuel bundle has a length of about 0.5 metre, a diameter of about 0.10 metre and a mass of about 24 kilograms. Other types of CANDU fuel bundles have similar dimensions and mass, but differ in the number or configuration of the fuel elements. The reference design for a deep geological repository assumes an out-of-reactor cooling period of 30 years which results in a thermal output of 3.5 watts per bundle.

A standard CANDU fuel bundle is illustrated in Figure 3-1.



**Figure 3-1: CANDU Fuel Bundle**

To date, Canada has produced just over two million used fuel bundles. If Canada's existing reactors operate to the end of their planned lives, including planned refurbishments, the inventory that will need to be managed in the APM facility could be 4 million bundles or more, depending on future operating experience. The NWMO reviews projected used fuel inventories annually and has conservatively assumed a reference used fuel inventory of 4.6 million used CANDU fuel bundles (Garamszeghy, 2012).

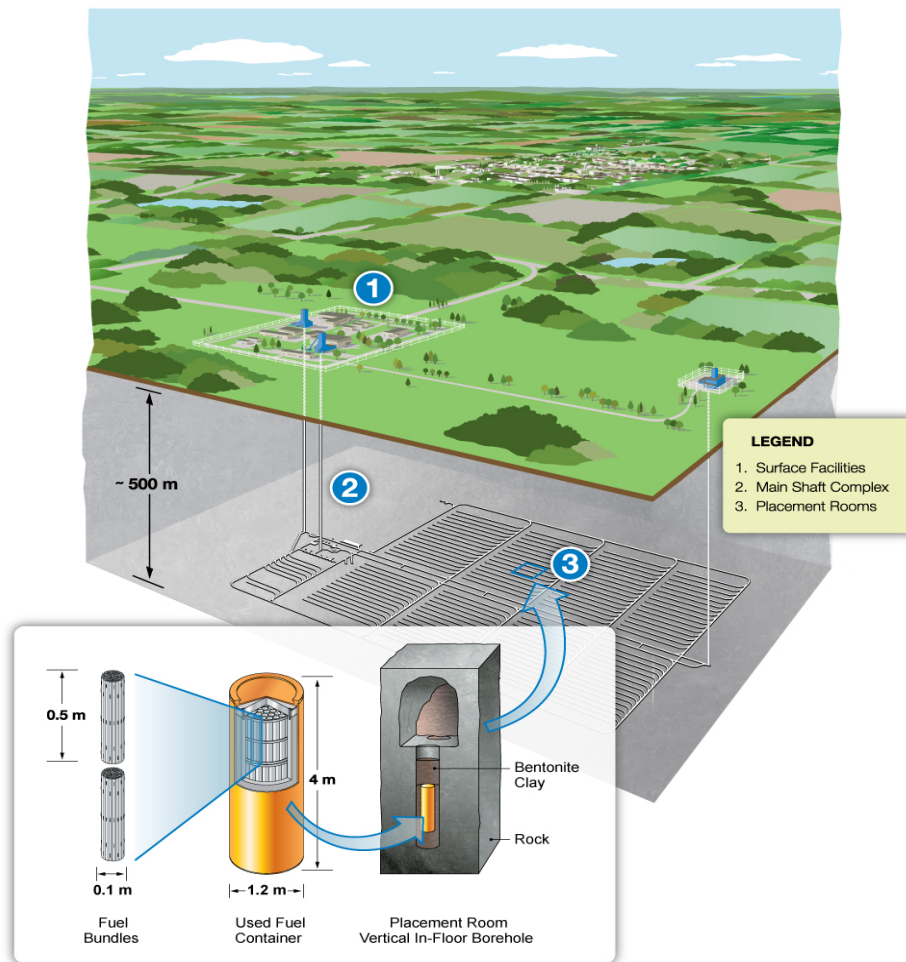
The repository will need to be large enough to contain and isolate the volume of used fuel from existing plants in Canada. The specific amount of used fuel to be placed in the repository will be agreed with the community using the best information available at the time, and an open and transparent consultation process involving surrounding communities and others who are interested and potentially affected. Regulatory review processes and approvals, which are required by law before the project can proceed, will be based on a specific fuel inventory and will involve an open and transparent consultation process.

### **3.3 Conceptual Description of the APM Facility**

A conceptual reference design has been developed by the NWMO as a basis for planning and costing. Some aspects of the reference design may be refined through discussions with potential host communities and those in the surrounding area to ensure that it better addresses their values, needs and preferences while still maintaining its primary safety functions. Some aspects of the reference design will also be refined through technology development and demonstration programs conducted in Canada and internationally. Other aspects of the design can only be confirmed once a potential site has been identified and site-specific technical and scientific studies have been completed. Canada's plan, called Adaptive Phased Management, is designed to be implemented collaboratively with an informed and willing host community.

The reference design of the APM facility is a self-contained complex with a combination of surface and underground structures designed to provide multiple engineered and natural barriers to safely contain and isolate Canada's used nuclear fuel over the long term. The APM facility will require a dedicated surface area of about 600 metres by 550 metres for the main surface buildings and about 100 metres by 100 metres for the ventilation shaft area. In addition, the APM facility will need an off-site storage area of about 700 metres by 700 metres for the rock excavated from the underground repository; its location would be selected in consultation with the community of Creighton and surrounding region.

An illustration of the conceptual APM facility is shown in Figure 3-2.



**Figure 3-2: Illustration of an APM Facility**

The underground footprint of the repository will depend on a number of factors, including the particular characteristics of the rock at the preferred site, the final design of the repository and the inventory of used fuel to be managed.

The layout of the underground repository has been developed for a projected reference inventory of 4.6 million used CANDU fuel bundles. It would require a subsurface area of about 2 kilometres by 3 kilometres at a depth of approximately 500 metres in suitable rock. The exact depth and layout will depend on the characteristics of the chosen site.

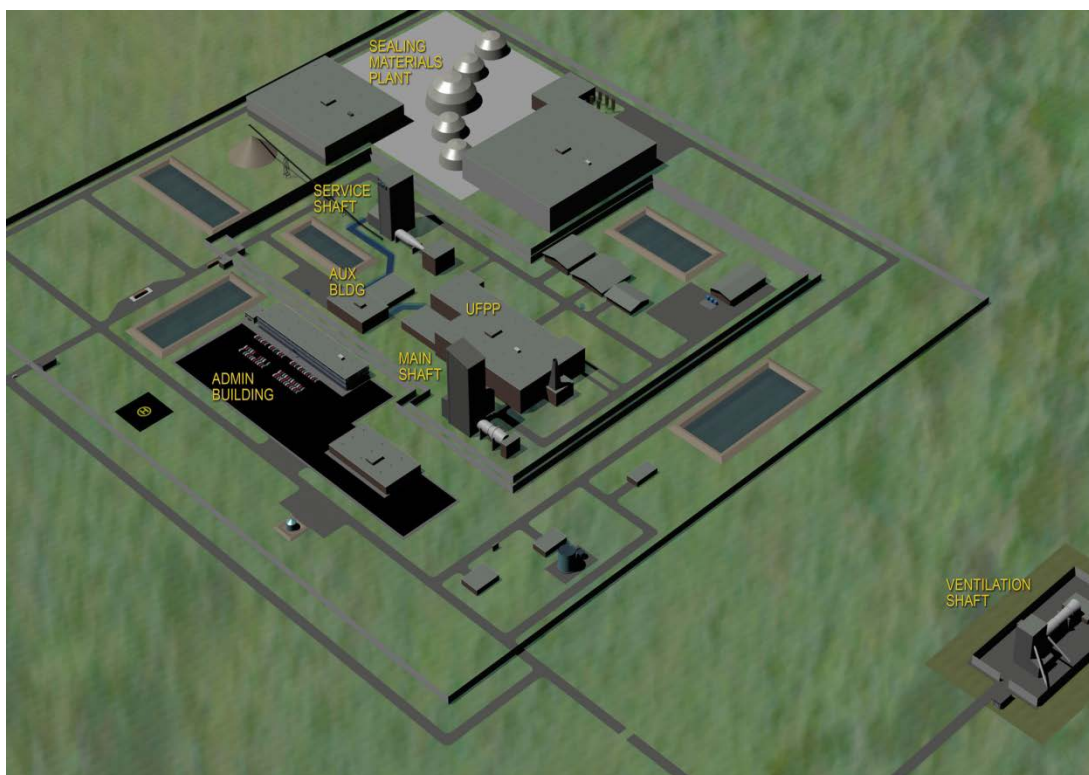
### 3.4 APM Surface Facilities

The used nuclear fuel will be transported from the licensed interim storage facilities at the reactor sites to the APM facility in transportation packages certified for road, rail and ship (CNSC, 2013). The packages will be received at the Used Fuel Packaging Plant where the used fuel bundles will be transferred into corrosion-resistant used fuel containers. The used fuel containers will be filled, sealed, inspected and dispatched for placement in the underground repository.

The APM surface facilities consist of a Nuclear Security Protected Area for all buildings and activities associated with the receiving, handling and storage of used nuclear fuel, and a Balance of Site for the remaining buildings and activities. The Nuclear Security Protected Area includes the Used Fuel Packaging Plant, the main shaft and service shaft buildings, auxiliary building, quality control offices, laboratory, active waste handling facilities, switch yard, transformer area and the powerhouse.

The Balance of Site includes the administration building, fire hall, security monitoring room, ventilation shaft building, cafeteria, garage, warehouse, water and sewage treatment plants, helicopter pad, fuel storage tanks, water storage tanks, air compressor building, an aggregate plant, concrete batch plant and sealing materials compaction plant. An off-site rock pile for the excavated rock from the underground repository would also be required.

The principal APM surface facilities are illustrated in Figure 3-3. The key structures in the APM surface facilities are described below.



**Figure 3-3: APM Surface Facilities**

### **3.4.1 Used Fuel Container**

The used fuel container is one of the principal engineered barriers in the multi-barrier deep geological repository concept. The key features of the design of the used fuel container are corrosion resistance, mechanical strength, geometry, capacity and compatibility with surrounding sealing materials such as bentonite clay.

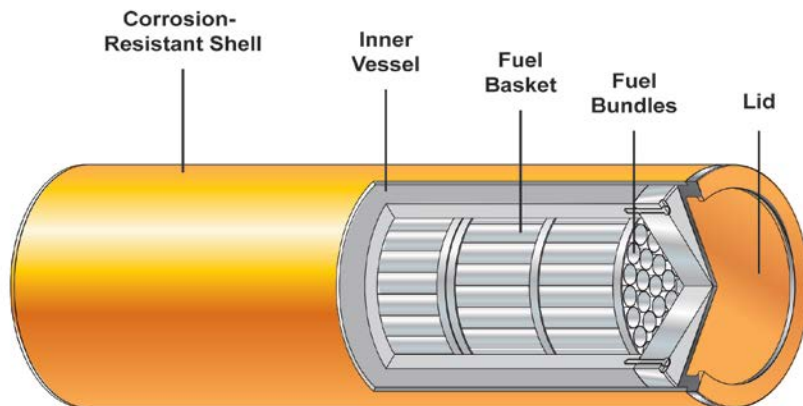


The reference design of the used fuel container employs an outer corrosion-resistant material and an inner supporting material. The container is designed for a load of 45 megapascals, which will withstand the combined mechanical and hydraulic pressures in a repository, including glacial events with up to 3 kilometres of ice combined with lithostatic loads at 500 metres depth, and the swelling pressure of the bentonite buffer seal surrounding the container. The NWMO is examining several used fuel container designs for the deep geological repository and will further study, test and refine these designs over time.

The deep geological repository will require thousands of used fuel containers over the operating period. The used fuel containers and supporting components will be manufactured and assembled at the Container Manufacturing Plant, which could potentially be located in the community or surrounding region. For each year of operation, hundreds of used fuel containers will need to be manufactured and shipped to the repository site.

An example of a design for a used fuel container in crystalline rock is illustrated in Figure 3-4. It employs an outer corrosion-resistant shell and an inner vessel for strength. This reference container holds 360 used fuel bundles distributed in six layers of 60 bundles per layer in three steel baskets (with two bundle layers per basket). Other configurations with differing numbers of bundles are also possible. The final design will affect the number of containers required.

For a reference used fuel inventory of 4.6 million bundles, a total of 12,800 of these used fuel containers would be placed in the repository. At a placement rate of 333 containers per year (i.e., one to two containers per working day), the used fuel containers would be placed underground over a 38-year operating period.



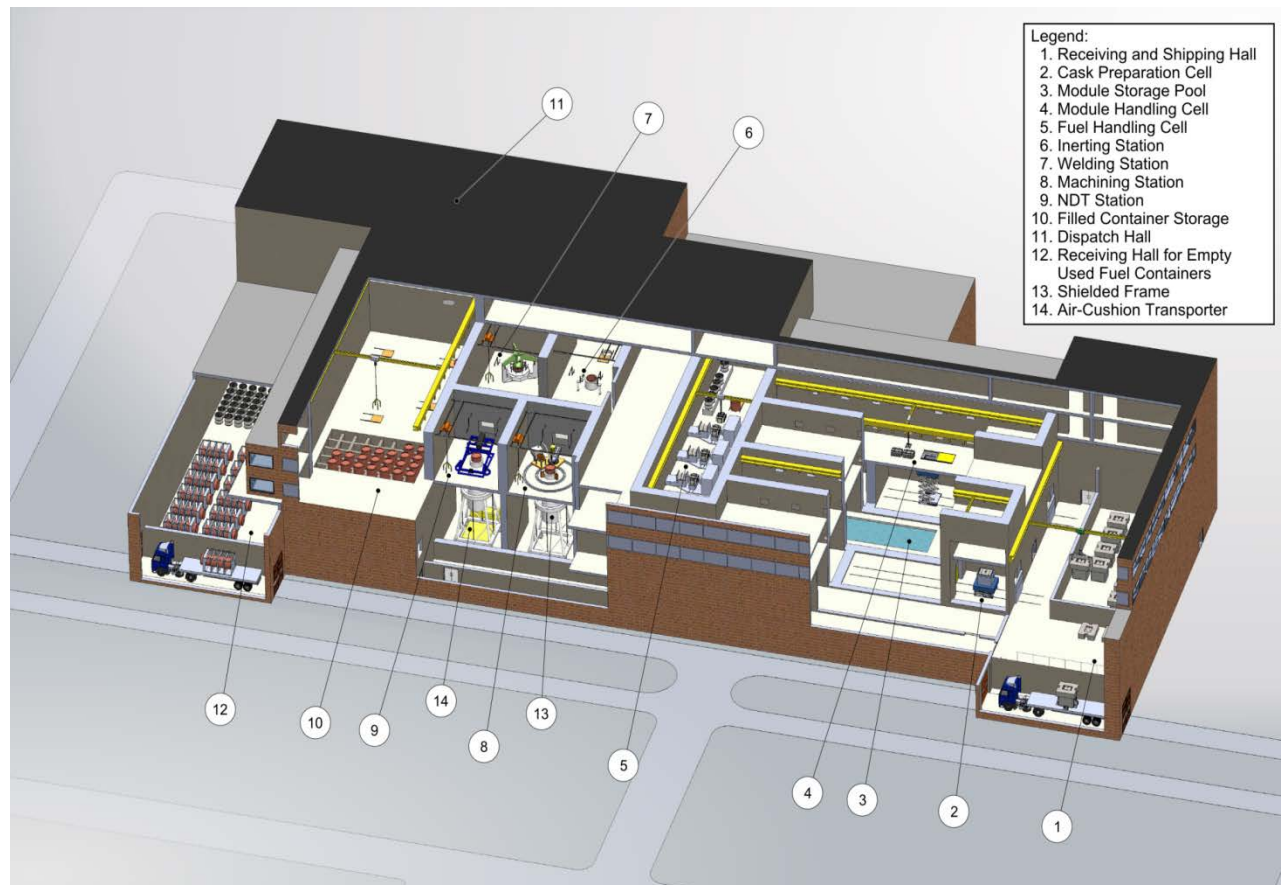
**Figure 3-4: Used Fuel Container for a Deep Geological Repository**

### 3.4.2 Used Fuel Packaging Plant

The Used Fuel Packaging Plant is an important facility for transferring Canada's used nuclear fuel from interim storage to a deep geological repository. The Used Fuel Packaging Plant encompasses all necessary areas and equipment for receiving used fuel transported from the interim storage sites to the repository, receiving empty containers, loading used fuel into the containers, and sealing, inspecting and dispatching filled containers for underground transfer and placement in the deep repository. There are also provisions for cutting open and emptying any used fuel containers that do not fulfill specified requirements following non-destructive testing and examination.

To ensure reliable delivery of used fuel containers to the deep geological repository, the plant includes storage areas for used fuel, empty containers and filled containers. Used nuclear fuel will be packaged and placed in the repository as it is received; thus it is expected that there will be only minimal storage of used fuel in the Used Fuel Packaging Plant for a short duration of time.

A conceptual layout of the Used Fuel Packaging Plant is illustrated in Figure 3-5.



**Figure 3-5: Conceptual Layout of a Used Fuel Packaging Plant**



### 3.4.3 Sealing Materials Production Plants

The sealing materials production plants provide the clay-based and cement-based engineered barriers in the repository to backfill and seal the excavation openings, and to inhibit groundwater movement and microbial activity, thus inhibiting radionuclide transport in the region surrounding the used fuel containers.

As per the reference design, the sealing materials to be prepared at the production plants could include such materials as:

- Highly compacted buffer: bentonite clay disks and rings
- Dense backfill composed of: bentonite clay, lake clay, and aggregate
- Light backfill composed of: bentonite clay and sand
- Gapfill composed of: bentonite clay pellets
- Shaft seal composed of: bentonite clay and sand
- Low-heat high-performance concrete

The aggregate plant will consume a portion of the excavated rock from the repository to manufacture the crushed rock and sand for the backfill and concrete. These products would be stockpiled and stored on-site for use in the compaction plant for preparation of buffer disks, rings and dense backfill blocks using a large press (see Figure 3-6).



**Figure 3-6: Example of a Large Press for the Sealing Materials Compaction Plant**

### 3.4.4 Shafts and Hoists

The conceptual reference design for the APM Project includes three shafts to facilitate the transfer of rock, material, equipment and people between the surface facilities and the underground repository. The three shafts are:

- Main Shaft: with a finished inside diameter of 7 metres and will convey the used fuel containers within a shielded transfer cask. The Main Shaft has a friction hoist with a design payload of 63.5 tonnes.
- Service Shaft: with a finished inside diameter of 6.5 metres and will convey personnel, equipment, waste rock and sealing materials such as bentonite clay. The Service Shaft has a drum hoist with a design payload of 10 tonnes and can carry up to 50 people.
- Ventilation Shaft: with a finished inside diameter of 6.5 metres, handles the majority of the repository exhaust to the surface and is able to support mine rescue or evacuation efforts, if required during operations. The Ventilation Shaft has a drum hoist with a design payload of 1.6 tonnes.

The headframes for the three shafts will be of slip-formed concrete construction for a durable and easily maintainable structure, one that will provide a high level of protection against weather-related disturbances. All shafts will be concrete lined to minimize inflow of water and to provide a durable, easy-to-maintain surface. The shaft infrastructure and concrete lining will be removed during decommissioning of the underground repository.

During closure, the shafts will be sealed, and all headframes and peripheral equipment will be removed.

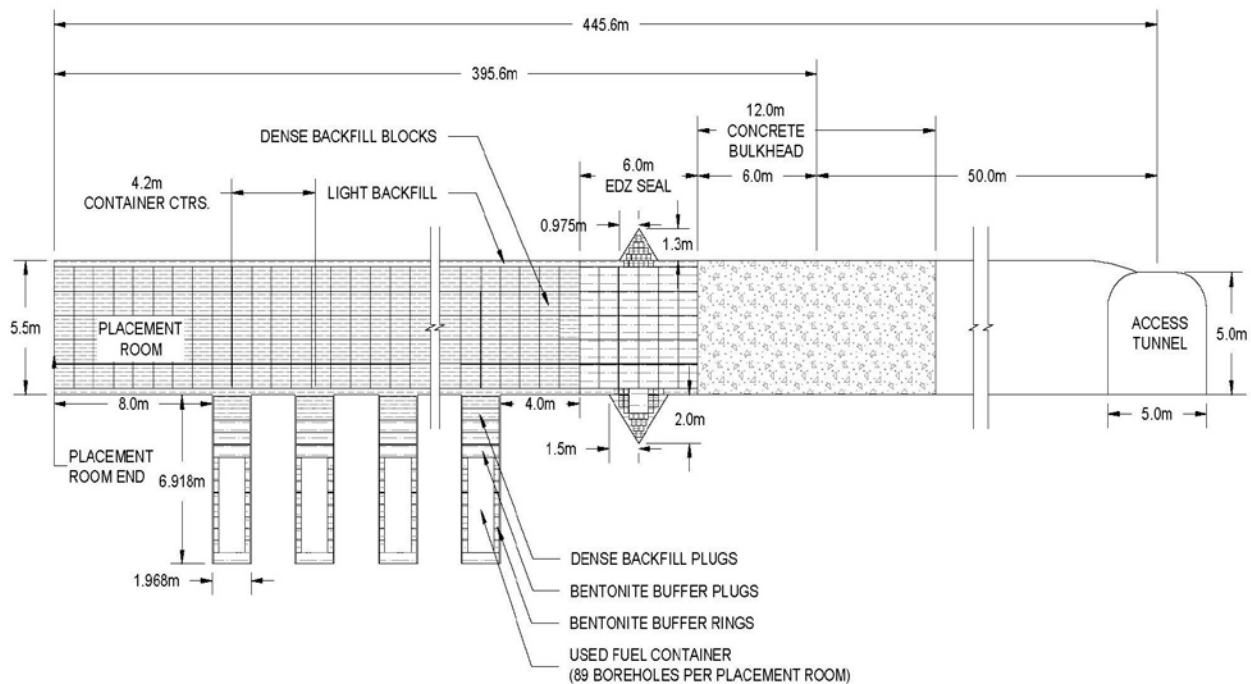
### 3.5 Underground Facilities

The deep geological repository is a network of underground tunnels, access drifts, placement rooms for used fuel containers, supporting infrastructure, and provision for an underground facility for site-specific demonstration of repository technology.

The repository is expected to be constructed at a single elevation at a depth of about 500 metres below ground surface. The exact depth will be determined as part of the detailed site characterization and final design. Excavation of rock is primarily done with controlled drill and blast or with the use of rock boring technology.

An example design and layout of a repository based on the in-floor placement of used fuel containers in boreholes drilled along the room centre line is illustrated in Figure 3-7. This approach for container placement is consistent with reference repository designs developed by the national radioactive waste management organizations in Sweden (SKB) and in Finland (Posiva). Each placement room is designed to be 5.5 metres high with a length of 396 metres and a centre-to-centre room spacing of 40 metres. Within a placement room, the in-floor boreholes are about 2 metres in diameter and have a centre-to-centre spacing of 4.2 metres.

Each borehole in the floor along the placement room centre line has a used fuel container surrounded by highly compacted bentonite buffer disks, rings and gapfill pellets. The placement room above the boreholes is filled with backfill materials such as a bentonite/sand mixture and other sealing materials. Each group of placement rooms, or a “placement panel,” would require about three to four years to develop and would be constructed in parallel with container placement operations in a previously completed panel in another area of the repository.



**Figure 3-7: In-Floor Borehole Placement of Used Fuel Containers**

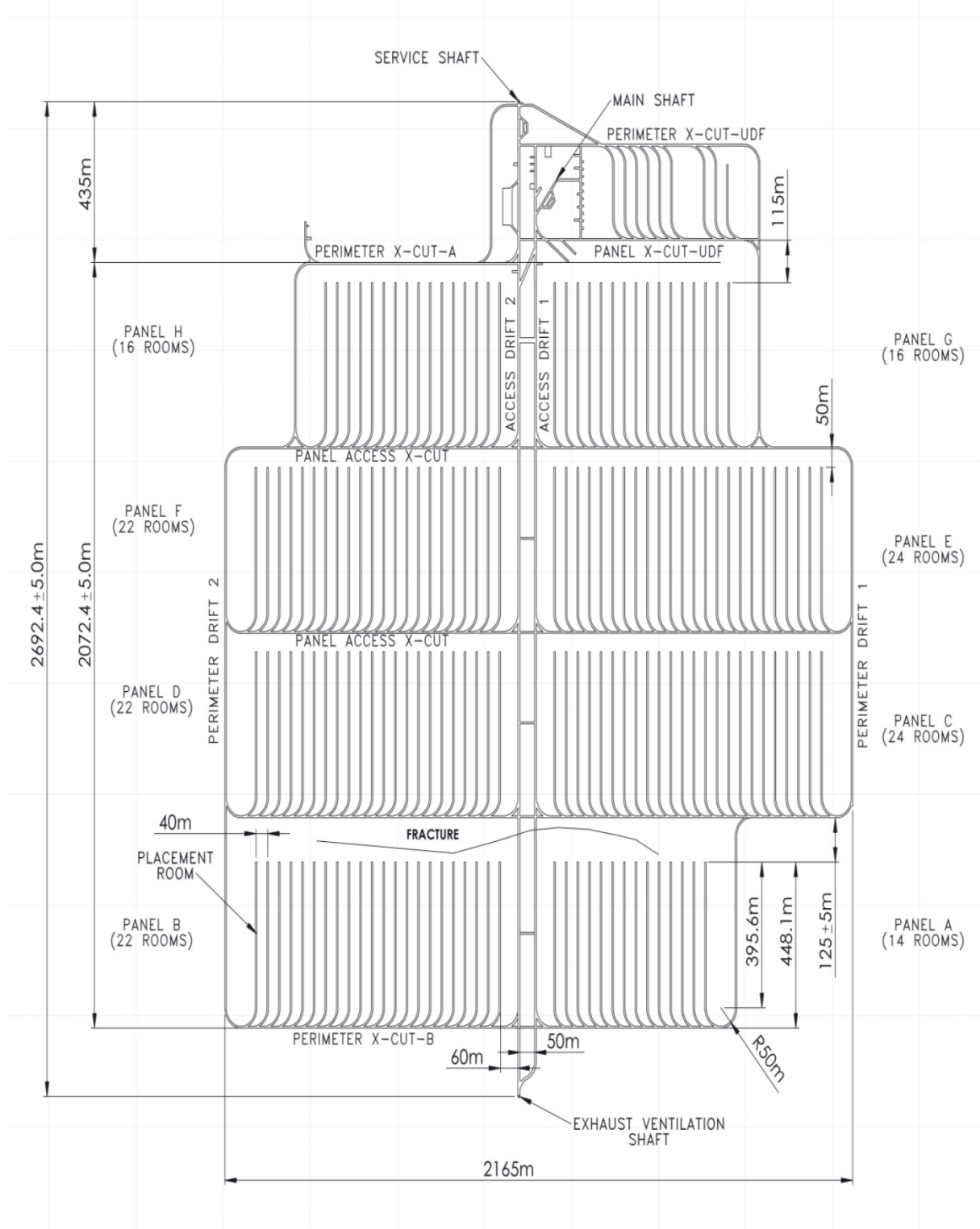
The placement room spacing and used fuel container spacing are conservatively designed to ensure the repository meets thermal-mechanical design requirements (e.g., at least 25 centimetres of buffer with temperatures below 100°C).

The repository layout is expected to have a rectangular configuration with two central access drifts and two perimeter access drifts connected by perpendicular tunnels (crosscuts) that provide access to the used fuel container placement rooms. The placement rooms are grouped in panels, as illustrated in Figure 3-8. The exact arrangement of the panels will depend on the site (e.g., to avoid any potential fractures in the rock mass). The entrance to the rooms has a 50-metre turning radius to facilitate the movement of the container transfer cask and related systems.

After used fuel container placement, the room will be filled with dense backfill blocks. Light backfill will be placed in the interstitial spaces and compacted in situ to fill the residual volume between the backfill blocks and the excavated rock. A 6-metre-thick bentonite seal and a 10- to 12-metre-thick concrete bulkhead will be used to seal the entrance to the placement rooms. Monitoring equipment will be installed to confirm the performance of the repository system.

The repository design includes provision for an underground demonstration facility (UDF) located near the main shaft and service shaft area. The purpose of the underground demonstration facility is to support site-specific demonstration of repository technology such as placement and retrieval of used fuel containers, and long-term tests such as corrosion and monitoring tests.

An example underground layout for a deep geological repository would require an underground footprint of about 2 kilometres by 3 kilometres, as illustrated in Figure 3-8.



**Figure 3-8: Example Underground Layout for a Deep Geological Repository**

### 3.6 Centre of Expertise

A Centre of Expertise will be established in communities selected for detailed evaluation in the later stages of the site selection process. The centre will be located in or near the community, as determined in collaboration with the community. Its purpose will be to support the multi-year testing and assessment of the site on technical safety and community well-being related dimensions, which are key components of the site selection process. It will be the home for an active technical and social research and technology demonstration program during this period, involving scientists and other experts in a wide variety of disciplines, including geoscience, engineering, and environmental, socio-economic and cultural impact assessment.

The design details of the Centre of Expertise will be developed with the community and the surrounding region, with their preferences in mind. The centre could be designed as a focus for engaging members of the community to learn more about the project, and to view the scientific and engineering work-in-progress involved in site assessment, through public viewing galleries and interactive displays. The centre will attract many visitors per year, including scientists, experts and community members from around the world. The centre could highlight and demonstrate the science and technology being used to determine the suitability of the site, and could be used as a meeting and learning centre for the community to welcome visitors.

Should the site ultimately be selected to host the deep geological repository, the Centre of Expertise would be expanded to support site verification, construction and operation activities, and become a hub for knowledge sharing across Canada and internationally.

### 3.7 Engineering Feasibility in the Creighton Area

The Town of Creighton and the surrounding region is located on the Canadian Shield in an area of low relief which is amenable for the construction of an APM facility. The Creighton area contains existing infrastructure that could be used for the APM Project, including a highway and a high-voltage transmission line. In addition, Creighton has a major rail line that passes within 25 kilometres of the town which could facilitate the transport of goods and materials to the site.

In order to implement the APM Project at a particular site in the Creighton area, it is anticipated that the following infrastructure would be needed:

- Main APM surface facilities including:
  - Used Fuel Packaging Plant
  - Main Shaft, Service Shaft and Ventilation Shaft Complexes
  - Sealing Materials Compaction Plant
  - Administration Building, Fire Hall and Cafeteria
  - Quality Control Offices and Laboratory
  - Water Treatment Plant
  - Storage Areas and Commons Services
- A few tens of kilometres of highway to provide access to the APM facility;
- A few tens of kilometres of high-voltage transmission line to supply up to 32 megawatts of electricity;
- A few kilometres of water pipe to supply up to 200 cubic metres of water per day;
- A Centre of Expertise;
- Provision for accommodation for temporary workers for the limited period of construction; and
- An excavation rock storage area within a few tens of kilometres of the APM facility.



As well, there are opportunities for a number of components associated with the APM repository to potentially be developed locally to improve the well-being of the community or surrounding region. These include a Container Development Laboratory and a Container Manufacturing Plant, as well as infrastructure associated with the transportation of used fuel from the interim storage locations to the site of the APM facility.

The development of this infrastructure has been assumed in the APM repository design and cost estimate prepared for financial planning purposes.

### 3.8 Engineering Costs for Creighton

The APM facility is a large national infrastructure project funded by the waste owners. A cost estimate for a deep geological repository and a used fuel transportation system has been developed for a reference inventory of 4.6 million used fuel bundles. As noted in Section 3.2, the NWMO reviews projected used fuel inventories annually and have conservatively assumed a reference used fuel inventory of 4.6 million used CANDU fuel bundles.

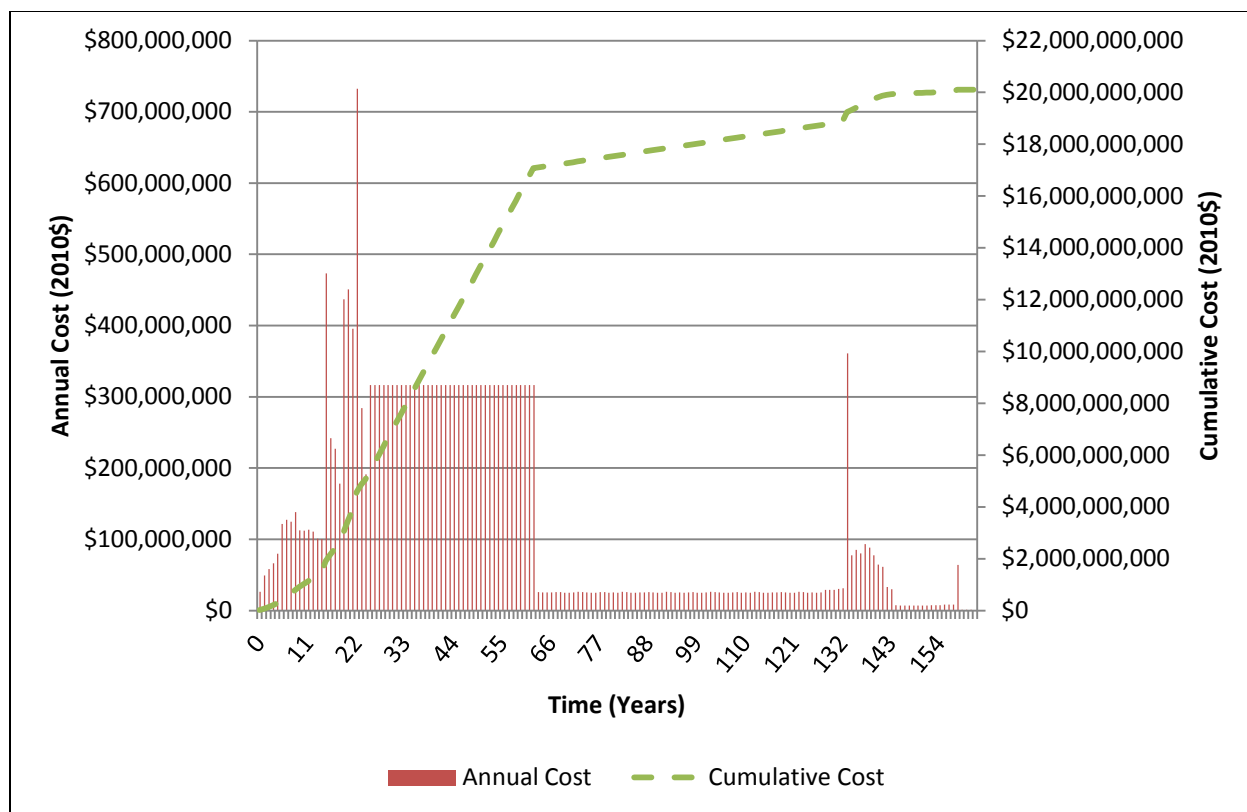
The estimated cost for the APM facility in Creighton – that is the deep geological repository and surface handling facilities, as well as the Centre of Expertise – is \$20.1 billion (2010 \$). (The transportation costs from the interim storage facilities at the reactor sites to the central APM facility in Creighton have been calculated separately and are discussed in Chapter 6.) This cost estimate includes site selection and approval, construction, operation, extended monitoring, decommissioning and closure.

A summary of the project cost estimate by implementation phase is given in Table 3-1. The first year of project implementation, year Y01, is 2010. The cost estimate includes labour, materials and equipment, fuel, utilities, taxes, fees, accommodation, communication and other expenses.

**Table 3-1: Estimated Expenditures by Implementation Phase**

| Project Phase                | Year        | Cost 2010 \$<br>(\$ billion) |
|------------------------------|-------------|------------------------------|
| Site Selection and Approvals | Y01 – Y15   | \$1.5                        |
| Construction                 | Y16 – Y25   | \$3.6                        |
| Operation                    | Y26 – Y63   | \$12.0                       |
| Extended Monitoring          | Y64 – Y133  | \$1.8                        |
| Decommissioning and Closure  | Y134 – Y163 | \$1.2                        |
| <b>Total:</b>                |             | <b>\$20.1</b>                |

The annual cash flow (2010 \$) for the deep geological repository is illustrated in Figure 3-9.



**Figure 3-9: APM Cost Estimate for a Deep Geological Repository in Creighton**

### 3.9 Engineering Findings

The engineering assessment of the Creighton area found that the APM facility has the potential to be safely constructed and operated. The surface land is characterized by low relief, and sufficient space exists outside protected areas and major bodies of water to successfully locate the surface facilities. Additional information on the physical geography of the area is presented in Section 4.3.1. There are few surface topography features that would limit the construction and operation of the surface and underground facilities required by the APM Project. Further, Creighton is located close to key infrastructure for the APM facility, including highways and a high-voltage transmission line. As well, an existing rail line could facilitate the transport of goods and materials to the community (see transportation discussion in Chapter 6).

There are opportunities for new businesses and additional infrastructure associated with the APM repository to potentially be located in the community to enhance economic development and community well-being. This infrastructure could include the Container Development Laboratory and the Container Manufacturing Plant. The development of these facilities would be determined collaboratively with the community.

As more information on the geology and characteristics of potential candidate sites becomes available in later phases of the APM Project and further input is obtained from the community and surrounding region, the APM facility design, layout and engineering feasibility will be further refined.



## 4. PRELIMINARY ASSESSMENT OF GEOSCIENTIFIC SUITABILITY

### 4.1 Geoscientific Preliminary Assessment Approach

The objective of the Phase 1 desktop geoscientific preliminary assessment is to assess whether the Creighton area contains general areas that have the potential to satisfy the geoscientific evaluation factors outlined in the site selection process document (NWMO, 2010). This chapter presents a summary of a detailed desktop geoscientific preliminary assessment conducted by Golder Associates Ltd. (Golder, 2013). The assessment focused on the Town of Creighton and its periphery, which are referred to as the “Creighton area” (Figure 4-1). The boundaries of the Creighton area have been defined to encompass the main geological features within the Town and its surroundings.

The desktop geoscientific preliminary assessment built on the work previously conducted for the initial screening (Golder, 2011) and included the following activities:

- Detailed review of available geoscientific information such as geology, structural geology, natural resources, hydrogeology and overburden deposits;
- Interpretation of available geophysical surveys (magnetic, electromagnetic, gravity, radiometric);
- Lineament studies using available satellite imagery, topography and geophysical surveys to provide information on the characteristics such as location, orientation and length of interpreted structural bedrock features;
- Terrain analysis studies to help assess factors such as overburden type and distribution, bedrock exposures, accessibility constraints, watershed and sub-watershed boundaries, and groundwater discharge and recharge zones; and
- The identification and evaluation of general potentially suitable areas based on key geoscientific characteristics and the systematic application of the NWMO’s geoscientific evaluation factors.

The details of these various studies are documented in a main Geoscientific Suitability Report (Golder, 2013) and three supporting documents: Terrain Analysis (JDMA, 2013a); Geophysical Interpretation (PGW, 2013); and Lineament Interpretation (JDMA, 2013b).

### 4.2 Geoscientific Site Evaluation Factors

As discussed in the NWMO site selection process, the suitability of potential sites is evaluated in a staged manner through a series of progressively more detailed scientific and technical assessments using a number of geoscientific site evaluation factors, organized under five safety functions that a site would need to ultimately satisfy in order to be considered suitable (NWMO, 2010).

- **Safe containment and isolation of used nuclear fuel:** Are the characteristics of the rock at the site appropriate to ensuring the long-term containment and isolation of used nuclear fuel from humans, the environment and surface disturbances caused by human activities and natural events?

- **Long-term resilience to future geological processes and climate change:** Is the rock formation at the siting area geologically stable and likely to remain stable over the very long term in a manner that will ensure the repository will not be substantially affected by geological and climate change process such as earthquakes and glacial cycles?
- **Safe construction, operation and closure of the repository:** Are conditions at the site suitable for the safe construction, operation and closure of the repository?
- **Isolation of used fuel from future human activities:** Is human intrusion at the site unlikely, for instance through future exploration or mining?
- **Amenable to site characterization and data interpretation activities:** Can the geologic conditions at the site be practically studied and described on dimensions that are important for demonstrating long-term safety?

The assessment was conducted in two steps. The first step assessed the potential to find general potentially suitable areas within the Creighton area using key geoscientific characteristics that can realistically be assessed at this stage of the assessment (Section 4.4.1). The second step assessed whether identified potentially suitable areas have the potential to ultimately meet all the safety functions outlined above (Section 4.4.2).

The remainder of this chapter provides an overview of the geoscientific characteristics of the Creighton area (Section 4.3), followed by a summary of the geoscientific assessment of suitability (Section 4.4).

### 4.3 Geoscientific Characteristics of the Creighton Area

The following sections provide a summary of available geoscientific information for the Creighton area as they relate to physical geography, bedrock geology, Quaternary (surficial) geology, seismicity, structural geology, hydrogeology and natural resources.

#### 4.3.1 Physical Geography

A detailed discussion of the physical geography of the Creighton area is provided in the terrain analysis report (JDMA, 2013a). The Creighton area is located in the Kazan Upland Physiographic Region of the western Canadian Shield (Bostock, 1970). The topography is typical of the Canadian Shield, with large areas of bedrock that form broad, smooth uplands and lowlands.

The topography of the Creighton area is generally low with variations in elevation of less than 100 metres (Figure 4-2). Ground surface elevation ranges from about 369 metres above sea level in the north, immediately south of Ahrens Lake, decreasing to 292 metres above sea level towards the south on the shoreline of Schist Lake. The areas of greatest relief are located around the margins of the larger lakes. Topographic highs generally correspond to granitic bedrock outcrops, while topographic lows are frequently associated with glacial deposits.

Exposed bedrock and thin sediment veneer is mapped for approximately 30 per cent of the overall Creighton area (JDMA, 2013a). About 16 per cent of the Creighton area is occupied by water bodies of various sizes. Fourteen of the lakes are larger than 10 square kilometres, and two of them are larger than 20 square kilometres (Figure 4-1).

### 4.3.2 Bedrock Geology

Information on the bedrock geology of the Creighton area was obtained from publicly available reports and geologic maps, as well as from the geophysical interpretation conducted as part of this preliminary assessment (PGW, 2013). The main desktop preliminary geoscientific assessment report (Golder, 2013) provides a detailed description of the regional and local geology of the Creighton area.

Geological mapping coverage is good and generally up to date throughout most of the study area, though most mapping is focused on the volcanic rocks (greenstone belts) for their mining potential. Geophysical data (magnetic) is of medium to high resolution (300-metre line spacing) for the entire Creighton area. Two additional magnetic/electromagnetic surveys obtained from the Hudson Bay Exploration and Development Company Limited (Hudbay) provided higher-resolution coverage (200-metre line spacing) over approximately 20 per cent of the Creighton area to the east.

As shown on Figure 4-3, the bedrock geology of the Creighton area is dominated by large granitic intrusions, including the Annabel Lake, Reynard Lake and Phantom-Boot Lake plutons. These intrusions were emplaced into the older rocks of the Flin Flon greenstone belt and the overlying succession of metamorphosed sedimentary rocks, the Missi Group. No dykes were mapped in the Creighton area.

The initial screening (Golder, 2011) identified the three granitic intrusions in the Creighton area as potentially suitable for hosting a deep geological repository. Greenstone belts in the Creighton area were deemed not suitable due to their heterogeneity, structural complexity and potential for mineral resources.

The Reynard Lake pluton is approximately 1.853 billion years old. Surface mapping indicates that the pluton consists of a central core of coarse-grained granitic rock surrounded by discontinuous biotite-bearing granitic rock. The Reynard Lake pluton is well-defined magnetically by a moderate to low magnetic background relative to the magnetic high anomalies of the adjacent greenstone belts and sedimentary rocks. On the surface, the Reynard Lake pluton is a lobe-shaped intrusion about 25 kilometres long and 6 kilometres at its widest, with a total area of approximately 88 square kilometres. In 1965 to 1966, a 3,066-metre-deep borehole was drilled vertically into the Reynard Lake pluton encountering granitic rocks in the upper 450 metres grading to diorite below this depth. Seismic investigations suggest the Reynard Lake pluton extends to a depth of about 5 to 5.5 kilometres (Bunker and Bush, 1982; Hajnal et al., 1983).

The Annabel Lake pluton is approximately 1.86 billion years old and is composed of granitic rock near surface, but may have lithological zoning, as observed in the Reynard Lake pluton. The Annabel Lake pluton exhibits a more active magnetic pattern than the Reynard Lake pluton, which may be a reflection of a more dioritic composition. It also has two fairly distinct zones, including an oval-shaped magnetically quiet area to the northwest. On the surface, the Annabel Lake pluton is a lobe-shaped intrusion about 25 kilometres long and 5 kilometres at its widest, with a total area of approximately 84 square kilometres. Given its similar geological history to the Reynard Lake pluton, the Annabel Lake pluton is expected to be generally similar in thickness and have similar rock characteristics.

The Phantom-Boot Lake pluton is approximately 1.84 billion years old and is a zoned granitic to gabbroic body which is younger than the Reynard Lake and Annabel Lake plutons. Multiple rock phases are evident in both the magnetic and radiometric data, at scales of a kilometre or less. On the surface, the Phantom-Boot Lake pluton is about 7 kilometres long and 4 kilometres at its widest, with a total area of approximately 13.5 square kilometres. Major faults, which are of interest for mineral exploration, are located along the northwest side of the pluton, as well as within the pluton. The approximate spacing between these mapped faults is on the order of 100 metres to 1 kilometre (Simard et al., 2010). The Phantom-Boot Lake pluton was probably emplaced at shallower depths than the other nearby plutons and is of unknown thickness.

### **4.3.3 Quaternary Geology**

The terrain analyses report (JDMA, 2013a) provides a detailed description of Quaternary geology of the Creighton area. The Quaternary units originate from the Wisconsin glaciations as a result of the interplay between the retreat of the ice sheet and the inundation of the area by Glacial Lake Agassiz, which covered the entire Creighton area approximately 10,000 to 9,000 years ago.

As shown on Figure 4-4, Quaternary deposits in the Creighton area comprise glacial sediments and organic plains, with generally thin and discontinuous drift cover. Where glacial deposits cover topographic highs in the bedrock surface, sediments are generally thin (veneer like) and less than 1 metre thick (Schreiner, 1984; Henderson and Campbell, 1992; Henderson, 2002). Bedrock and thin veneer comprises 30 per cent of the Creighton area. Thicker overburden deposits tend to occur in low-lying areas. The Reynard Lake pluton is 64 per cent exposed bedrock or thin veneer, while the Annabel Lake pluton is approximately 60 per cent exposed bedrock or thin veneer. Only about 27 per cent of the Phantom-Boot Lake pluton is exposed bedrock or thin veneer.

Information on overburden thickness is limited to a small number of water wells and to diamond drill holes in the greenstone belts. Recorded depths to bedrock in the Creighton area generally range from 0 to 62 metres. The thickest overburden is measured in the Denare Beach area (JDMA, 2013a). These observations provide an indication of the typical values and variability in overburden thicknesses that can be expected in the Creighton area (JDMA, 2013a).

### **4.3.4 Structural Geology**

#### **4.3.4.1 Mapped Faults**

Numerous named and unnamed faults and shear zones have been mapped in the Creighton area.

The Annabel Lake shear zone is vertical and runs east along Annabel Lake and Annabel Creek on the north side of the Annabel Lake pluton (Byers and Dahlstrom, 1954; Simard et al., 2010). The Annabel Lake shear zone is marked by a zone of intense shearing (Byers et al., 1965; Parslow and Gaskarth, 1981).

The West Arm shear zone occurs between the Annabel Lake and Reynard Lake plutons, and runs southeasterly through Wilson and Meridian lakes (Figure 4-3). The West Arm shear zone is also marked by a zone of intense shearing. The amount of movement along the West Arm shear zone is unknown, but it was sufficient to remove a portion of the south limb of a fold which occurs in the vicinity of Wilson Lake (Byers et al., 1965).

The Mosher Lake shear zone runs southeast along the southern boundary of the Reynard Lake pluton. This shear zone meets with the West Arm shear zone at its western extent (Figure 4-3). The Mosher Lake shear zone includes numerous branching minor faults and zones of alteration (Byers and Dahlstrom, 1954). The Mosher Lake shear zone has a component of displacement, although the amount is unknown (Slimmon, 1995).

Mapped brittle faults in the area include near-vertical north-northeast- and north-northwest-trending structures (Galley et al., 1991). These faults appear to be a part of the Ross Lake fault system which generally runs in a north- to north-northwest direction through the Creighton area (Byers, 1962; Fedorowich et al., 1993). It is possible that the faults in the Creighton area interpreted to be a part of the Ross Lake fault system are in fact related to the much larger Tabbernor fault system (Byers, 1962). The Tabbernor fault is a deep-rooted, splayed fault system that extends from the Northwest Territories to the states of North and South Dakota (Giroux, 1995). This fault initially formed approximately 1.8 billion years ago (Davies, 1998), but likely experienced more recent periods of reactivation (Elliot, 1996).

#### **4.3.4.2 Lineament Investigation**

A detailed lineament investigation was conducted for the Creighton area using multiple datasets (JDMA, 2013b). Lineaments are linear features that can be observed on remote sensing and geophysical data and that may represent geological structures (e.g., fractures). However, at this stage of the assessment, it is uncertain if interpreted lineaments are a reflection of real geological structures and whether such structures extend to depth. The assessment of these uncertainties would require detailed geological mapping and borehole drilling.

Surficial lineaments were interpreted using satellite imagery (SPOT) and digital elevation model data (CDED). Surficial lineaments are interpreted as linear traces along topographic valleys, escarpments, and drainage patterns such as river streams and linear lakes. These linear traces may represent the expression of fractures on the ground surface which may not extend to significant depth. Figure 4-5 shows surficial lineaments interpreted in the Creighton area. The observed density and distribution of surficial lineaments is influenced by overburden and vegetation coverage, which masks surface expressions of potential fractures. The surficial lineament density is higher on the eastern side of the Annabel Lake pluton where there is less vegetative cover.

Geophysical lineaments were interpreted from available aeromagnetic data. They are less affected by the presence of overburden and reflect potential structures that may or may not have surficial expressions. However, the density and distribution of geophysical lineaments is influenced by the resolution of the available aeromagnetic coverage. Geophysical lineaments interpreted in the Creighton area are shown on Figure 4-6. The density and distribution of geophysical lineaments is influenced, to a small degree, to the resolution of the available aeromagnetic coverage for the Creighton area, which varied from 300- to 200-metre line spacing. The density of interpreted geophysical lineaments is slightly higher in areas of higher resolution such as in the eastern side of the Reynard Lake pluton.

Figures 4-5 and 4-6 also show the distribution of surficial and geophysical lineaments by length (longer than 1, 5 and 10 kilometres). The figures show that the spacing between lineaments increases as shorter lineaments are filtered out. Longer lineaments are more likely to extend to greater depth than shorter lineaments.

In summary, the lineament interpretation indicated a high density of lineaments, in general, across the area. This is in part due to the high resolution of aeromagnetic data. At this stage of the assessment, it is uncertain whether interpreted lineaments represent true bedrock structural features (e.g., individual fractures or fracture zones) and whether these features extend to typical repository depths. This would need to be investigated during subsequent site evaluation stages through detailed geological mapping and borehole drilling.

#### **4.3.5 Erosion**

There is no site-specific information on erosion rates for the Creighton area. Past studies reported by Hallet (2011) provide general information on erosion rates for the Canadian Shield. The average erosion rate from wind and water on the Canadian Shield is reported to be a few metres per 100,000 years. Higher erosion rates are associated with glaciation. The depth of glacial erosion depends on several regionally specific factors, such as the ice sheet geometry, topography, and history, as well as local geological conditions, such as overburden thickness, rock type and pre-existing weathering. Various studies aimed at assessing the impact of glaciations on erosion over crystalline rocks reported average erosion rates varying from 10 or 20 metres, to up to 120 metres over 3 million years (Flint, 1947; White, 1972; Laine, 1980 and 1982; Bell and Laine, 1985; and Hay et al., 1989).

#### **4.3.6 Seismicity and Neotectonics**

##### **4.3.6.1 Seismicity**

The Creighton area lies within the Canadian Shield, where large parts have remained tectonically stable for the last 2.5 billion years (Percival and Easton, 2007). Figure 4-7 shows the locations and magnitudes of seismic events recorded in the National Earthquake Database (NEDB) for the period between 1627 and 2010 in Canada. The locations of historical earthquakes, prior to the 20<sup>th</sup> century, are generally not very well-defined compared to more recent earthquakes recorded by seismographs (Lamontagne et al, 2007). Historical earthquakes locations and magnitudes are approximated based on archives that describe occurrences, durations, and impact of ground shaking and building damage, where the earthquake epicentre is generally the region of the most significant damage. Historically, very few earthquakes (Nuttli Magnitude  $m_N$  greater than 3) have occurred within Saskatchewan and none in the Creighton area. The largest earthquake ever recorded in Saskatchewan occurred in 1909 in the southern portion of the province near the United States border (650 kilometres from Creighton) and measured a magnitude of 5.5 (NRCan, 2012).

##### **4.3.6.2 Neotectonic Activity**

Neotectonics refers to deformations, stresses and displacements in the Earth's crust of recent age or which are still occurring. These processes are related to tectonic forces acting in the North American plate, as well as those associated with the numerous glacial cycles that have affected the northern portion of the plate during the last million years, including all of the Canadian Shield (Shackleton et al., 1990; Peltier, 2002).

The geology of the Creighton area is typical of many areas of the Canadian Shield, which has been subjected to numerous glacial cycles during the last million years. Postglacial rebound of the land is still occurring across most of Saskatchewan. Present-day uplift rates are about 10 millimetres per year near Hudson Bay, where the ice was thickest at the last glacial maximum. The uplift rates generally decrease with distance from Hudson Bay and change to subsidence



(1–2 millimetres per year) south of the Great Lakes. Present-day rebound rates in the Creighton area are expected to be about 5 millimetres per year (Sella et al., 2007).

No neotectonic structural features are known to occur within the Creighton area. McMurry et al. (2003) summarized several studies conducted in a number of other granitic intrusions in the Canadian Shield. These studies found that fractures below a depth of several hundred metres in plutonic rocks are ancient features. Subsequent stresses, such as those caused by plate movement or by continental glaciation, generally have been relieved by reactivation along the existing zones of weakness rather than by the formation of large new fracture zones.

#### 4.3.7 Hydrogeology

Information regarding groundwater use in the Creighton area was obtained from the Saskatchewan Watershed Authority (SWA) water well record (WWR) database (SWA, 2009). There are 13 water well records relating to two locations in the Creighton area. All the wells were completed in glacial deposits. Details of these wells are summarized in Table 4-1. Of the 13 records noted in the table, there were 10 withdrawal wells, three observation wells and three test holes.

**Table 4-1: Water Well Record Summary for the Creighton Area**

| Water Well Type   | Number of Wells | Total Well Depth (Metres) | Median Well Depth (Metres) | Static Water Level (Metres Below Ground Surface) | Tested Well Yield (litres/minute) | Depth to Top of Bedrock (Metres) |
|---|-----------------|---------------------------|----------------------------|--|-----------------------------------|----------------------------------|
| Overburden <sup>a</sup>   | 13              | 6 to 62                   | 25.1                       | 3 to 12  | 4 to 11                           | N/A                              |
| Note:<br><sup>a</sup> inferred for some records which were lacking stratigraphic descriptions |                 |                           |                            |  |                                   |                                  |

##### 4.3.7.1 Overburden Aquifers

There are 13 water well records in the Creighton area that can be confidently assigned to the overburden aquifer. These wells generally are 6 to 62 metres deep and have pumping rates of 4 litres per minute to 11 litres per minute (Table 4-1). These well yields reflect the purpose of the wells (i.e., the majority being private residential supply) and do not necessarily reflect the maximum sustained yield that might be available from the overburden aquifer.

The limited number of well records, and their clustered locations, limits the interpretation of available information regarding the extent and characteristics of overburden aquifers in the Creighton area. However, as these water wells are located within glaciofluvial or glaciolacustrine terrain, it is likely that similar terrain mapped in the Creighton area (Figure 4-4) will also host shallow overburden aquifers.



#### **4.3.7.2 Bedrock Aquifers**

No information was found on deep bedrock groundwater conditions in the Creighton area at a typical repository depth of approximately 500 metres. In the Creighton area, there are no bedrock wells. The Saskatchewan Watershed Authority (SWA, 2009) water well records indicate that no potable water supply wells are known to exploit aquifers at typical repository depths in the Creighton area.

#### **4.3.7.3 Regional Groundwater Flow**

There is little known about the hydrogeological properties of the deep bedrock in the Creighton area. Experience from other areas in the Canadian Shield has shown that active groundwater flow in bedrock is generally confined to shallow fractured localized systems and is dependent on the secondary permeability associated with the fracture network (Singer and Cheng, 2002). For example, in Manitoba's Lac du Bonnet batholith, groundwater movement is largely controlled by a fractured zone down to about 200 metres depth (Everitt et al., 1996).

The low topographic relief of the Canadian Shield tends to result in low hydraulic gradients for groundwater movement in the shallow active region (McMurry et al., 2003). At greater depths, hydraulic conductivity tends to decrease as fractures become less common and less interconnected (Stevenson et al., 1996; McMurry et al., 2003). Increased vertical and horizontal stresses at depth tend to close or prevent fractures, thereby reducing permeability and resulting in diffusion-dominated groundwater movement (Stevenson et al., 1996; McMurry et al., 2003). However, fracture networks associated with deep faults and shear zones will influence advective groundwater flow around bodies of rock characterized by diffusion-limited conditions.

The exact nature of deep groundwater flow systems in the Creighton area would need to be evaluated at later stages of the assessment, through the collection of site-specific information.

#### **4.3.8 Hydrogeochemistry**

No information on groundwater hydrogeochemistry was found for the Creighton area. However, available literature indicates that groundwater within the Canadian Shield can be subdivided into two main hydrogeochemical regimes: a shallow freshwater flow system; and a deep, typically saline water flow system (Singer and Cheng, 2002).

Gascoyne et al. (1987) investigated the saline brines found within several plutons of the Canadian Shield and identified a chemical transition at around 300 metres depth marked by a uniform, rapid rise in total dissolved solids and chloride. This was attributed to active flow and mixing above 300 metres, with a shift to diffusion-controlled flow below that depth. It was noted that major fracture zones within the bedrock can, where present, extend the influence of active flow processes to greater depths and hence lower the transition to the more saline conditions characteristic of deeper, diffusion-controlled conditions.

Groundwater research carried out in Atomic Energy of Canada Limited's (AECL) Whiteshell Underground Rock Laboratory (URL) in Manitoba reported total dissolved solids values ranging from 3 to 90 grams per litre at depths of 300 to 1,000 metres (Gascoyne et al., 1987; Gascoyne, 1994; 2000; 2004). In some regions of the Canadian Shield, total dissolved solids values exceeding 250 grams per litre have been reported at depths below 500 metres (Frape et al., 1984).

#### **4.3.9 Natural Resources**

Information regarding the mineral resource potential for the Creighton area has been obtained from a variety of sources, as described by Golder (2013). Figure 4-8 shows the areas of active exploration interest based on active mining claims, as well as known mineral occurrences identified in the Saskatchewan Energy and Resources (2012) Mineral Deposit Index.

The potential for economically exploitable metallic mineral resources in the Creighton area is limited to the rocks of the Flin Flon greenstone belt, shear zones and contact halos with the bounded plutonic rocks. Several mines have produced copper and gold in the Creighton area, and there is currently one operating mine associated within the rocks of the Flin Flon greenstone belt. The Phantom-Boot Lake pluton has a high mineral potential, and two past producing mines are located on or close to the pluton. As shown on Figure 4-8, numerous base metal and gold showings and occurrences, as well as active mining claims are present within the greenstone belts in the Creighton area.

The economic metallic mineral potential is considered low within the core regions of the Annabel Lake and Reynard Lake plutons, but large portions of all these are covered by active mining claims.

The Phantom-Boot Lake pluton has some potential as building stone. However, the risk that these resources pose for future human intrusion is negligible, as quarrying operations would be limited to very shallow depths. There is no commercial potential for peat, and there are no known rare earth metal or diamond occurrences in the Creighton area.

The Creighton area is located in a crystalline rock geological setting where the potential for petroleum resources is negligible and where no hydrocarbon production or exploration activities are known to occur.

#### **4.3.10 Geomechanical Properties**

Limited information on intact rock properties is available for the intrusive rocks within the Creighton area. However, there is a fair amount of data from comparable geologic units in the Canadian Shield that can provide insight into the possible rock mass properties in the Creighton area (Golder, 2013).

The Reynard Lake pluton was the subject of a seismic study, which involved the drilling of a 3,066-metre-deep borehole and several nearby shallow boreholes (60 metres). The study provided information of seismic characteristics of the rock and noted fracturing in the upper 60 metres, as well as at depths below 2,000 metres (Davis and Tammemagi, 1982; Hajnal et al., 1983; Stone et al., 1989; and Fowler et al., 2005). The study did not provide information on the degree of fracturing at depths that are typically considered for deep geological repositories (approximately 500 metres).

There are no site-specific thermal conductivity values or detailed quantitative mineral compositions for the Creighton area. The main geoscientific suitability report (Golder, 2013) provides useful generic comparisons of thermal properties for crystalline rocks of the Canadian Shield. Site-specific geomechanical and thermal properties of the potentially suitable geological units within the Creighton area would need to be investigated during subsequent field evaluation stages.

#### 4.4 Potential Geoscientific Suitability of the Creighton Area

This section provides a summary of how key geoscientific characteristics were applied to the Creighton area to assess whether it has the potential of containing general areas that have the potential to meet the NWMO's geoscientific site evaluation factors (Section 4.4.1). The potential of identified areas to ultimately satisfy all geoscientific evaluation factors and safety functions outlined in the NWMO's site selection process is also described (Section 4.4.2).

##### 4.4.1 Potential for Finding General Potentially Suitable Areas

The potential for finding general areas that are potentially suitable for hosting a deep geological repository was assessed using the key geoscientific characteristics briefly described below.

- **Geological Setting:** Areas of unfavourable geology identified during the initial screening (Golder, 2011) were not considered. Such areas include the rocks of the greenstone belt and the metamorphosed sedimentary rocks. These rocks were not considered suitable because they are highly heterogeneous and intensely deformed. The greenstone belt has the highest mapped fault density in the area. The exclusion of the greenstone belt and the metamorphosed sedimentary rocks from the Creighton area leaves two granitic plutons that are potentially suitable for hosting a deep geological repository. These include the Annabel Lake pluton and the Reynard Lake pluton (Figure 4-3). The Phantom-Boot Lake pluton was excluded from further consideration as it is complex from both a geological and geophysical perspective and is too small to accommodate a deep geological repository. The geological setting of the main potentially suitable geological units is further discussed in Sections 4.4.1.1 and 4.4.1.2.
- **Structural Geology:** Areas within or immediately adjacent to regional faults and shear zones were considered unfavourable. The main structural features in the Creighton area include shear zones, such as the Annabel Lake, West Arm, and Mosher Lake shear zones, which are located at the perimeter of the Annabel Lake and Reynard Lake plutons (Figure 4-3). There are also several mapped brittle faults occurring mainly in the greenstone belt with some occurring within the limited portions of the plutons (Figure 4-3). The thickness of potentially suitable units was also considered when identifying potentially suitable areas. The plutons in the Creighton area are estimated to range from 5 to 5.5 kilometres in thickness, which is sufficient for the purpose of the repository.
- **Lineament Analysis:** In the search for potentially suitable areas, there is a preference to select areas that have a relatively low density of lineaments, particularly a low density of longer lineaments as they are more likely to extend to greater depth than shorter lineaments (Section 4.3.4.2). For the purpose of this assessment, all interpreted lineaments (fractures and dykes) were conservatively considered as conductive (permeable) features. In reality, many of these interpreted features may be sealed due to higher stress levels at depth and the presence of infilling.
- **Overburden:** The distribution and thickness of overburden cover is an important site characteristic to consider when assessing amenability to site characterization of an area. For practical reasons, it is considered that areas covered by more than 2 metres of overburden deposits would not be amenable to trenching for the purpose of structural mapping. This consideration is consistent with international practices related to site characterization in areas covered by overburden deposits (e.g., Finland; Andersson et al., 2007). At this stage of the assessment, preference was given to areas with greater mapped bedrock exposures. The extent of bedrock exposure in the Creighton area is

shown on Figure 4-4. Areas mapped as bedrock terrain are assumed to be covered, at most, with a thin veneer of overburden and are therefore considered amenable to geological mapping.

- **Protected Areas:** There are no provincial or national parks within the Creighton area. There is a recreational area – the Amisk Lake Recreation Site – located approximately 11 kilometres southwest of the settlement area of Creighton on the northeast shore of Amisk Lake (Figure 4-1).
- **Natural Resources:** The potential for natural resources in the Creighton area is shown on Figure 4-8. Areas with known potential for exploitable natural resources were excluded from further consideration. These include the greenstone belt which was already excluded during the initial screening stage (Golder, 2011). Although the economic mineral potential of the Annabel Lake and Reynard Lake plutons is considered low, these plutons are largely covered by mining claims. At this stage of the assessment, areas of active mining claims located in geological environments judged to have low mineral resource potential were not systematically excluded.
- **Surface Constraints:** Areas of obvious topographic constraint (density of steep slopes), large water bodies (wetlands, lakes), and accessibility were considered for the identification of potentially suitable areas. While areas with such constraints were not explicitly excluded at this stage of the assessment, they are considered less preferable, all other factors being equal. The topography of Creighton is generally flat with variations in elevation of less than 100 metres. Some portions of the plutons have extensive lake cover (Figure 4-2). The majority of the Creighton area is accessible by existing roads and logging roads.

The consideration of the above geoscientific evaluation factors and constraints revealed that the Creighton area contains two general areas that have the potential to satisfy the NWMO's geoscientific site evaluation factors. These general areas are located within the Reynard Lake and Annabel Lake plutons. Interpreted surficial and geophysical lineaments are shown in Figures 4-5 and 4-6, respectively. The other geoscientific characteristics are shown on Figure 4-9.

At this early stage of the assessment, the boundaries of these general areas are not yet defined. The location and extent of potentially suitable siting areas would need to be refined through more detailed assessments and field evaluations.

#### 4.4.1.1 General Potentially Suitable Area Within the Annabel Lake Pluton

As discussed in Section 4.3.2, the Annabel Lake pluton is a granitic intrusion with a probable thickness of approximately 5 to 5.5 kilometres. The pluton is somewhat limited in size, with a total area of approximately 84 square kilometres, and is flanked to the north and south by shear zones. A large portion of the Annabel pluton is either exposed or covered by a thin till veneer (generally less than 1 metre). With such a high portion of bedrock exposure and the relatively small size of the pluton, overburden cover was not a differentiating factor for identifying general potential areas. The presence of natural resources was also not a large differentiating factor as the mineral potential of the Annabel Lake pluton is low with no mineral showings, although the entire pluton is covered by mining claims, apparently associated with the bounding shear zones. Therefore, the main constraining factors used for finding potentially suitable areas within the Annabel Lake pluton were geology, structural geology, and to a certain extent, lineament density.

The Annabel Lake pluton was identified as containing siting areas that have the potential to meet the NWMO's geoscientific site evaluation factors. The northern and southern margins and the extreme western part of the pluton were avoided because of their proximity to the Annabel Lake and West Arm Lake shear zones. These shear zones converge at the west end of the pluton, implying increased structural complexity in that area. The extreme western portion of the pluton also has a large body of water (Annabel Lake) and more extensive overburden deposits. The eastern end of the Annabel Lake pluton was also avoided as it is heterogeneous and has a number of mapped faults, several of which appear to originate within the greenstone belt. The extreme eastern end of the pluton has lithological complexity, with tonalite-quartz diorite intrusions and slivers of greenstone and ultramafic rocks present in this area.

Additional insight into the potential suitability of this identified area is provided by the analysis of interpreted geophysical lineaments. Figure 4-6 shows that the overall density of interpreted geophysical lineaments over the Annabel Lake pluton is fairly high and relatively uniform, with subtle differences showing what appear to be slightly more geophysical lineaments on the eastern edge of the pluton. The high density of interpreted lineaments is likely due to the high resolution of available geophysical surveys. The orientation of geophysical lineaments in the Annabel Lake pluton is complex with many directions indicated. There is a northerly geophysical lineament set with spacing between 0.75 and 1.5 kilometres, and a generally easterly to north-easterly set of geophysical lineaments with spacing between 1.5 and 4 kilometres, suggesting a reasonable potential for identifying suitable volumes of rock for siting a repository. However, this would need to be further investigated in subsequent stages of the site evaluation process.

The assessment of this potentially suitable area also took into consideration interpreted surficial lineaments. Figure 4-5 shows the density of interpreted surficial lineaments is high and fairly uniform across the Creighton area, except for where a large number of short surficial lineaments were identified on the Annabel Lake pluton between Arner Lake and Flin Flon Lake. This higher frequency may be due to less overburden and vegetation cover at the east end of the pluton.

The Annabel Lake pluton comprises Crown land and is outside protected areas. Mining claims cover the entire pluton, but appear to be associated with the adjacent greenstone belt and shear zones (Figures 4-8 and 4-9). No known economic mineralization occurs within the pluton, but the mineral resource potential of the surrounding greenstone belt is high. Access is good throughout the area via Highway 106 which parallels the northern side of the pluton. There are no significant topographic features on the surfaces of this pluton that would make site investigation or construction exceptionally difficult.

#### **4.4.1.2 South-Central Part of the Reynard Lake Pluton**

As discussed in Section 4.3.2, the south-central part of the Reynard Lake pluton is a granitic intrusion, grading to diorite at depth, with a probable thickness of approximately 5 to 5.5 kilometres. The pluton is somewhat limited in size, with a total area of approximately 88 square kilometres, and is flanked to the north and southwest by shear zones.

A large portion of the south-central part of the Reynard Lake pluton is either exposed or covered by a thin till veneer (generally less than 1 metre). With such a high portion of bedrock exposure and the relatively small size of the pluton, overburden cover was not a differentiating factor for identifying general potential areas. The presence of natural resources was also not a large differentiating factor as the mineral potential of the south-central part of the Reynard Lake pluton is low with only localized mineral showings, although the parts of the pluton are covered by mining claims, apparently associated with the bounding shear zones. Therefore, the main



constraining factors used for finding potentially suitable areas within the south-central part of the Reynard Lake pluton were geology, structural geology, and to a certain extent, lineament density.

Most of the south-central part of the Reynard Lake pluton was identified as containing siting areas that have the potential to meet the NWMO's geoscientific site evaluation factors. The majority of the pluton consists of granitic rocks, with some lithological heterogeneity to the south that was avoided. The magnetic signature over the south-central portion of the pluton is the most inactive and homogeneous of the Creighton area. This may suggest lateral lithological homogeneity, although available information from a deep borehole in the area shows a gradational change in lithology with depth (Golder, 2013).

The margins of the south-central part of the Reynard Lake pluton were avoided because of their proximity to the West Arm Lake and the Mosher Lake shear zones. These shear zones converge at the west end of the pluton, implying increased structural complexity in that area. In addition, there is some lithological complexity and some mineral showings along the southern boundary in the central portion of the pluton. The western portion of the pluton was avoided as it is too narrow to host a deep geological repository. The eastern end of the Reynard Lake pluton was also avoided as it has several mapped faults, several of which appear to originate within the greenstone belt. Other mapped faults in the Creighton area may be related to the regional Tabbernor fault zone, located approximately 60 kilometres to the west. The southern portion of the Reynard Lake pluton was avoided because of mineralogical complexity.

Additional insight into the potential suitability of this identified area is provided by the analysis of interpreted geophysical lineaments. Figure 4-6 shows that the overall density of interpreted geophysical lineaments over the south-central part of the Reynard Lake pluton is fairly high and relatively uniform, with subtle differences showing what appear to be slightly more geophysical lineaments on the eastern edge of the pluton. The orientation of geophysical lineaments in the south-central part of the Reynard Lake pluton is complex with many directions indicated. There is a northerly geophysical lineament set with spacing between 0.75 and 1.5 kilometres, and a generally easterly to north-easterly set of geophysical lineaments with a similar spacing, suggesting a reasonable potential for identifying suitable volumes of rock for siting a repository, especially between longer lineaments.

The assessment of this potentially suitable area also took into consideration interpreted surficial lineaments. Figure 4-5 shows the density of interpreted surficial lineaments is high but fairly uniform across the Creighton area. The orientation of surficial lineaments in the south-central part of the Reynard Lake pluton is also complex with many directions indicated.

The south-central part of the Reynard Lake pluton comprises Crown land and Crown reserve land associated with Canadian Forces Base Flin Flon. The area is outside protected areas. Mining claims encroach over the majority of the pluton, but no economic mineralization is known to occur within the pluton. The mineral resource potential of the surrounding greenstone belt is high.

Access is good throughout the area via Highway 167 which passes through the south-central part of the Reynard Lake pluton. There are no significant topographic features on the surfaces of this pluton that would make site investigation or construction exceptionally difficult.

#### **4.4.1.3 Other Areas**

Given limited geographic extent of the potentially suitable rock formations within the Creighton area (i.e., the Annabel Lake and Reynard Lake plutons), it is unlikely to identify additional general potentially suitable areas.

#### **4.4.2 Evaluation of the General Potentially Suitable Areas in the Creighton Area**

This section provides a brief description of how the two identified potentially suitable areas were evaluated to verify if they have the potential to satisfy the geoscientific safety functions outlined in the NWMO's site selection process and discussed in Section 4.2. At this early stage of the site evaluation process, where limited geoscientific information is available, the intent is to assess whether there are any obvious conditions within the identified potentially suitable areas that would fail to satisfy the safety functions.

##### **4.4.2.1 Safe Containment and Isolation of Used Nuclear Fuel**

This function requires that the geological, hydrogeological, chemical and mechanical characteristics of a suitable site promote long-term isolation of used nuclear fuel from humans, the environment and surface disturbances; promote long-term containment of used nuclear fuel within the repository; and restrict groundwater movement and retard the movement of any released radioactive material. This requires that the repository be located at a sufficient depth, typically around 500 metres, in a sufficient rock volume with characteristics that limit groundwater movement.

As discussed in previous sections, the estimated thickness of the Annabel Lake and Reynard Lake plutons is between 5 and 5.5 kilometres (Golder, 2013). Therefore, the rock in the two general areas identified in these plutons extend well below typical repository depths (approximately 500 metres), which would contribute to the isolation of the repository from human activities and natural surface events.

Analysis of interpreted lineament spacing indicates that the two general areas in the Creighton area have the potential to contain structurally bounded rock volumes of sufficient size to host a deep geological repository (Golder, 2013). The classification of lineaments by length shows that the spacing between lineaments increases as shorter lineaments are filtered out. Longer lineaments are more likely to extend to greater depth than shorter lineaments. Both areas are away from major regional deformation zones or faults, but are bounded by local shear zones. The potential impact of these shear zones would need to be further assessed.

As discussed in Golder (2013), there is limited information on the hydrogeological properties of the deep bedrock in the Creighton area. However, as discussed in Section 4.3.7.3, available information for similar geological settings in the Canadian Shield indicates that active groundwater flow within structurally bounded blocks tends to be generally limited to shallow fracture systems, typically less than 300 metres. At greater depths, hydraulic conductivity tends to decrease as fractures become less common and less interconnected. Experience from other areas in the Canadian Shield indicates that ancient faults, similar to those in the Creighton area, have been subjected to extensive periods of rock-water interaction resulting in the long-term deposition of infilling materials that contribute to sealing and a much reduced potential for groundwater flow at depth. Site-specific conditions that can influence the nature of deep groundwater flow systems in the Creighton area would need to be investigated at later stages of the site evaluation process through site characterization activities that would include drilling and testing of deep boreholes.



Information on other geoscientific characteristics relevant to the containment and isolation functions of a deep geological repository, such as the mineralogy of the rock, the geochemical composition of the groundwater and rock porewater, the thermal and geomechanical properties of the rock is limited for the Creighton area. The review of available information from other locations with similar geological settings did not reveal any obvious conditions that would suggest unfavourable mineralogical or hydrogeochemical characteristics for the granitic plutonic rocks characterizing the two general potentially suitable areas identified within the Creighton area (Golder, 2013).

In summary, the review of available geoscientific information, including completion of a lineament analysis of the area, did not reveal any obvious conditions within the two identified areas that would fail to satisfy the containment and isolation function. Potential suitability of these areas would need to be further assessed.

#### **4.4.2.2 Long-Term Resilience to Future Geological Processes and Climate Change**

This safety function requires that the containment and isolation functions of the repository are not unacceptably affected by future geological processes and climate changes, including earthquakes and glacial cycles. A full assessment of these processes requires detailed site-specific data that would be typically collected and analyzed through detailed field investigations. The assessment would include understanding how the site has responded to past glaciations and geological processes, and would entail a wide range of detailed studies involving disciplines such as seismology, hydrogeology, hydrogeochemistry, paleohydrogeology and climate change. At this stage of the site evaluation process, the long-term stability function is evaluated by assessing whether there is any evidence that would raise concerns about the long-term stability of the two general potentially suitable areas identified in the Creighton area.

The Creighton area is located within the Canadian Shield, where large portions of land have remained tectonically stable for more than 1.6 billion years. As discussed in Section 4.3.6.1, very few earthquakes (Nuttli Magnitude,  $m_N$ , greater than 3) have been recorded within Saskatchewan in the past and none in the Creighton area.

The geology of the Creighton area is typical of many areas of the Canadian Shield, which has been subjected to numerous glacial cycles during the last million years. Glaciation is a significant past perturbation that could occur again in the future. However, as discussed in Section 4.3.6.2, findings from studies conducted in other areas of the Canadian Shield suggest that deep hydrogeological and hydrogeochemical conditions in crystalline rock formations, particularly plutonic intrusions, have the potential to remain largely unaffected by past perturbations such as glacial cycles. As discussed in Sections 4.3.5 and 4.3.6.2, other related long-term processes such as glacial rebound (land uplift) and erosion are expected to be low and unlikely to affect the performance of a repository in the Creighton area.

In summary, available information indicates that the identified general potentially suitable areas in the Creighton area have the potential to satisfy the long-term stability function. The review did not identify any obvious conditions that would cause the performance of a repository to be substantially altered by future geological and climate change processes. The long-term stability of the Creighton area would need to be further assessed through detailed multidisciplinary site-specific geoscientific and climate change site investigations.

#### **4.4.2.3 Safe Construction, Operation and Closure of the Repository**

There are few surface constraints that would limit the construction of surface facilities in the two general potentially suitable areas identified in the Creighton area (Golder, 2013). The areas are characterized by moderate topographic relief, and each contains enough surface land outside protected areas and major water bodies to accommodate the required repository surface facilities.

From a constructability perspective, limited site-specific information is available on the local rock strength characteristics and in-situ stresses for the Creighton area. However, as discussed in Section 4.3.10, there is a fair amount of information at other locations of the Canadian Shield that could provide insight into what might be expected for the Creighton area in general. Available information suggests that granitic and gneissic crystalline rock formations within the Canadian Shield generally possess good geomechanical characteristics that are amenable to the type of excavation activities involved in the development of a deep geological repository (Golder, 2013).

The two general areas are situated in areas having good outcrop exposure. At this stage of the site evaluation process, it is not possible to determine the exact thickness of the overburden deposits in these areas due to the low resolution of the data. However, it is anticipated that overburden cover is not a limiting factor in either of the identified general areas.

In summary, the two identified general areas in the Creighton area have good potential to meet the safe construction, operation and closure function.

#### **4.4.2.4 Isolation of Used Fuel From Future Human Activities**

A suitable site must not be located in areas where the containment and isolation functions of the repository are likely to be disrupted by future human activities. These include areas containing economically exploitable natural resources or groundwater resources at repository depth. No known economic mineralization has been identified to date within the Annabel Lake and Reynard Lake plutons, but the immediately adjacent greenstone belt has high mineral potential (Section 4.3.9). Active mining claims that are focused on the greenstone belt and adjacent shear zones cover the entire Annabel Lake pluton and extend some distance onto the Reynard Lake pluton, and two minor gold showings are located on the eastern side of the Reynard Lake pluton.

The review of available information did not identify any groundwater resources at repository depth for the Creighton area. As discussed in Section 4.3.7, the Saskatchewan Watershed Authority (SWA, 2009) water well record database records indicate that no potable water supply wells are known to exploit aquifers at typical repository depths in the Creighton area. Experience from other areas in the Canadian Shield with similar types of rock has shown that active groundwater flow in crystalline rocks is generally confined to shallow fractured localized systems.

In summary, the potential for the containment and isolation function of a repository in the Creighton area to be disrupted by future human activities is low.

#### **4.4.2.5 Amenability to Site Characterization and Data Interpretation Activities**

In order to support the case for demonstrating long-term safety, the geoscientific conditions at a potential site must be predictable and amenable to site characterization and data interpretation.

Factors affecting the amenability to site characterization include geological heterogeneity, structural and hydrogeological complexity, accessibility, and the presence of lakes or overburden with thickness or composition that could mask important geological or structural features.

The bedrock in the general areas identified in the Annabel Lake and Reynard Lake plutons is interpreted as relatively homogeneous and fairly easy to characterize. The apparent homogeneity of the Reynard Lake and Annabel Lake plutons may in part reflect less detailed mapping. Deep drilling into the Reynard Lake pluton indicated gradational changes in compositional zoning and similar conditions could be expected for the Annabel Lake pluton (Section 4.3.2).

The orientation of geophysical and surficial lineaments in the two general areas is complex with many directions indicated. The degree of structural complexity associated with the orientation of lineament features and its impact on-site characterization activities would need to be further assessed in future phases of the site selection process.

The identification and field mapping of structures is strongly influenced by the extent and thickness of overburden cover and the presence of large water bodies. The two identified general potentially suitable areas are amenable to site characterization as they contain sufficient areas with good bedrock exposure and limited surface water cover.

In summary, the review of available information did not indicate any obvious conditions which would make the rock mass in the two areas unusually difficult to characterize.

#### **4.5 Geoscientific Preliminary Assessment Findings**

The objective of the Phase 1 geoscientific preliminary assessment was to assess whether the Creighton area contains general areas that have the potential to satisfy the geoscientific site evaluation factors outlined in the NWMO's site selection document (NWMO, 2010).

The preliminary geoscientific assessment built on the work previously conducted for the initial screening (Golder, 2011) and focused on the Town of Creighton and its periphery, which are referred to as the "Creighton area" (Figure 4-1). The assessment was conducted using available geoscientific information and key geoscientific characteristics that can be realistically assessed at this early stage of the site evaluation process. Where information for the Creighton area was limited or not available, the assessment drew on information and experience from other areas on the Canadian Shield. The key geoscientific characteristics used relate to: geology; structural geology and distribution of lineaments; distribution and thickness of overburden deposits; surface conditions; and the potential for economically exploitable natural resources. The desktop geoscientific preliminary assessment included the following review and interpretation activities:

- Detailed review of available geoscientific information such as geology, structural geology, natural resources, hydrogeology and overburden deposits;
- Interpretation of available geophysical surveys (magnetic, electromagnetic, gravity, radiometric);

- Lineament studies using available satellite imagery, topography and geophysical surveys to provide information on the characteristics such as location, orientation and length of interpreted structural bedrock features;
- Terrain analysis studies to help assess factors such as overburden type and distribution, bedrock exposures, accessibility constraints, watershed and sub-watershed boundaries, and groundwater discharge and recharge zones; and
- The identification of general potentially suitable areas based on key geoscientific characteristics and the systematic application of the NWMO's geoscientific site evaluation factors.

The desktop geoscientific preliminary assessment showed that the Creighton area contains at least two general areas that have the potential to satisfy the NWMO's site evaluation factors. One of the areas extends over most of the Annabel Lake pluton. The other area is in the south-central portion of the Reynard Lake pluton.

Both the Annabel Lake and Reynard Lake plutons appear to have a number of geoscientific characteristics that are favourable for hosting a deep geological repository. They have sufficient depth. Both plutons have limited extent at surface, but contain sufficient space to host a repository. The bedrock within the two identified potentially suitable areas has good exposure and is mapped as fairly homogeneous. The two areas have low potential for natural resources, although they are surrounded by rock formations with known mineral potential (e.g., greenstone belts). Both areas are generally accessible and have limited surface constraints.

While the identified general potentially suitable areas appear to have favourable geoscientific characteristics, there are inherent uncertainties that would need to be addressed during subsequent stages of the site evaluation process. Main uncertainties include the relatively small extent of the potentially suitable geological formations, the proximity of shear zones and mapped faults, and the high mineral potential of the surrounding greenstone belts.

Interpreted lineaments suggest that both identified potentially suitable areas have the potential to contain structurally bounded rock volumes of sufficient size to host a deep geological repository. However, the potential impact of the shear zones and mapped faults in the vicinity of the two identified potentially suitable areas would need to be further assessed during subsequent site evaluation stages.

Should the community of Creighton be selected by the NWMO to advance to Phase 2 study and remain interested in continuing with the site selection process, several years of progressively more detailed studies would be required to confirm and demonstrate whether the Creighton area contains sites that can safely contain and isolate used nuclear fuel. This would include the acquisition and interpretation of higher-resolution airborne geophysical surveys, detailed geological mapping and the drilling of deep boreholes.





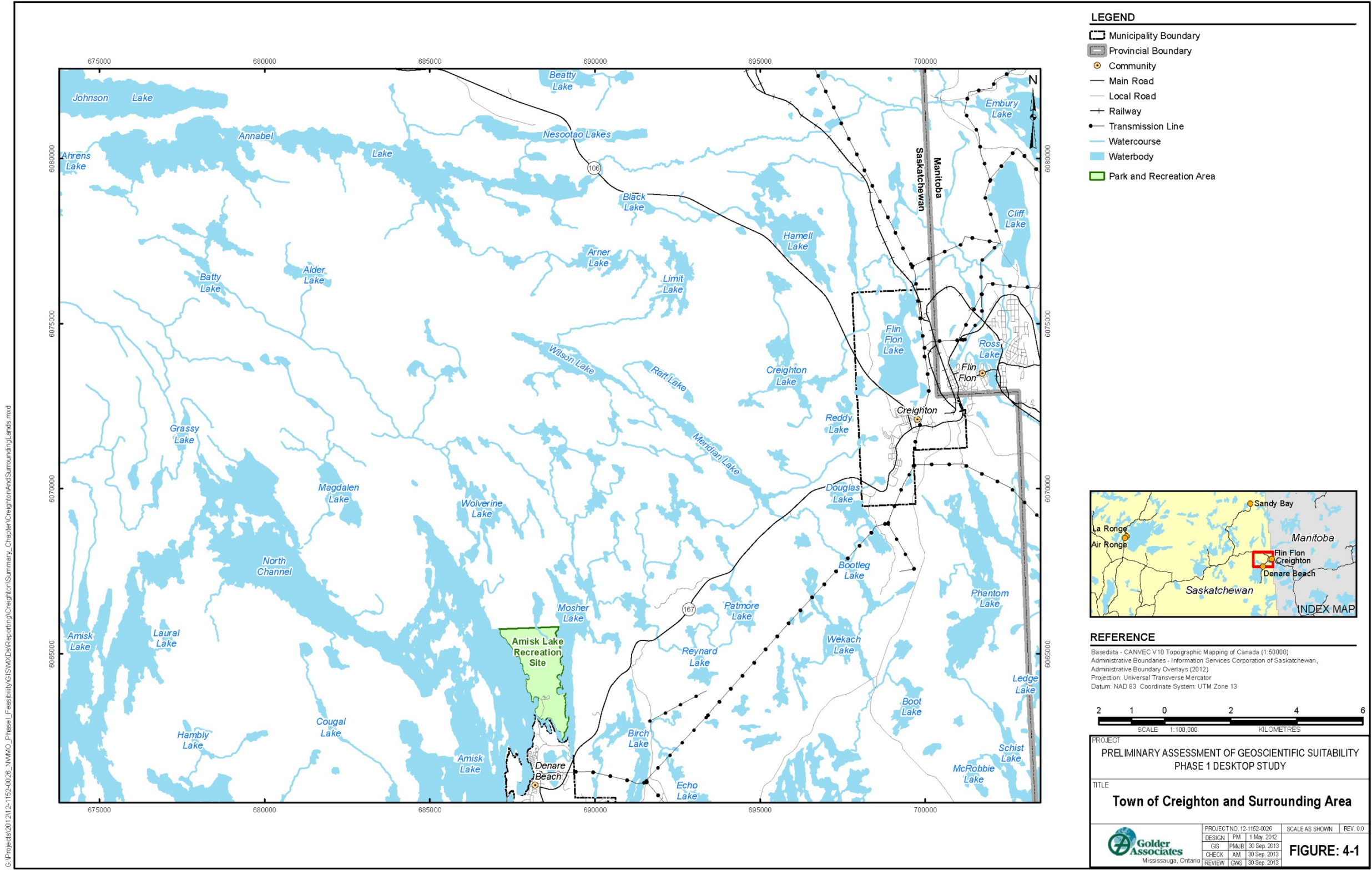


Figure 4-1: Town of Creighton and Surrounding Area



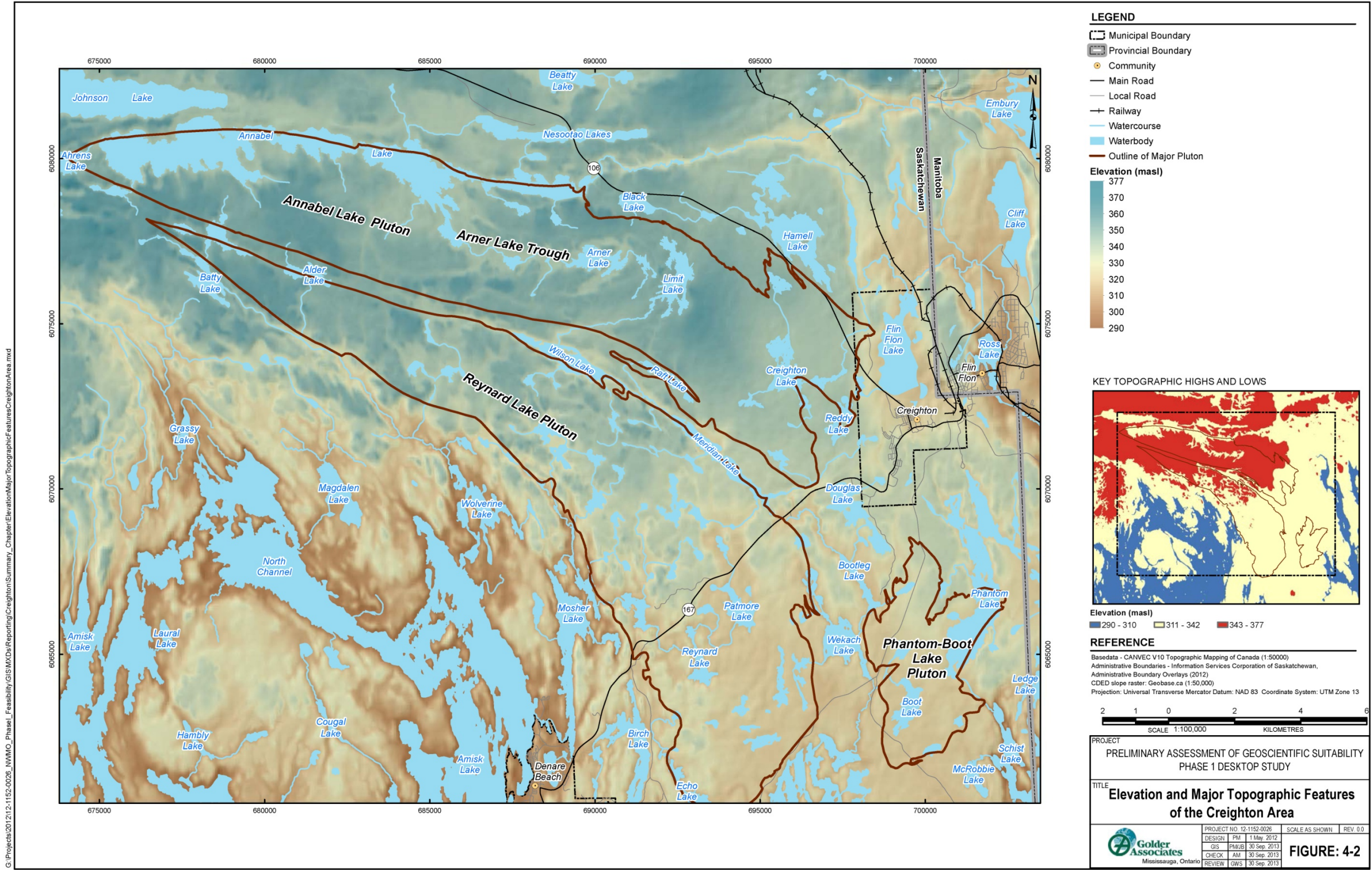
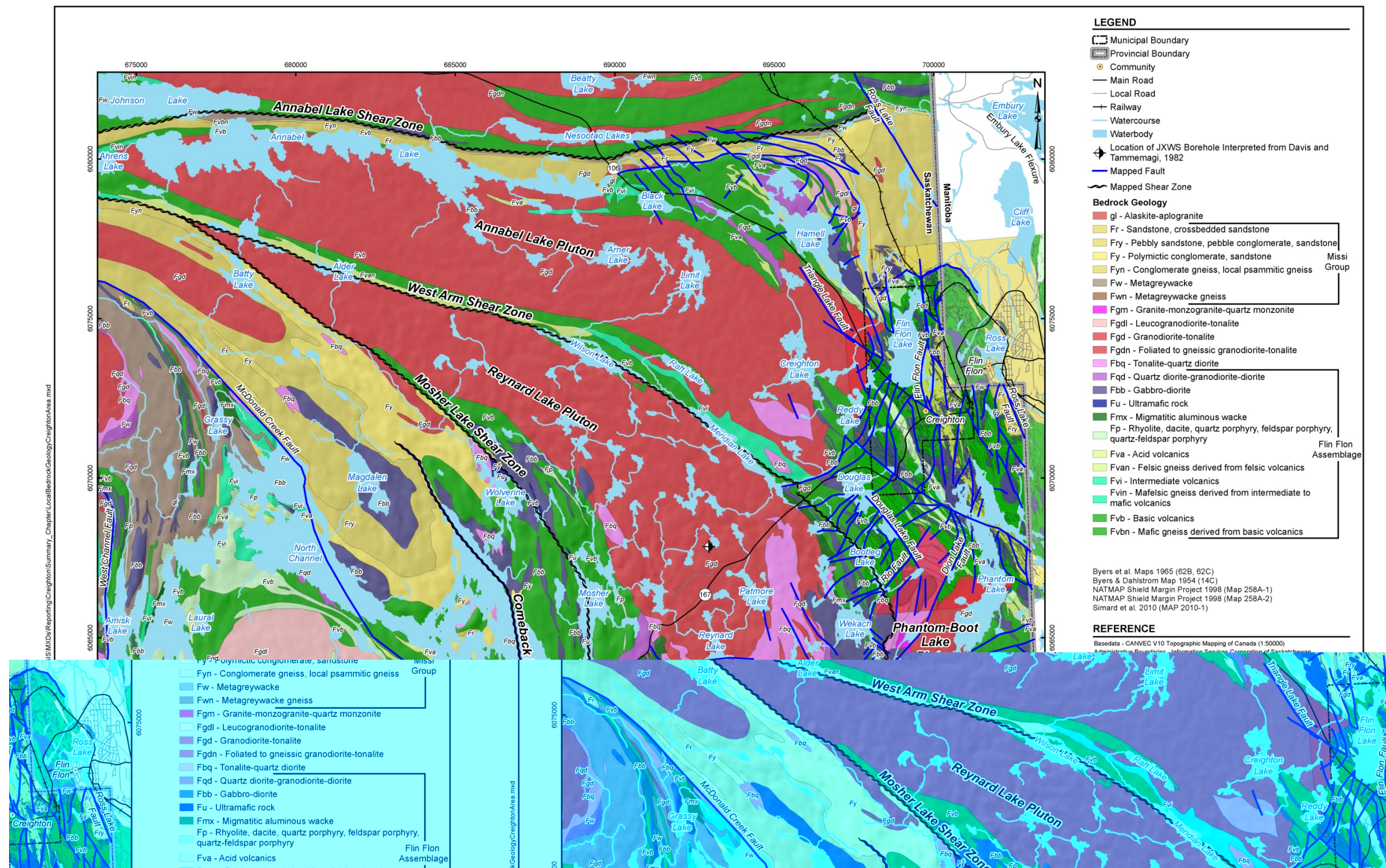


Figure 4-2: Elevation and Major Topographic Features of the Creighton Area







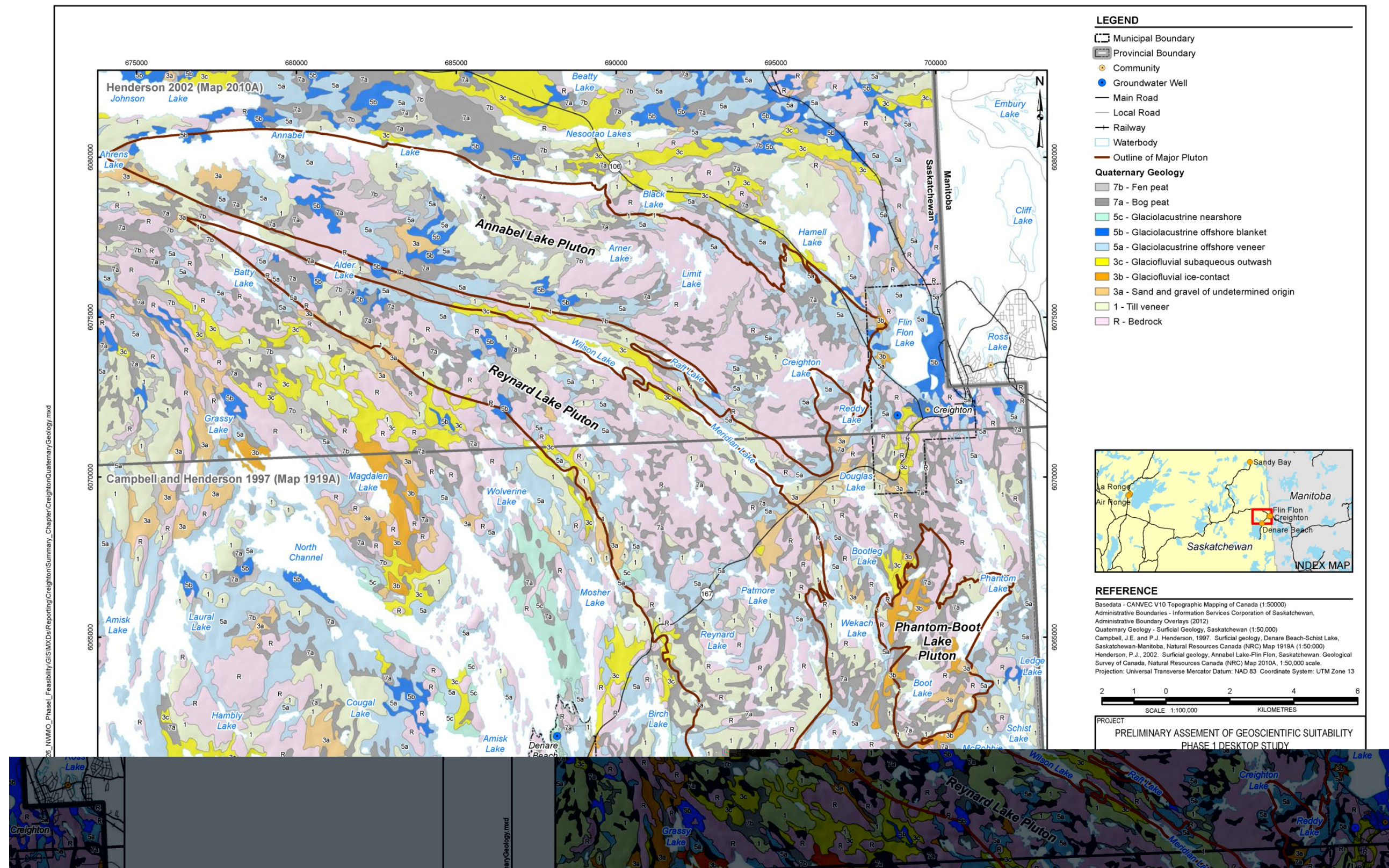
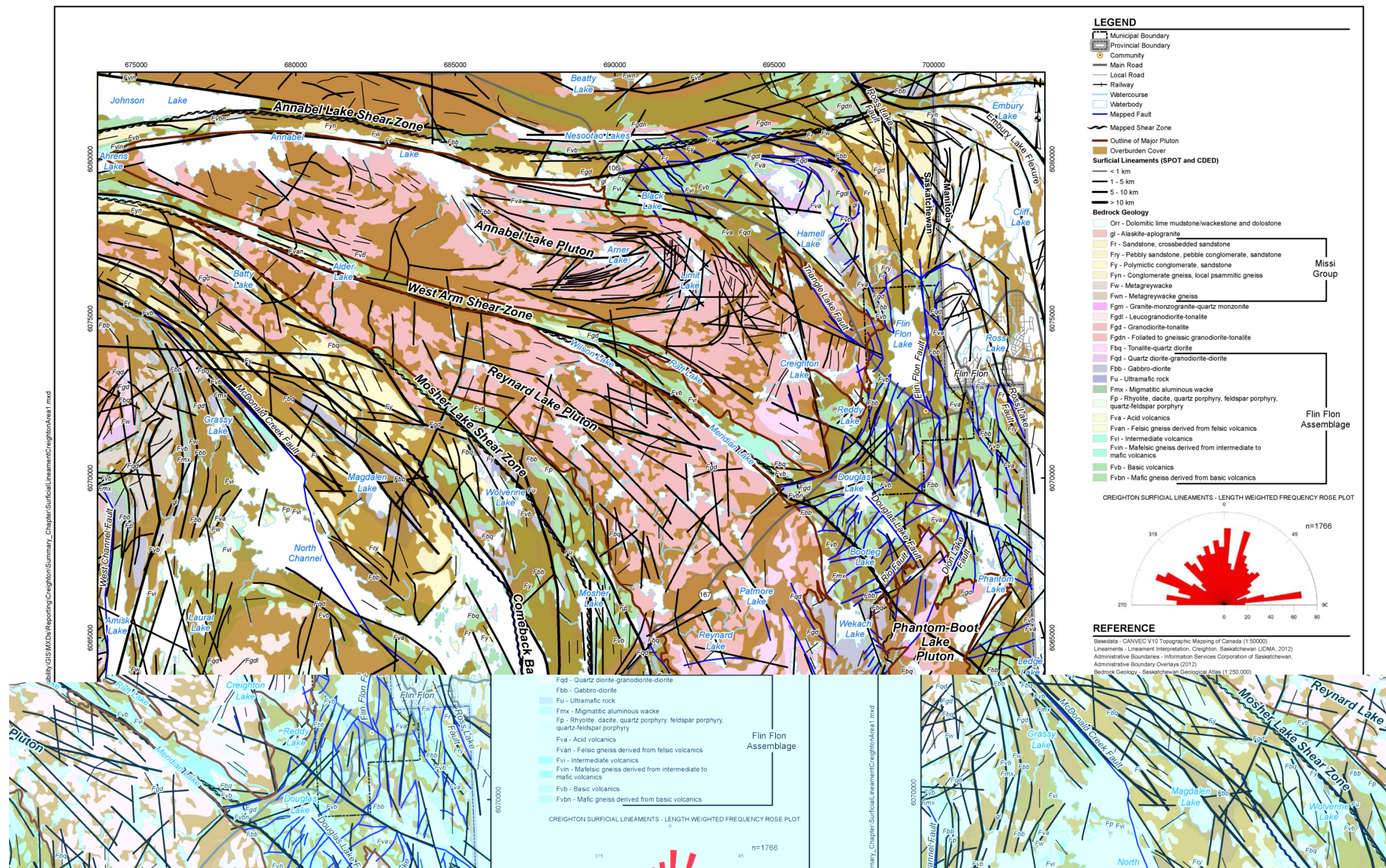


Figure 4-4: Quaternary Geology of the Creighton Area







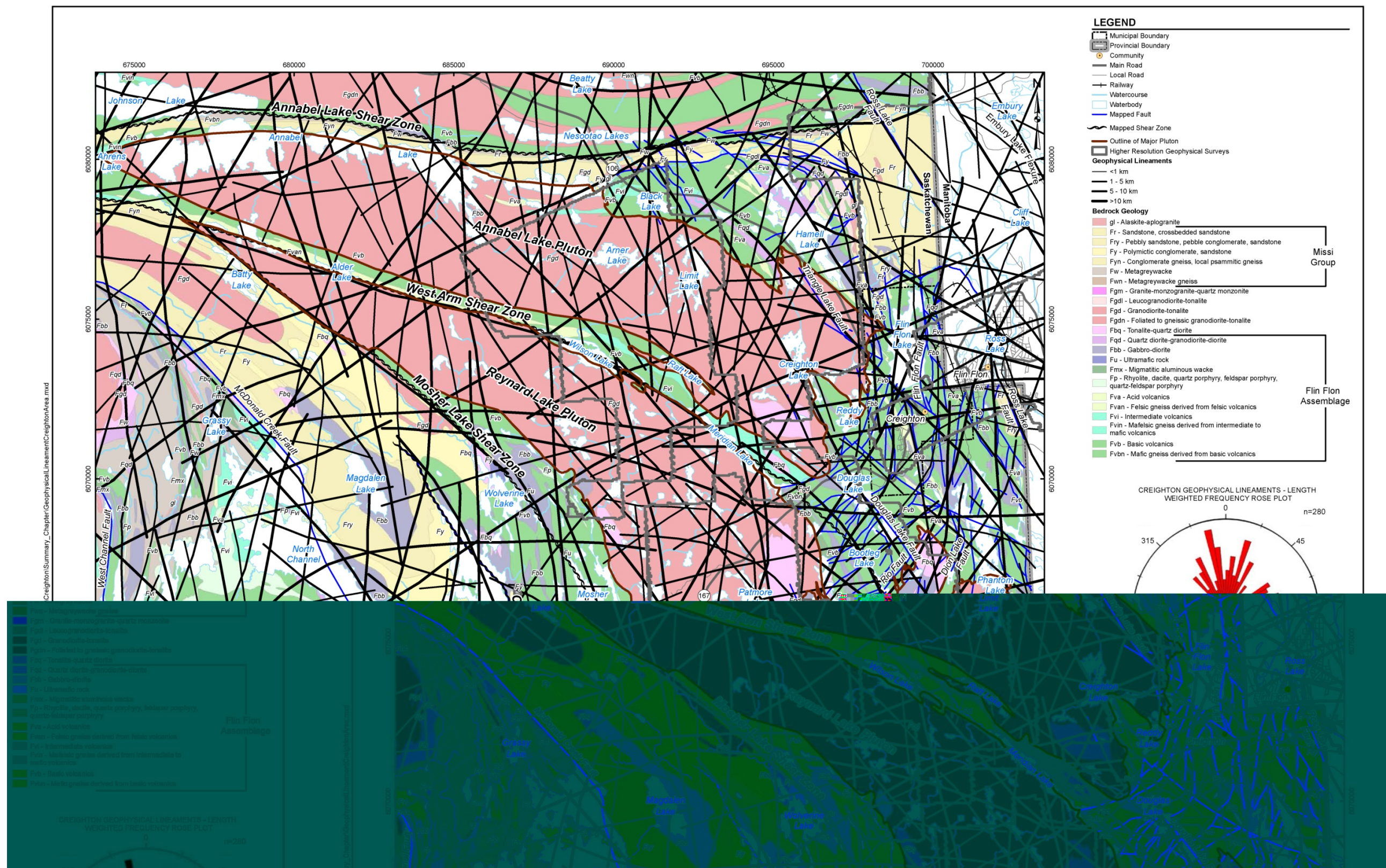


Figure 4-6: Geophysical Lineaments of the Creighton Area



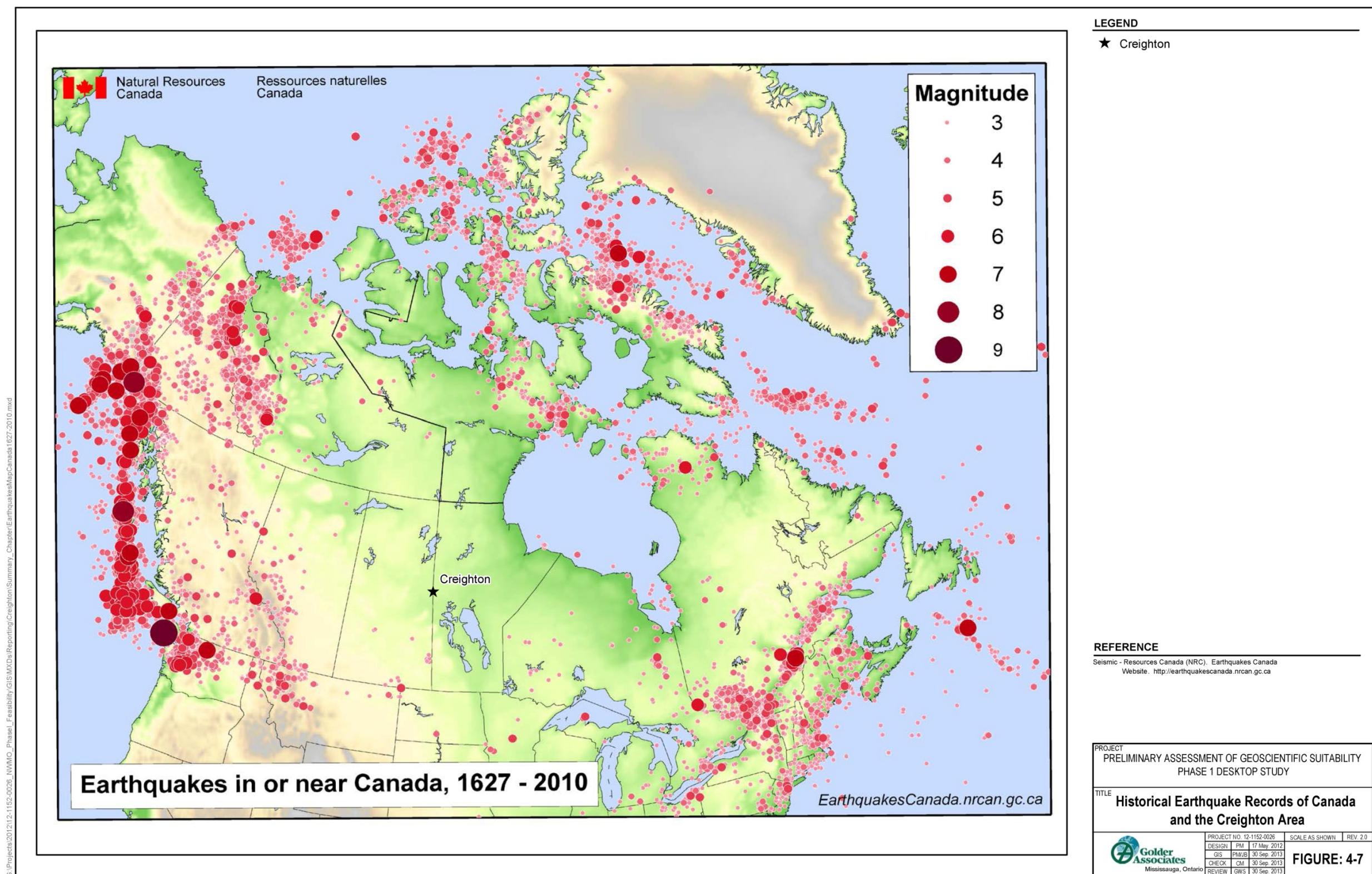


Figure 4-7: Historical Earthquake Records of Canada and the Creighton Area



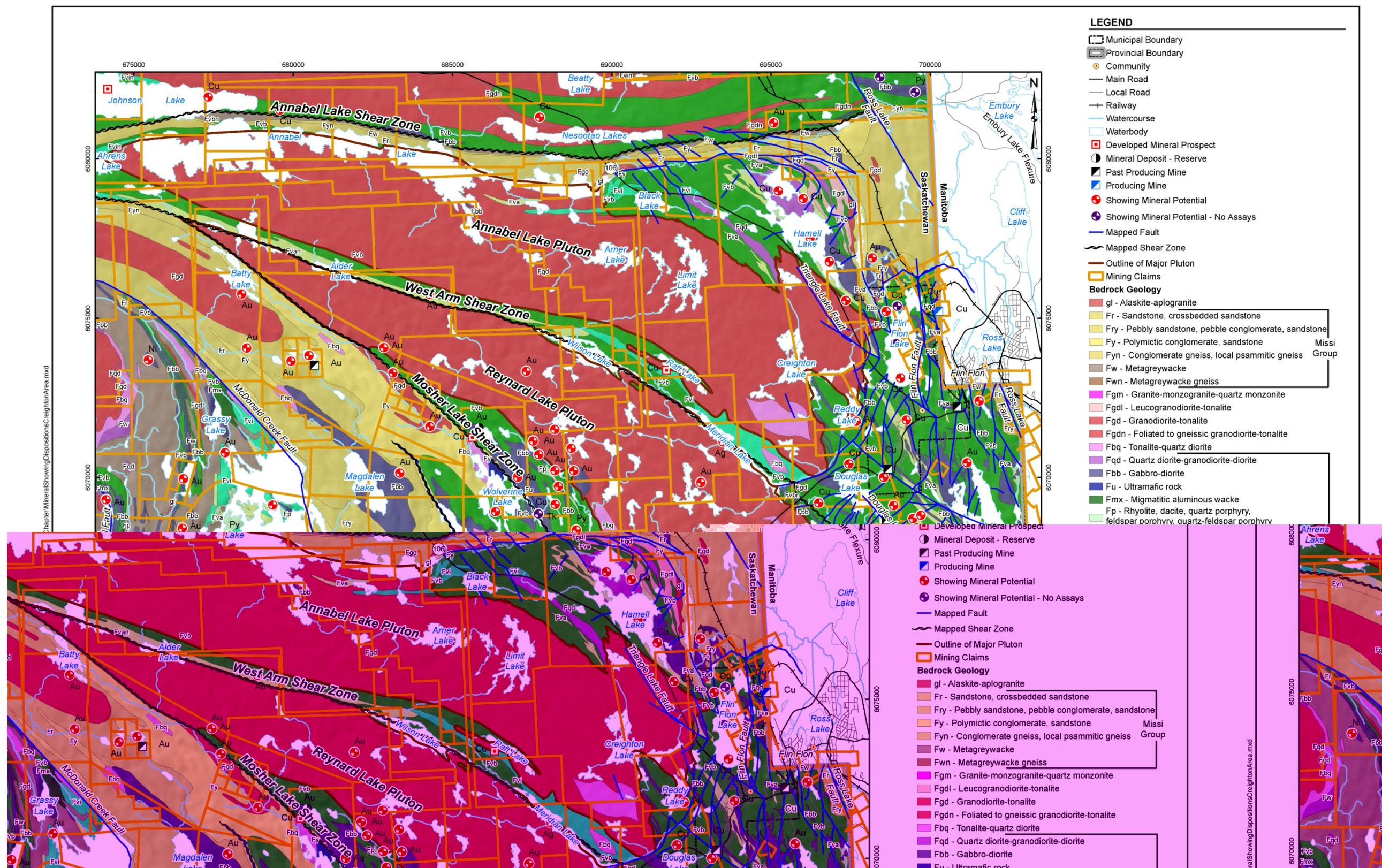


Figure 4-8: Mineral Resources in the Creighton Area



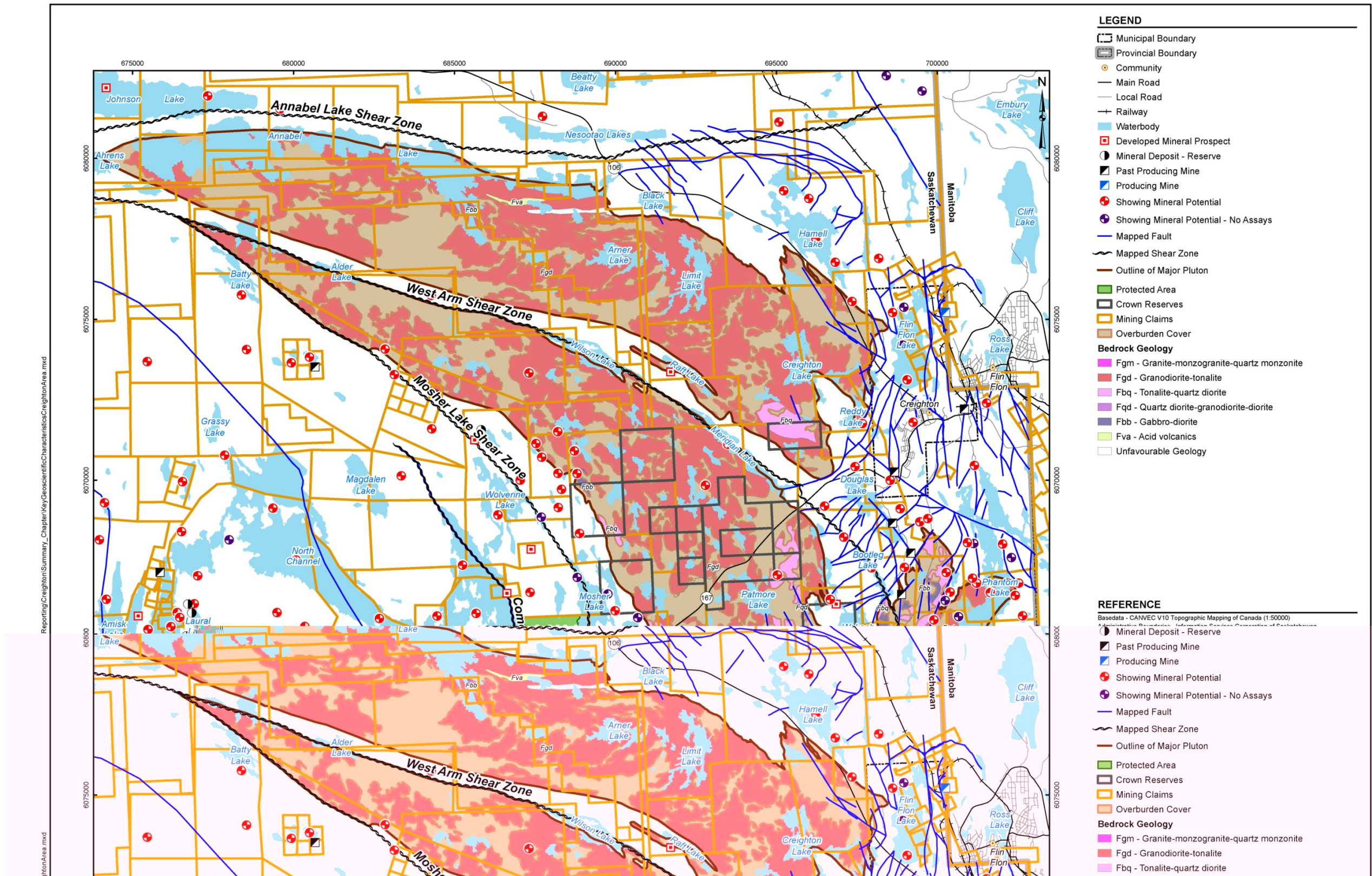


Figure 4-9: Key Geoscientific Characteristics of the Creighton Area





## 5. PRELIMINARY ENVIRONMENT AND SAFETY ASSESSMENT

### 5.1 Environment and Safety Assessment Approach

The objective of this preliminary assessment is to assess the potential to ensure the health and safety of people and the environment in the Creighton area, and to explore the potential to manage any environmental effects that might result from the Adaptive Phased Management (APM) Project. This is achieved by considering the following questions:

1. Is there anything in the natural environment that would preclude siting the repository somewhere in the Creighton area?
2. If the repository is located somewhere in the Creighton area, would environmental effects which could not be managed be likely to occur during siting, construction, operation, or decommissioning and closure of the repository?
3. If the repository is located somewhere in the Creighton area, would postclosure health or environmental effects which could not be managed be likely to occur?

The assessment presented here takes into account the following factors:

- Safe containment and isolation of used nuclear fuel;
- Safe construction, operation and closure of the repository; and
- Potential to avoid ecologically sensitive areas and locally significant environmental and cultural features.

The assessment is conducted at a desktop level (i.e., based on readily available information). It is expected that surface natural environment information is not uniformly available within the Creighton area, so that a lack of identified features in some locations could simply be due to data limitations. It is also clear that there is limited information at typical repository depths, which limits the ability to make substantive comments on postclosure safety beyond those presented in the geoscientific assessment (Chapter 4). It is intended that suitability of potential siting areas will be further evaluated in a staged manner through a series of progressively more detailed scientific and technical studies. As part of these future activities, discussions with interested communities, surrounding communities, and Aboriginal peoples, as well as field studies, would be undertaken to aid in the characterization of environmental conditions.

The Initial Screening criteria include that there must be sufficient available land and that the available land must be outside protected areas, heritage sites, provincial parks and national parks (NWMO, 2010). This chapter begins to provide information on environmental features in the Creighton area, which may help inform the identification of potential suitable sites during subsequent stages of the site selection process.

The information presented in this chapter includes the following:

- General description of the environment;
- Assessment of potential effects on people and the environment in various project phases through closure and monitoring; and
- Assessment of postclosure safety aspects.

## **5.2 Description of the Environment**

The environment and safety assessment is conducted within a defined geographic area around Creighton, referred to as the “Creighton area.” For the purpose of this preliminary assessment, the area considered is the same as that selected for geoscientific assessment shown in Figure 4-1.

A detailed description of the environment for the Creighton area is provided in Golder (2013). Summary information is presented here.

### **5.2.1 Communities and Infrastructure**

Figure 5-1 shows the location of Creighton within the regional area. Figure 5-1 also shows the infrastructure and major land use within the Creighton area, including the locations of parks, protected areas and Crown reserve lands.

The Town of Creighton is approximately 16 square kilometres in size (GeoSask, 2012), with a population of 1,498 (Statistics Canada, 2012). The settlement area is on the east-central edge of Saskatchewan adjacent to the Manitoba border, a few kilometres from Flin Flon, Manitoba. More information on the Town of Creighton is provided in Chapter 7.

There are a number of Aboriginal communities and organizations in the Creighton area, including Cumberland House Cree Nation (Treaty 5) and Peter Ballantyne Cree Nation (Treaty 6). Métis Locals in the area include Creighton #89, Cumberland House #42, and Sandy Bay #90; all are located within Métis Nation-Saskatchewan Eastern Region 1.

The main transportation routes through the Creighton area include Highway 167 which travels northeast from Denare Beach to the Town of Creighton and into Manitoba. Highway 106 runs northwest beginning in the Town of Creighton. There is one airport near the east side of the Creighton area, immediately south of Flin Flon, Manitoba. A rail line to the north of Creighton connects to the rail network in Flin Flon. A transmission line corridor is located approximately 2 kilometres south of Highway 167 between Denare Beach and Creighton, and continues north of Creighton, and connects to the transmission grid for Manitoba at Flin Flon. No gas pipelines were identified within the Creighton area. There are three operating landfills and a water treatment plant within the Creighton area.

There is one recreational site, the Amisk Lake Recreational Site, in the Creighton area.

The Saskatchewan Ministry of Tourism, Parks, Culture and Sport, as well as the National Historic Sites Database identify 18 known archaeological sites in the Creighton area. Fourteen sites are pre-contact Aboriginal artifact sites; two sites are artifact/feature combination sites – one historic, the other unidentified; and two heritage resources have insufficient information to be given a site type designation.

No Trapline Licence Areas are located in the Creighton area.

The Town of Creighton obtains its potable water source from Douglas Lake via the Creighton Water Treatment Plant. As discussed in Section 4.3.7, the Saskatchewan Watershed Authority (SWA) water well database (SWA, 2009) contains records for 13 water wells in 2 locations in the Creighton area, ranging from 6 to 62 metres in depth. The groundwater table is expected to be very shallow, and unconfined groundwater flow is expected to follow surface water drainage patterns. The bedrock in the Creighton area is not considered to be a significant groundwater resource.

### **5.2.2 Natural Environment**

As described in Chapter 4, the Creighton area lies in the Kazan Uplands, a broadly rolling surface of the western Canadian Shield that occupies most of northern Saskatchewan, Manitoba and parts of the Northwest Territories. The land surface elevation within the Creighton area varies from 292 to 369 metres above sea level. Topographic highs generally correspond to bedrock outcrops, while topographic lows are generally areas of glacial deposits. About 16 per cent of the Creighton area is occupied by water bodies of various sizes.

Geologically, the Creighton area is situated within the Flin Flon-Glennie complex, which is part of the Reindeer zone of the Canadian Shield, in northern Saskatchewan (SGS, 2003). The area is just north of the contact with the Western Canada Sedimentary Basin, which covers the southern part of the province. The bedrock geology in Creighton area is dominated by granitic intrusions (Annabel Lake, Reynard Lake and Phantom-Boot Lake plutons) that were emplaced into the older metavolcanic rocks of the Flin Flon greenstone belt and the overlying metasedimentary rocks of the Missi Group.

The Creighton area has a continental prairie climate, with bitterly cold winters and short and mild summers. Most precipitation occurs in July through September associated with continental weather fronts moving from the Pacific and crossing the prairies, bringing showery weather or scattered thunderstorms.

Figure 5-2 shows the significant natural features within the Creighton area, including watershed boundaries and ranges for known rare plant and animal species, including woodland caribou. This information will be further developed in the future through discussions with interested communities and Aboriginal peoples, as well as field studies, should the community proceed in the site selection process.

The Creighton area lies mainly within the Sturgeon-Weir River sub-basin of the Nelson River watershed that drains into the Hudson Bay through the Nelson River. The northernmost portion of the Town of Creighton area is located within the Central Churchill – Highrock Lake sub-basin which drains into the Churchill River, which flows towards Hudson Bay. The Sturgeon-Weir River is the major inflow and the only outflow of Amisk Lake; it flows southward. North of Creighton, Annabel Lake flows into Annabel Creek, which flows east draining into Athapapuskow Lake in Manitoba.

The Creighton area lies in the west-central limit of the Mees-Toos Forest Term Supply Licence (TSL) area (Government of Saskatchewan, 2007). The Mees-Toos Forest TSL is managed by Peter Ballantyne Cree Nation, with a gross area of 1,672,211 hectares. The Creighton area covers two different landscape areas, the Flin Flon Plain of the Churchill River Upland Ecoregion and the Namew Lake Upland of the Mid-Boreal Lowland Ecoregion. According to mapping from GeoSask, the Creighton area contains 54,905 hectares of woodland, which represents approximately 80 per cent of the area (GeoSask, 2012). The Flin Flon Plain is

dominated by a mixed-wood forest vegetation community and covers the majority of the Creighton area.

Based on a search of the Saskatchewan Conservation Data Centre database (SKCDC, 2012), no federally listed plant species are currently identified as occurring within the Creighton area, but there are several species tracked by the province, including, for example, hairy panic-grass, marsh St. John's-wort, spear-leaved arnica and others. Areas where these plants occur are indicated using green hatching and labelling in Figure 5-2. Woodland caribou is a threatened species that has known habitat within the Creighton area. Further data collection through site-specific surveys and potential discussions with interested communities and Aboriginal peoples would be needed to refine habitat use and suitability for this species, should the community proceed in the site selection process.

### 5.2.3 Natural Hazards

Natural hazards may be important with respect to operational and postclosure safety of the repository. Potential natural hazards that could occur in the Creighton area are described in the Environment Report (Golder, 2013). A preliminary qualitative assessment of potential natural hazards is summarized below.

- Earthquakes – Low risk – Located in a seismically stable region of the Canadian Shield and has a low seismic hazard rating (NRC, 2010) (see Chapter 4 for additional information).
- Tornadoes/Hurricanes – Low risk – Located in an area with a low tornado frequency (less than 0.5 tornadoes per year/10,000 square kilometres), but where there is a potential for F0–F1 tornadoes (Sills et al., 2012) and is located outside the geographic area where hurricanes occur.
- Flooding – Low risk – General risk of flooding is low due to small catchment areas and modestly rugged terrain. Risk will vary based on specific location.
- Drought – Low risk – Risk of drought is low and unlikely to affect the viability of local water sources.
- Snow/Ice – Low risk – Total average annual snowfall is modest (120 centimetres), and extreme snowfall events are uncommon (Golder, 2013).
- Fire – Possible risk – Forest fires occur in the area, although historically they have been less than 10 square kilometres in size and have affected less than 1 per cent of the area over a 35-year period (Golder, 2013).
- Landslide – Low risk – General risk of landslide is low due to stable slopes of modest gradients and low seismic hazard rating. Risk will vary based on specific location.
- Tsunami – Negligible risk – Low seismic hazard rating and absence of sufficiently large water bodies.

## 5.2.4 Environment Summary

Table 5-1 presents summary information for the Creighton area taken from the Environment Report (Golder, 2013).

**Table 5-1: Summary of Environmental Features Within the Creighton Area**

| Environmental Feature  | Summary |
|--|---------|
| <b>Protected Areas</b>   |         |
| Known Heritage Sites (Including Archaeological Sites)                            | Yes     |
| Provincial Parks, Conservation Reserves, Recreation Sites                        | Yes     |
| Significant Wetlands   | Yes     |
| <b>Infrastructure</b>  |         |
| Availability of Major Water Source Within 5 kilometres                           | Yes     |
| Major and Minor Road Access  | Yes     |
| Major Utility Alignments   | Yes     |
| Nearby Communities   | Yes     |
| <b>Land Use</b>  |         |
| Water Body/Wetland Coverage  | 16%/18% |
| Active Agriculture   | No      |
| Active Forestry  | Yes     |
| Active Trapping and Hunting  | Yes     |
| Active Sport or Commercial Fishery   | Yes     |
| <b>Natural Environment</b>   |         |
| Potential Habitat Area for Endangered/Threatened/Species at Risk                 | Yes     |
| Presence of Known Important Terrestrial Habitat Areas                            | Yes     |
| Presence of Known Important Aquatic Habitat Areas                                | No      |
| Areas of Natural and Scientific Interest (ANSIs) and Earth or Life Science Sites | No      |
| <b>Natural Hazards</b>   |         |
| Occurrence of Forest Fires   | Yes     |
| Potential for Earthquakes  | Low     |
| Potential for Tornadoes or Hurricanes  | Low     |
| Potential for Flooding, Drought, Extreme Snow and Ice                            | Low     |
| Potential for Landslides   | Low     |

### 5.3 Potential Environmental Effects

This section presents the results of a high-level screening assessment performed to identify potential interactions between the project and the environment. The assessment considers:

- Activities associated with each project phase through closure and monitoring;
- Potential interaction of the activities with the environment;
- Environmental components that could be affected by the interaction;
- Potential effects of the interaction with the environmental components; and
- The potential for mitigation measures to avoid or minimize adverse effects.

The interactions, effects and mitigation measures are determined by reference to existing Canadian and international environmental assessments, and not through site-specific analyses. Lastly, a judgment of the significance of residual adverse effects is made assuming implementation of feasible management or mitigation.

Since specific candidate site(s) within the Creighton area have not been defined, the assessment reflects general conditions across the area. A full environmental assessment would eventually be completed for any preferred site once determined, in accordance with the *Canadian Environmental Assessment Act*, 2012.

The environment is described by individual environmental components, each of which represents physical, biophysical, or social features that could be affected by the project. Environmental components used to understand the potential for environment effects at this preliminary assessment phase are:

- Atmospheric Environment: air quality, noise, vibration and light;
- Subsurface Environment: geology, hydrogeology, and groundwater quality;
- Aquatic Environment: surface water quality, surface water quantity and flow, sediment quality, and aquatic habitat and communities including sensitive species;
- Terrestrial Environment: vegetation communities, soil quality, wildlife habitat and communities, natural heritage features and sensitive species;
- Radiation and Radioactivity: radiation dose to humans, including members of the public and project workers, and radiation dose to non-human biota; and
- Cultural Resources: Aboriginal heritage resources and Euro-Canadian heritage resources.

#### 5.3.1 Potential Effects During the Site Selection Process

As explained in Section 1.5, the site selection process includes the identification of potential sites within the smaller number of communities and subsequent detailed investigations of preferred sites in communities that continue in the site selection process. These investigations will involve field surveys to better characterize the site-specific environment, including airborne geophysics, detailed geological mapping, drilling and testing of boreholes, and environmental surveys. Activities may include line cutting and temporary road construction activities to construct access routes to sites undergoing detailed evaluation.



Table 5-2 summarizes the generic project-environment interactions that could occur during the site selection process. These activities may result in environmental effects associated with noise, vegetation clearing for site access, drilling/blasting and increased traffic. Site-specific project-environment interactions for the Creighton area would need to be evaluated during subsequent steps of the site selection process.

Implementation of an environmental management plan for these activities would be expected to reduce the effects. For example, drilling fluids associated with site exploration boreholes would be contained at the site and disposed of appropriately. In addition, the location of drill sites and the alignment of roads for access to drill sites (if required) would be determined collaboratively with the community and Aboriginal peoples, and be designed to avoid protected areas, habitat areas for species of conservation concern and heritage sites. Timing of construction activities would be controlled to mitigate effects on biota if any potential interactions are identified.

Overall, no project-environment interactions are identified that would prevent activities associated with site selection in the Creighton area.

**Table 5-2: Potential Interactions With the Biophysical Environment During Site Selection Process**

| <b>Environmental Component</b> | <b>Main Considerations</b>   | <b>Is there Potential for an Effect?</b> | <b>Is Management and Mitigation Possible?</b> | <b>Are Significant Residual Effects Anticipated?</b> |
|--------------------------------|--|--|---|--|
| Atmospheric Environment        | Vehicle emissions, dust, noise, light, vibration from blasting   | Yes                                      | Yes   | No   |
| Subsurface Environment         | Change in groundwater quality and flow from site clearing and blasting   | Yes                                      | Yes   | No   |
| Aquatic Environment            | Change in surface water quality and flow from site clearing, disturbance to aquatic habitat or biota from access construction, vibration due to blasting | Yes                                      | Yes   | No   |
| Terrestrial Environment        | Clearing and disturbance to terrestrial habitat or biota from access construction, noise, vibration from blasting, increase in traffic                   | Yes                                      | Yes   | No   |
| Radiation and Radioactivity    | None – no additional radiation beyond natural background   | No                                       | —   | —  |
| Cultural Resources             | Disturbance of archaeological resources from clearing  | Yes                                      | Yes   | No   |

### 5.3.2 Potential Effects During Construction

The Construction Phase comprises the development of the selected site, construction of facilities, utilities and infrastructure necessary to support development and operation of the project, and excavation of the underground facilities and some of the placement rooms. During this phase, surface and underground facilities will be installed and commissioned, and will be ready to begin receiving used fuel. This phase could take 10 or more years to complete. A general description of the facility is provided in Chapter 3. Site preparation and construction would occur following completion and approval of an environmental assessment under the *Canadian Environmental Assessment Act, 2012*, and after applicable permits have been obtained.

A substantial workforce would be expected. Since the Town of Creighton and its periphery contain a large area in which the repository could be located, accommodations for the temporary construction workers would be needed; the location of this camp would be determined collaboratively with the community, surrounding communities and Aboriginal peoples in the area. The accommodations could have capacity for up to 600 temporary workers, and include supporting facilities such as kitchen and dining areas (see Chapter 3). Planning of such accommodations and facilities would be undertaken collaboratively with the community and take into account opportunities for fostering well-being of the community and area as discussed in Chapter 7.

Lay-down areas with storage and yard facilities for materials and equipment will also be necessary. It is assumed that new access road and railway systems may be required to provide access to the project site.

Temporary infrastructure to support the construction workforce and activities, including sewage treatment, water supply, and waste management facilities, would be made available at the project site until permanent infrastructure (i.e., powerhouse, water treatment plant, sewage treatment plant, landfill) are established. Electricity for site preparation activities and for early construction activities is assumed to be provided by diesel generators. Heating for construction trailers and any temporary worker accommodations is assumed to use natural gas or propane.

During site preparation, the main activities would include clearing existing vegetation, levelling the site, and installing site drainage systems to manage surface run-off. Fuel storage and water storage tanks would also be located at the site to facilitate construction activities.

The major activity during construction would be the development of underground facilities. Repository construction begins with shaft sinking and full development of underground tunnels and service areas. This will include development of the Underground Demonstration Facility. The service shaft, waste shaft and upcast ventilation shaft would be excavated by controlled drill and blast techniques. Repository access tunnels would also use controlled drill and blast techniques or rock boring technology, designed to minimize damage to the surrounding rock. Once the shafts and access tunnels are complete, the first panel of placement rooms would be excavated. The remainder of placement room excavations would take place during the Operation Phase.

For a 4.6 million fuel bundle repository, storage of the excavated rock is expected to require an area of about 700 metres by 700 metres, with a height between 3 metres and 6 metres. A small portion of the excavated rock would be maintained on-site to support aggregate operations, with the balance transferred to the excavated rock disposal area, whose location would be

determined collaboratively with the community and area (Chapter 3). The disposal area will include a stormwater run-off pond to collect and manage the effluent before release to the environment in accordance with applicable regulatory requirements. Depending on the composition of the excavated rock and the consequence of its exposure to environmental conditions, some consideration may need to be given to the potential production of acid rock drainage. Any mitigating measures required will form part of the overall environmental management program that will be developed in detail in later steps of the site selection process.

The construction of both above ground and underground facilities will require dewatering, as well as surface water run-off management, during the construction stages. Intermediate and deep groundwater generated during dewatering will require treatment for dissolved solids (e.g., iron and manganese) prior to release into the environment, whereas shallow groundwater and surface water run-off is not likely to require significant treatment. Water taking and water discharge into the environment will be strictly managed in accordance with Provincial regulations.

During this phase, it would also be necessary to construct the permanent surface buildings and complete installation of common services, including waste management systems, utilities, and process and potable water supplies. Given that landfill space in the Creighton area is limited, and taking into account that many existing local commercial facilities operate their own landfills, it is assumed that a landfill would be constructed and operated at the project site throughout the Construction, Operation, Extended Monitoring, and Decommissioning and Closure Phases. It is assumed that an aggregate (rock crushing) plant and a concrete batch plant would need to be established on-site, and then operate as necessary until the repository is closed.

Buildings and facilities that are designated to be within the Nuclear Security Protected Area of the complex would be surrounded by a security fence, and lighting would be provided along the fence and at building entrances. A perimeter fence around the entire complex would also be installed. The fenced portion of the site is anticipated to occupy an area of about 600 metres by 550 metres, with an additional fenced portion measuring about 100 metres by 100 metres located some distance away, housing a ventilation shaft. During this phase, water would be required primarily for drilling and excavation, for concrete mixing, and for worker drinking and personal use. Service water would be provided from a local, suitable source.

Current planning assumptions indicate the duration of this period would be about 10 years. The material requirements during this phase (water, cement, rock movement, traffic) would be of a scale and nature similar to other large mine or construction projects.

Table 5-3 summarizes the project-environment interactions that are expected to occur during the Construction Phase. This phase is the most disruptive to the biophysical environment. Construction activities may result in environmental effects associated with vegetation clearing, drilling and blasting, excavation, excavated rock storage, hardening of surfaces, placement of infrastructure, surface water and groundwater management, emissions from vehicles and equipment, dust, noise and increased traffic.

In-design mitigation measures and implementation of an environmental management plan would reduce the environmental effects. Measures may include selection of infrastructure and corridor locations to avoid protected areas, habitat areas for communities or species of conservation concern, or heritage sites. Equipment will be designed to control emissions to air and to reduce noise. Dewatering for subsurface construction, surface water drainage

management, operational and potable water supply, and waste water management would be designed and implemented in compliance with applicable regulations.

Within the Creighton area, it is anticipated, based simply on the amount of area, that sites exist that avoid protected areas, and therefore, site preparation and construction activities could be undertaken. Feasibility will be reliant on appropriate understanding of the environmental conditions at the site scale, in-design mitigation, and compliance with an environmental management plan designed around applicable legislation.

Overall, no project-environment interactions are identified that would prevent activities associated with site preparation and construction in the Creighton area.

**Table 5-3: Potential Interactions With the Biophysical Environment During Construction**

| <b>Environmental Component</b> | <b>Main Considerations</b>   | <b>Is there Potential for an Effect?</b> | <b>Is Management and Mitigation Possible?</b> | <b>Are Significant Residual Effects Anticipated?</b> |
|--------------------------------|--|--|---|--|
| Atmospheric Environment        | Vehicle and equipment emissions, dust, noise, light, vibration due to blasting   | Yes                                      | Yes   | No   |
| Subsurface Environment         | Change in groundwater quality and flow due to withdrawal for supply, drawdown for drilling and construction dewatering, and management of run-off from hardened surfaces | Yes                                      | Yes   | No   |
| Aquatic Environment            | Change in surface water quality or flow, disturbance to aquatic habitat or biota due to placement of infrastructure and required water supply, vibration due to blasting | Yes                                      | Yes   | No   |
| Terrestrial Environment        | Clearing and disturbance to terrestrial habitat or biota from infrastructure or rock pile placement, noise, vibration from blasting, increase in traffic                 | Yes                                      | Yes   | No   |
| Radiation and Radioactivity    | Doses to humans and biota from radon and natural rock activity   | Yes                                      | Yes   | No   |
| Cultural Resources             | Disturbance of archaeological resources from clearing, placement of infrastructure, blasting   | Yes                                      | Yes   | No   |

### 5.3.3 Potential Effects During Operation

The Operation Phase includes the receipt, packaging and placement of used fuel in the repository. For a used fuel inventory of 4.6 million bundles, repository operations would last about 38 years (Chapter 3). Facility operations would only begin when all approvals, including a Canadian Nuclear Safety Commission (CNSC) operating licence, have been received.

All used fuel manipulations will take place in the Used Fuel Packaging Plant. This is a multi-story reinforced concrete structure designed for receiving empty used fuel containers, receiving filled transportation casks, transferring used fuel bundles from the transportation casks to the used fuel containers, and sealing, inspecting and dispatching filled used fuel containers for placement in the repository. Each placement site would be sealed following container placement. Once all sites in a placement room are sealed, the entire room would be closed and sealed.

Most steps in the packaging process are remotely operated, taking place in radiation-shielded rooms. Radioactive areas are maintained at a slightly negative pressure to preclude the spread of contamination. Ventilation air is cleaned, filtered, and monitored prior to leaving the facility. Radioactive releases during normal operation are anticipated to be a very small fraction of the regulatory limits.

To meet regulatory requirements, the safety analysis will investigate the consequences of upsets and accidents occurring during the Operation Phase. While the specific events to be analyzed will be defined in the future, such occurrences as loss of power, loss of ventilation and dropping of a container will be addressed to verify and demonstrate robustness of the design. Analysis of similar events at other proposed used fuel repositories indicates the consequences are anticipated to be well below the regulatory limits.

An environmental monitoring system will be established to monitor for environmental effects, to optimize facility performance and to demonstrate regulatory compliance. The environmental monitoring program would consist, as a minimum, of the following components:

- Groundwater Monitoring;
- Stormwater/Surface Water Monitoring;
- Air Quality Monitoring;
- Meteorological Monitoring; and
- Seismic and Vibration Monitoring.

Maintenance of the equipment and facilities, including safety checks and inspections, would be routinely undertaken during this phase. Support activities that would be carried out include preparation of buffer, backfill and repository sealing materials used in borehole and placement room sealing, rock crushing and concrete mixing. The main external supplies would be the containers and the clay seal materials, which would be shipped through the area to the site.

The Operation Phase also includes continued excavation of additional placement rooms, which could involve drilling and blasting, tunnel boring, removal of rock and continued operation of the excavated rock stockpile area.

Raw water for the site would be sourced locally at the rate needed to meet the demands of site personnel, concrete production, sand production and dust control. Water is not required for cooling of the used fuel.

Sewage collected from all serviced buildings will be piped to a Sewage Treatment Plant for treatment to Provincial standards prior to discharge.

Several ponds will be established to affect either process water or stormwater control. All the ponds will be lined over their base and embankments with polyethylene for protection and to prevent water infiltration into the ground. Collected flows will be quality monitored and treated as required before being directed to downstream process (e.g., aggregate crushing plant) or to the off-site discharge.

Low- and intermediate-level radioactive waste will be handled as separate waste streams.

Active solid waste may be generated in the Used Fuel Packaging Plant, the Auxiliary Building and the active liquid waste treatment process. These wastes would consist of such things as modules from the incoming transport containers, filters, spent resins, and cleaning materials.

Active solid wastes that are not or cannot be decontaminated to free-release limits will be placed into approved transportation containers and shipped off-site to a licensed long-term management facility.

Active liquid waste may be generated in the Used Fuel Packaging Plant and the Auxiliary Building. These wastes would originate from decontamination of used fuel modules, cell wash downs, and the wet decontamination of irradiated fuel transport casks and containers. Active liquid waste would be managed in two facilities – a storage building and a waste treatment building, with the storage building incorporating secondary containment for spills or leaks. Most of these liquids will be cleaned on-site and returned to the environment with any residuals being sent to off-site disposal.

Monitoring would be conducted throughout the Operation Phase, including a period of time after the last used fuel containers have been placed prior to the start of decommissioning.

Activities could include emissions monitoring, environmental monitoring, repository performance monitoring, and maintenance activities. Postclosure monitoring is discussed in Section 5.4.

Table 5-4 summarizes the project-environment interactions that are expected to occur during the Operation Phase. Implementation of an environmental management plan, well-defined operating procedures, and followup on a comprehensive monitoring program would be expected to reduce the environmental effects.

Overall, no project-environment interactions are identified that would prevent operating the repository in the Creighton area.



**Table 5-4: Potential Interactions With the Biophysical Environment During Operation**

| <b>Environmental Component</b> | <b>Main Considerations</b>  | <b>Is there Potential for an Effect?</b> | <b>Is Management and Mitigation Possible?</b> | <b>Are Significant Residual Effects Anticipated?</b> |
|--------------------------------|---|--|---|--|
| Atmospheric Environment        | Vehicle and equipment emissions, dust, noise, light, vibration due to underground blasting  | Yes                                      | Yes   | No   |
| Subsurface Environment         | Change in groundwater quality and flow due to withdrawal and dewatering, and management of run-off from hardened surfaces and the excavated rock pile   | Yes                                      | Yes   | No   |
| Aquatic Environment            | Change in surface water quality or flow, disturbance to aquatic habitat or biota due to placement of infrastructure and required water supply, run-off from surfaces and the rock pile, and vibration due to underground blasting | Yes                                      | Yes   | No   |
| Terrestrial Environment        | Disturbance to terrestrial habitat or biota from infrastructure or rock pile placement/run-off, noise, vibration from blasting, increase in traffic   | Yes                                      | Yes   | No   |
| Radiation and Radioactivity    | Doses to humans and biota from radon, natural rock activity and repository operation  | Yes                                      | Yes   | No   |
| Cultural Resources             | Disturbance to local enjoyment of the area  | Yes                                      | Yes   | No   |

### 5.3.4 Potential Effects During Decommissioning and Closure

The Decommissioning and Closure Phase of the project would begin once placement operations have been completed, sufficient performance monitoring data have been collected to support approval to decommission, a decommissioning licence has been granted, and the community has agreed to proceed to this phase. This phase would end when the repository has been sealed and all surface facilities have been decontaminated and removed. Monitoring would continue for a period of time as determined in discussion with regulatory authorities and the community. The main activities undertaken during this phase would include:

- Decontamination, dismantling, and removal of surface and underground infrastructure and facilities, including water intake structures;
- Sealing of tunnels, shafts and service areas;
- Sealing of all surface boreholes and those subsurface boreholes not required for monitoring;
- Closure of the on-site landfill; and
- Monitoring as necessary.

Once the repository is sealed and all buildings and facilities are removed, the area must be shown to meet regulatory limits for the agreed-upon end-state land use. This would include landscaping and restoration of natural habitat on the site.

Before the facility is closed, used fuel handling activities would cease, all the underground placement rooms would be sealed, and any related radiological emissions would stop. During closure, any residual radioactive materials would be removed. Structures used for radioactive work would be carefully dismantled to limit the amount of dust produced. Any radioactive soil would be managed in accordance with applicable regulations or guidelines. The radiological releases are anticipated to be a small fraction of regulatory limits and no greater than those during the Operation Phase.

Table 5-5 summarizes the project-environment interactions that are expected to occur during the Decommissioning and Closure Phase. The potential environmental effects are expected to be similar to those encountered during site preparation and construction, with the exception of the presence of residual radioactive materials. The implementation of an environmental management plan specific to this phase of the project, along with continued occupational dose management programs, would reduce potential effects on humans and the environment. More generally, the net effect of the decommissioning would be to reduce the surface footprint of the repository, and therefore would in general be beneficial to the environment after completion.

Overall, no project-environment interactions are identified that would prevent decommissioning and closing the repository in the Creighton area.

**Table 5-5: Potential Interactions With the Biophysical Environment During Decommissioning and Closure Activities**

| <b>Environmental Component</b> | <b>Main Considerations</b>  | <b>Is there Potential for an Effect?</b> | <b>Is Management and Mitigation Possible?</b> | <b>Are Significant Residual Effects Anticipated?</b> |
|--------------------------------|---|--|---|--|
| Atmospheric Environment        | Vehicle and equipment emissions, dust, noise, and light   | Yes                                      | Yes   | No   |
| Subsurface Environment         | Change in groundwater quality and flow due to closure of system for withdrawal for supply and management of run-off from hardened surfaces and the rock pile            | Yes                                      | Yes   | No   |
| Aquatic Environment            | Change in surface water quality or flow, disturbance to aquatic habitat or biota due to removal of infrastructure, run-off from the rock pile and required water supply | Yes                                      | Yes   | No   |
| Terrestrial Environment        | Clearing and disturbance to terrestrial habitat or biota from infrastructure or rock pile removal, noise, increase in traffic   | Yes                                      | Yes   | No   |
| Radiation and Radioactivity    | Doses to humans and biota from radon and from residual radioactivity during infrastructure removal operations   | Yes                                      | Yes   | No   |
| Cultural Resources             | Disturbance to local enjoyment of the area  | Yes                                      | Yes   | No   |

### 5.3.5 Potential Effects During Monitoring

The conceptual project design makes provision for up to two periods of monitoring; however, specific details would be developed in collaboration with the local community. The first of these periods would occur during operations after the placement activities are completed and prior to the initiation of the Decommissioning Phase. The other monitoring period may occur during decommissioning. Activities during these monitoring periods could involve monitoring conditions in the repository itself, as well as monitoring environmental factors in the geosphere and biosphere (i.e., subsurface and surface environments).

Monitoring activities may require human presence. Such activities could include managing boreholes and acoustic monitors, and conducting air, water and biology surveys or sampling. These would likely use existing borehole sites and roads. When compared to the environmental effects associated with the earlier project phases, potential environmental effects associated

with conducting this monitoring are likely to result in fewer environmental effects and are therefore not discussed further.

Following site restoration and a period of monitoring, and with community agreement, a licence to abandon the site would be obtained. In this regard, “abandon” (a term that exists within the regulatory framework) means that the site would not require ongoing regulatory controls and licensing by the CNSC. While further monitoring would not be legally required, monitoring could be continued depending on arrangements with the local community. It is possible that permanent markers would be installed to inform future generations of the presence of the sealed repository.

## **5.4 Postclosure Safety**

### **5.4.1 Postclosure Performance**

In the repository design, the radioactivity is initially contained within the used nuclear fuel. The bulk of the used fuel (98 per cent) is solid ceramic uranium dioxide.

The used nuclear fuel is sealed in durable metal containers and placed in an engineered structure excavated deep within a stable rock formation. The layout of the repository would be a network of tunnels and placement rooms designed to accommodate the rock structure and stresses, the groundwater flow system, and other subsurface conditions at the site. A clay buffer material would surround each container, and backfill material and other seals would close off the rooms and fill the shafts.

The rock and deep groundwater that surround the repository would provide stable mechanical and chemical conditions that would promote containment of the wastes for long times.

After closure, the repository would initially (within about 100 years) heat up to a maximum temperature of around 100°C and then slowly cool back to ambient rock temperatures. Within several hundred years, natural groundwater within the rock would seep back into the facility and re-saturate the space in the clay buffer and room backfill. During this same period, the majority of the initial (and more radioactive) fission products in the used fuel would decay to stable, non-radioactive elements. However, the residual radioactivity is still hazardous, and would include long-lived fission products, actinides and uranium decay products.

The potential effects of the used fuel repository over the very long term would be from potential releases of radionuclides and other non-radioactive contaminants leached or dissolved from the emplaced used fuel. These contaminants could migrate into the bedrock and deep groundwater, and could eventually reach the surface environment.

### **5.4.2 Postclosure Assessment**

To support the design and to check the long-term site safety, a postclosure safety assessment would be performed. In this assessment, computer models are applied to a suite of analysis cases to determine potential effects on the health and safety of persons and the environment. The assessment time frame extends from closure until the time at which the maximum impact is predicted, with a one-million-year baseline adopted based on the time period required for the used fuel radioactivity to decay to essentially the same level as that in an equivalent amount of natural uranium.

The postclosure assessment does not predict the future, but instead examines potential consequences from various postulated scenarios, ranging from likely to “what if.” The Normal Evolution Scenario represents a reasonable extrapolation of the site and repository, and accounts for anticipated significant events such as glaciation. Sensitivity studies assume degraded performance of various components of the multi-barrier system to demonstrate the conclusions are not especially sensitive to uncertainties in the input information. Disruptive Scenarios postulate the occurrence of unlikely events leading to possible penetration of barriers and abnormal loss of containment.

Assessing the postclosure suitability of the Creighton area and specific sites therein for hosting the used fuel repository requires substantive site-specific information on the geology at repository depth. The suitability of the local geology for hosting a repository is discussed in Chapter 4. This geoscience assessment addresses factors such as:

- ***Safe containment and isolation of used nuclear fuel*** – Are the characteristics of the rock at the site appropriate to ensuring the long-term containment and isolation of used nuclear fuel from humans, the environment and surface disturbances?
- ***Long-term resilience to future geological processes and climate change*** – Are the rock formations beneath the siting area adequate, such that they will not be substantially altered by natural geological disturbances and events such as earthquakes and climate change?
- ***Safe construction, operation and closure of the repository*** – Are rock conditions at the site suitable for the safe construction, operation and closure of the repository?
- ***Isolation of used fuel from future human activities*** – Is human intrusion at the site unlikely, for instance, through future natural resource exploration or extraction?

At present, due to the limited information on the geology available at this stage in the assessment process, it is not possible to conduct a detailed postclosure safety assessment. Therefore, the current postclosure safety assessment conclusion is the same as the assessment presented in Chapter 4, where it is judged that there are geological units that are potentially suitable for hosting the repository within the Creighton area.

However, it is possible to draw on the results from a number of postclosure safety assessments examining similar but hypothetical sites and repository designs, in order to build confidence in long-term safety.

Four major postclosure safety assessments for a deep geological repository for used CANDU fuel, located at hypothetical sites on the Canadian Shield, have been carried out over the past 20 years (AECL, 1994; Goodwin et al., 1996; Gierszewski et al., 2004; NWMO, 2012). Similar studies assessing repository concepts in crystalline rock have also been published in other countries, notably Sweden (SKB, 2011) and Finland (Posiva, 2007). Although the geologic environment and details of the repository concept vary from study to study, all studies found that management of used nuclear fuel in a deep geological repository is a safe, viable option for protecting humans and the environment from the associated long-term hazards. A brief summary of the scenarios analyzed in the Canadian postclosure safety assessments is provided to illustrate this point.

The most likely scenario by which any radionuclide from a deep geological repository can reach the biosphere is through transport from a failed or defective container through the water within the rock porosity. Due to the multiple engineered barriers and the relatively impermeable nature of the Canadian Shield at suitable sites, the analyses show that most of the radioactivity would remain trapped within or near the repository and decay away. The small amounts reaching the biosphere after thousands of years lead to maximum dose rates for suitable sites that are orders of magnitude below the regulatory dose limit (i.e., 1.0 milliSievert (mSv) per year) and the Canadian background dose rate (i.e., roughly 1.8 mSv/year).

The impacts can also be assessed by comparing the calculated concentrations or flux of any radionuclides migrating from the repository to the surface with the concentrations or fluxes of naturally occurring radionuclides. These comparisons indicate that the impacts of any migrating radionuclides would be less than the impacts associated with naturally occurring radionuclides.

The potential chemical toxicity hazard posed by a deep geological repository has also been examined (NWMO, 2012). While the used fuel does not contain hazardous chemicals, it is largely uranium (a heavy metal), and it contains small amounts of other elements that can be toxic in sufficiently high concentrations. Safety assessments indicate that the natural and engineered barriers can provide effective protection against transport of potentially hazardous elements from the repository.

In practical terms, there would be no noticeable effect at the site or surrounding environment.

## **5.5 Climate Change Considerations**

### **5.5.1 Near-Term Climate Change**

Due to the long duration of the project, it is prudent to consider how climate change might have an influence on the repository site.

Over the course of the project lifespan from site preparation to closure (approximately a century), regional climate parameters such as temperature, precipitation and wind could be altered. These changes could lead to, for example, an increase or decrease in surface waters, extent of forestry, local agriculture, storm frequency and intensity, or the frequency of forest fires.

While such changes could affect the schedule, they will have essentially no effect on the safety of the repository during the Operation Phase. As noted earlier, water is not required to maintain cooling of the used fuel, so any interruptions to the water or power supply would have essentially no effect on public safety. The range in weather conditions would be taken into account in the design of surface facilities (e.g., by ensuring that the repository shaft collars are located above areas that could be affected by flooding).

Climate change could alter habitat suitability and availability for aquatic and terrestrial biota, with a shift in the composition of plant communities towards those better adapted to warmer conditions. This shift in forest type could, in turn, affect available habitat for boreal-oriented species. Development of re-vegetation plans at closure would take into account how plant community attributes may be altered in response to climate change.



During postclosure, the depth of the repository and the applied sealing measures essentially isolate the repository from all surface effects except glaciation, which is discussed in the next section.

### **5.5.2 Glaciation**

The Canadian Shield has been covered by ice sheets for nine major glacial cycles over the past one million years. These cycles, with a period of approximately 100,000 years, are believed to be largely related to variations in solar insolation and the location of the continents.

The continents will not change position significantly over the next million years, and the variation in solar insolation is predictable based on known earth orbital dynamics. Studies indicate that over the next 100,000 years or so, the amplitude of insolation variations will be smaller than during the last glacial cycle (Berger and Loutre, 2002). It is also clear that the composition of greenhouse gases is presently significantly larger than usual. Such conditions could suppress the initiation of a glacial cycle for 50,000 years or longer. Beyond this time, a larger reduction in solar insolation is anticipated, and therefore, a stronger trigger to initiate a new glacial cycle will occur.

While the timing of the onset of the next cycle cannot be determined, the first ice sheet advance over the repository site is not anticipated to occur within the next 60,000 years, with even longer delays (up to 500,000 years) proposed in some studies (Berger and Loutre, 2002; Archer and Ganopolski, 2005). This implies that a significant time period is available for radioactivity levels in the used fuel to decay prior to glacial onset.

The geology of the Creighton area is typical of many areas of the Canadian Shield. A review of the findings of previous field studies involving fracture characterization found that fractures below a depth of several hundred metres in a number of plutons in the Canadian Shield are ancient features. Subsequent stresses, such as those caused by glaciation, generally have been relieved by reactivation along the existing zones of weakness rather than by formation of large new fracture zones. The repository would be located to avoid or minimize contact with fracture zones.

Glacial/interglacial cycling will affect hydrogeological conditions in the overburden and shallow bedrock groundwater zones. Future ice sheets will cause significant changes in the surficial physical environment and the shallow groundwater zone in relation to the formation of permafrost, altered hydraulic pressures and flow rates, and penetration of glacial recharge waters. In low porosity, low permeability systems, geochemical and isotopic data suggest that only the upper, actively circulating groundwater system was affected by past glaciations, with deeper, denser, high-salinity waters largely unaffected.

The effects of glaciation on a deep repository have been assessed in the Glaciation Scenario study for a hypothetical site on the Canadian Shield (Garisto et al., 2010). The study shows that the net impact would not be significantly different from that associated with the assumption of a constant climate and the consequences would be well below regulatory limits.

Site-specific studies are necessary to understand potential effects over the long-term that could occur because of the presence of the closed used fuel repository. Subject to these studies, it is assumed that the repository can be placed sufficiently deep that it would not be affected by glaciation.

## 5.6 Environment and Safety Findings

Based on the available environmental information and the anticipated project activities, no environmental conditions have been identified that would preclude siting the repository somewhere within the Creighton area. The assessment has identified some specific areas that would be excluded as they contain parks and other protected areas. Subsequent to the identification of more specific potential siting areas, a more definitive environmental evaluation could result in the exclusion of additional areas based on such things as, for example, the presence of migration routes, the proximity to important habitats and cultural sensitivity, should the community proceed to later stages in the APM site selection process. Discussions with interested communities, surrounding communities, and Aboriginal peoples, as well as field studies, would be needed to fully characterize the environmental conditions in these potential siting areas.

The findings also indicate that the Site Selection, Construction, Operation, Decommissioning and Closure, and Monitoring Phases will result in effects to the environment. Because many of these effects would be similar to other large industrial or mining projects, it is anticipated that the long-term interactions or potential environmental consequences can be managed or mitigated through a combination of in-design features, operating procedures, and implementation of a sound environmental management plan. These mitigating measures would be defined in later phases of the project as more information becomes available.

At present, due to the limited information on the geology at depth available at this stage in the assessment process, it is not possible to conduct a site-specific postclosure safety assessment. The current postclosure safety conclusion is therefore the same as the assessment in the geoscientific suitability assessment (Chapter 4), where it is judged that there are geological units that are potentially suitable for hosting the repository. Site-specific safety assessments would be created at later phases of the project when more information on the local geology becomes available.

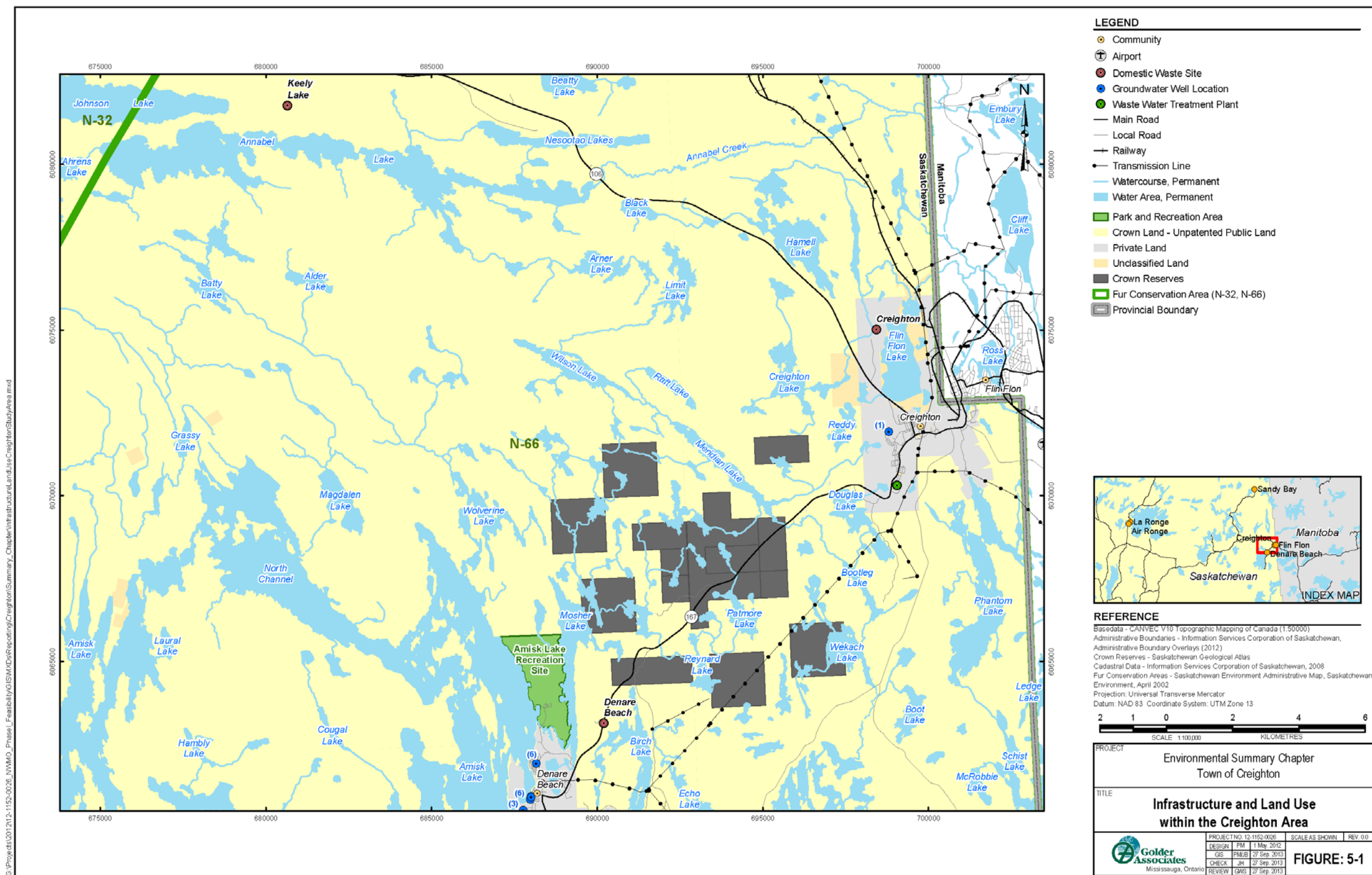


Figure 5-1: Infrastructure and Land Use Within the Creighton Area



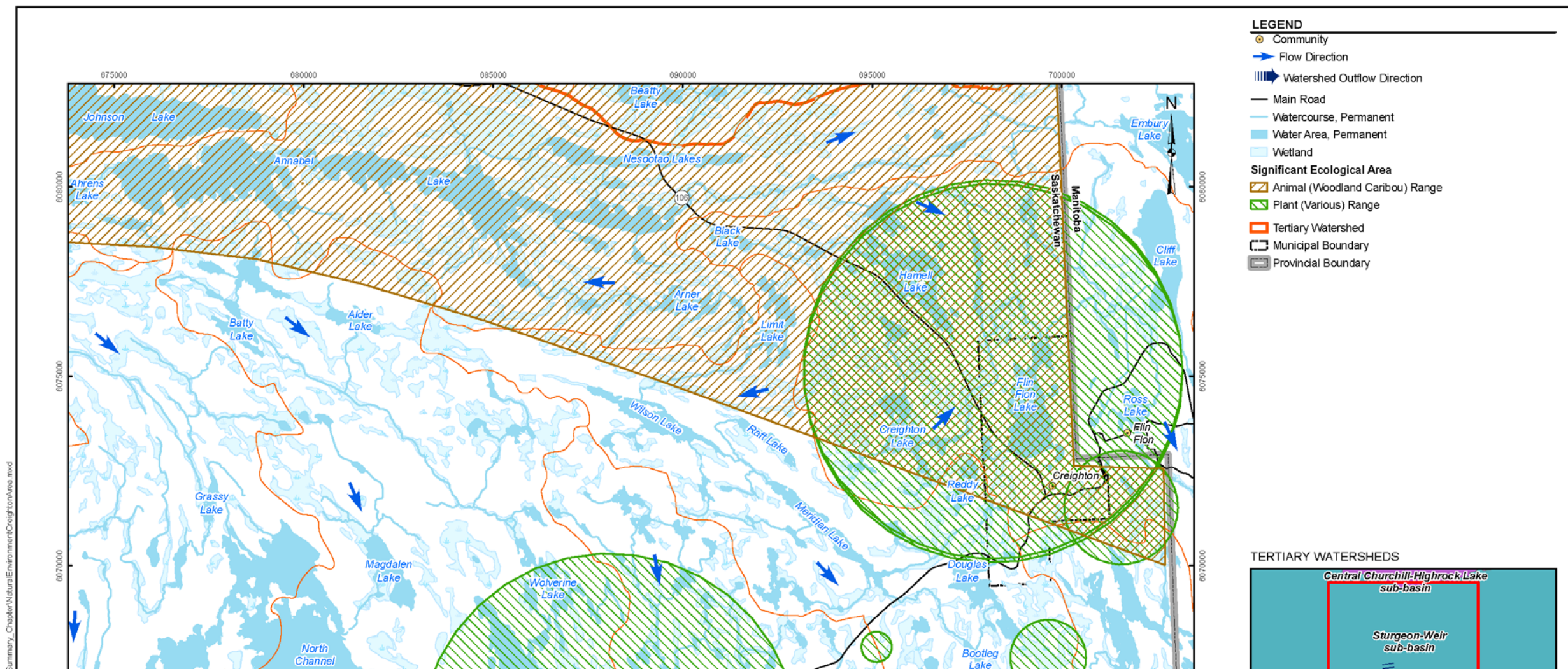


Figure 5-2: Natural Environment Within the Creighton Area

## 6. PRELIMINARY ASSESSMENT OF TRANSPORTATION

### 6.1 Transportation Assessment Approach

Canada's used nuclear fuel is currently located at seven interim storage sites located in four provinces. The ability to transport used nuclear fuel using existing or developing transportation systems is an integral element of a long-term management plan.

For more than 40 years, Canadian and international experience has demonstrated that used nuclear fuel can be transported safely and securely. The NWMO is committed to maintaining this high standard of safety and will meet or exceed regulatory safety requirements. The NWMO is employing the Adaptive Phased Management (APM) project management approach in planning and operating its transportation program. In support of this approach, the NWMO is monitoring and incorporating lessons learned from successful used fuel and radioactive material transportation programs in Canada and other countries.

The approach taken in preparing this chapter serves two functions. First, it describes the comprehensive transportation safety regulation and oversight processes that the NWMO will meet and how the NWMO plans to meet them. Second, it presents results of a desktop analysis that was prepared based on publicly available transportation information, supplemented by information provided by the community and observations during staff visits to selected communities. As part of Step 3 of the Siting Process, a feasibility analysis was prepared and focused on the following question: "Can a transportation route be identified or developed for the safe and secure transportation of used nuclear fuel to the site from the locations at which it is stored?" The findings of the transportation assessment on the feasibility of locating the APM Project in the Creighton area are presented at the end of the chapter.

In reviewing the available and/or developing transportation infrastructure, there is no intent to select a preferred mode of transportation or a preferred route, or to commit to specific operational details related to a future transportation system. These activities will be addressed through a future dialogue with federal, provincial, and local authorities, and communities along potential transportation routes as a large group with a shared interest.

### 6.2 Regulatory Framework

The safe and secure transportation of used nuclear fuel is regulated through a comprehensive, multi-agency framework of regulations, oversight and inspections. The process builds on the legal and traditional roles of federal, provincial and local agencies.

The responsibility for regulating the safe transportation of used nuclear fuel in Canada is jointly shared by the Canadian Nuclear Safety Commission (CNSC) and Transport Canada. The *Nuclear Safety and Control Act*, 1997, the *Packaging and Transport of Nuclear Substances Regulations* and the *Nuclear Security Regulations* authorize the CNSC to regulate all persons who handle, offer for transport, transport or receive nuclear substances. The *Transportation of Dangerous Goods Act*, 1992, and Transport Canada's *Transportation of Dangerous Goods Regulations* regulate the safe commercial transport of listed hazardous goods, including used nuclear fuel.

The CNSC and Transport Canada regulations follow the International Atomic Energy Agency's (IAEA) Safety Standards Series (Safety Requirements No. TS-R-1) (IAEA, 2000). The CNSC and Transport Canada regulations cover the certification of the package design, the licence to transport, security planning, training requirements for the shipper and transporter, emergency response planning and communication procedures. These requirements are in addition to the normal commercial vehicle and rail operating and safety regulations and are similar to those used internationally. Packages designed for the transport of used nuclear fuel in Canada must be certified and licensed by the CNSC.

The provinces are responsible for developing, maintaining and operating the road infrastructure, for conducting safety inspections of the commercial vehicles and their drivers, and for law enforcement. Local governments provide traffic law enforcement and emergency response resources in the event of a transportation incident. The interaction and co-operation between these agencies provide for a comprehensive regulatory and oversight process ensuring the safe and secure transportation of used nuclear fuel.

### **6.2.1 Canadian Nuclear Safety Commission**

The *Nuclear Safety and Control Act*, 1997, established the CNSC as the responsible agency for regulating possession of radioactive materials; for the design, testing, and certification of transport packages; and for regulating the safe and secure transport of nuclear substances in Canada. The CNSC works closely with Transport Canada in creating safety regulations, reviewing transportation operations, transport security and emergency response plans, training of the persons involved in transporting radioactive substances, and the oversight of radioactive material shippers.

The CNSC's *Packaging and Transport of Nuclear Substances Regulations* and *Nuclear Security Regulations* set out a comprehensive framework for the transportation of radioactive material, including the package design requirements, operational controls during transport, security from threats, loading and unloading, and inspection and maintenance requirements for the package. The regulations also require quality control at every step of the transport process.

The CNSC establishes the criteria and certifies the design of all Type B transport packages (the type required to transport used fuel), including those to be used by the NWMO. The CNSC requires that a Type B package pass strict testing which simulates transportation accident conditions, such as the package being in a collision, being hit by sharp objects, being engulfed in a petroleum fuel fire and being submerged in 200 metres of water. During these tests, the package must be able to meet the public protection requirements for the radioactive material while in transport.

### **6.2.2 Transport Canada**

The *Transportation of Dangerous Goods Act*, 1992, and the *Transportation of Dangerous Goods Regulations* regulate the transportation of all dangerous goods within Canada, including the classification, packaging, labelling, documentation, safe handling, emergency response planning, training, and conveyance of such goods. In order to perform this function, Transport Canada has classified all dangerous goods into one of nine classes. Used nuclear fuel is designated as Class 7, "Radioactive Material."



The Transport Canada regulations prescribe the labels and safety marks that must be placed on any package and vehicle while transporting dangerous goods. These labels and placards provide valuable information to emergency responders when they respond to an accident and assist them in determining what safety precautions are needed as they carry out their life-saving and firefighting duties. Transport Canada requires that all persons handling, transporting, and/or offering to transport dangerous goods must be trained in the safe handling of the materials as applicable to their assigned duties.

Transport Canada and provinces have a shared responsibility for the safety of trucks and their operators. For highway vehicles, this includes the licensing of vehicles, vehicle safety inspections, and the qualification and hours of service requirements for operators. For rail, Transport Canada inspects the operating companies for compliance with vehicle, operations, signals, track, motor, and crew safety regulations. The provinces, through an Administrative Agreement process, have taken the lead for enforcing compliance with Transport Canada's safety requirements.

### **6.2.3 Provincial and Local Safety Responsibilities**

The provinces have the legal authority for regulating all highway transportation functions, and through the Administrative Agreement with Transport Canada, they can enforce safety regulations for Class 7 shipments. Along with Transport Canada, the provinces enforce vehicle and driver safety through both scheduled and random inspections.

Provinces also develop, maintain and operate the provincial highway systems over which the NWMO shipments will travel. Some of these systems have operating limitations caused by weather, soils, highway geometry, tunnels and bridges. As the provinces adopt their transportation improvement plans, some of these limitations may be addressed, thereby improving the system safety.

Local governments, through their first responders, provide the initial resources when responding to emergency and law enforcement incidents. They are also enabled to enforce local and provincial regulations governing safety and commercial vehicle operation. Local communities are responsible for developing, operating and maintaining local streets and roadways.

## **6.3 Transportation Safety**

The NWMO will be the responsible party for shipping Canada's used nuclear fuel to a repository. The NWMO is planning on using the Used Fuel Transportation Package (UFTP) for the transport of used fuel. In July 2013, the CNSC re-certified the UFTP as meeting their current regulations (CNSC, 2013).

### **6.3.1 Used CANDU Nuclear Fuel**

CANDU nuclear fuel is a solid uranium dioxide ceramic pellet and is used to produce electricity for Canadians. The pellets are placed into a corrosion-resistant metal tube of a zirconium alloy. Typically, 37 of these tubes are held together in a cylindrical array called a fuel bundle. After the fuel bundle expends its heat producing energy, it is removed from the reactor and placed in a pool of water similar to a swimming pool to cool. Additional information on used nuclear fuel is provided in Section 3.2.

The radioactivity of used fuel drops quickly following removal from the reactor. After being out of the reactor for seven to 10 years, the radioactivity has decayed by 99 per cent and the fuel bundles are placed into interim dry storage containers. The fuel is held in these containers until readied for transport to a repository. Based on the current Preliminary Waste Acceptance Criteria, the used fuel accepted for transport to the repository facility will have been out of the reactor for 10 years or more.

### **6.3.2 Used Fuel Transportation Package**

The NWMO will be transporting the used fuel bundles to the APM repository facility in the Used Fuel Transportation Package (UFTP), which will be certified by the CNSC using the current regulations at the time of shipment.

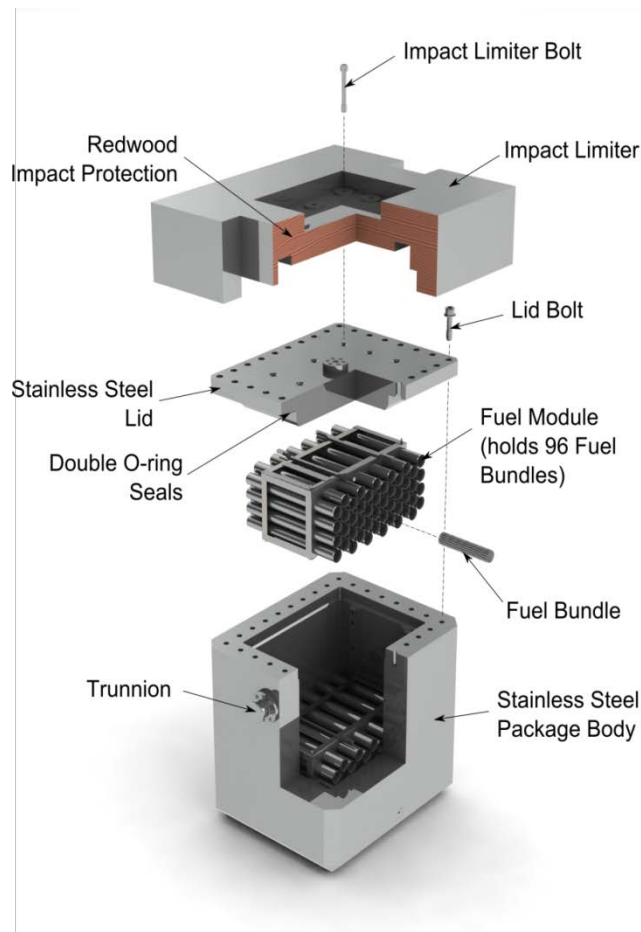
To be certified, the UFTP must pass a series of performance tests as specified in the CNSC regulations, thereby demonstrating its ability to withstand severe impacts, fire and immersion in deep water<sup>1</sup>. These tests are designed to ensure that the radioactive material is not released during a transportation accident and that radiation levels outside the package are well below the regulatory dose limits.

The UFTP is a cube about 2 metres in size (see Figure 6-1). When filled, the UFTP will carry approximately 5 tonnes of used CANDU fuel. The total package weight, when filled, is about 35 tonnes. As shown in Figure 6-1, the UFTP can hold a total of 192 bundles of used CANDU fuel in two storage racks, which are called modules. The UFTP body is manufactured from a single piece of stainless steel with walls approximately 27 centimetres thick.

The seal between the cask lid and body is provided by a double gasket, and the lid is attached with 32 bolts. Seal integrity is tested prior to and after each shipment.

---

<sup>1</sup> For more information on package performance tests, see <http://nuclearsafety.gc.ca/eng/licenseesapplicants/packagingtransport/certification-process-for-transport-packages.cfm>.



**Figure 6-1: Used Fuel Transportation Package**

### 6.3.3 Commercial Vehicle Safety

Commercial vehicle and driver safety are important to the NWMO. All commercial vehicles carrying dangerous goods are subject to Transport Canada safety requirements and inspection. The NWMO vehicles will be inspected for safety defects at the points of origin and destination. They are also subject to scheduled and random safety inspections by Transport Canada and the provinces as they travel the roadways. This is standard practice within the Canadian transport industry and for radioactive material shipments internationally.

### 6.3.4 Radiological Safety

Packages used to transport used fuel are designed in accordance with the requirements prescribed by the CNSC's *Packaging and Transport of Nuclear Substances Regulations*. The CNSC regulations are based on standards set by the IAEA and tested through use and practice. The objective of the regulations is to ensure that the radiation levels from the package will allow safe handling and transport, and in the event of an accident, the package will prevent a radiological release that exceeds applicable regulatory criteria.

The packages are designed to shield radiation such that levels on the outside of the package are below regulatory limits. Through procedures minimizing the handling of the package, the total radiation dose to the handling and transport personnel can be kept at a low level.

Experience from existing shipments both within Canada and internationally demonstrates that this goal can be readily achieved.

### 6.3.5 Radiological Dose

Radiation is found in many forms. People are exposed to natural background radiation every day from the ground, building materials, air, food, outer space (cosmic rays), and even from elements occurring naturally in the body. The CNSC *Radiation Protection Regulations* have set an annual radiation dose limit of 1 milliSievert (mSv) per year for members of the public to limit exposure from nuclear-related activities. The radiation dose is about half of the average background radiation dose received by Canadians (1.8 mSv/year). For comparison, the typical dose received from one dental X-ray is approximately 0.01 mSv.

Radiological doses to the public from used fuel transport have been calculated for members of the public. Three scenarios were identified to estimate radiological doses to the public: 1) residents along the transport route; 2) persons sharing the transport route; and 3) persons sharing the refueling and rest stops. The highway mode was conservatively chosen as the example since the shipments will be sharing the roadway and refueling stops with the public, and there will be a larger number of shipments using this mode.

Table 6-1 shows the annual maximum individual dose to the public for each of the three scenarios (Batters et al., 2012). In all cases, the maximum individual dose to the public under routine transport and accident conditions is well below the regulatory public dose limit of 1.0 mSv per year.

**Table 6-1: Maximum Public Individual Dose Due to Used Fuel Transported by Road**

| Annual Dose                     | Distance to Package | Frequency (Per Year) | Dose (mSv/year) | Assumptions/Comments   |
|---------------------------------|---------------------|----------------------|-----------------|--|
| <b>During Transport</b>         |                     |                      |                 |  |
| Resident Along Transport Route  | 30 m                | 620 shipments        | 0.000 013       | Person living 30 m from route exposed to all 620 shipments (including 1 unplanned stop).                                 |
| Public in Vehicle Sharing Route | 10 m                | 2 shipments          | 0.000 22        | Person in vehicle 10 m from transport package for 1 hour twice per year.   |
| <b>During ½-Hour Rest Stop</b>  |                     |                      |                 |  |
| Public in Vicinity at Rest Stop | 15 m                | 31 shipments         | 0.000 12        | Trucks alternate between 10 rest stops. Person present at given stop 5 per cent of time (i.e., 5 per cent of shipments). |

The NWMO is committed to protecting its workers, drivers, and the public, and will apply the “As Low As Reasonably Achievable (ALARA) principle” in the design of the transportation system and during operations. This includes the proper use of shielding and dosimetry combined with the application of radiation control techniques and operating procedures. As part of the NWMO’s transportation planning process, additional dose studies will be conducted for workers (i.e., drivers, inspectors, emergency responders).

## 6.4 Used Fuel Quantities and Transport Frequency

The baseline used fuel inventory being used for the APM feasibility studies is 4.6 million fuel bundles (Garamszeghy, 2012). The distribution of the fuel bundles is provided in Table 6-2. Using the UFTP, the NWMO Transport Program anticipates it will require about 24,000 truck trips over 38 years to move the inventory to the repository site.

The APM facility is designed to process approximately 120,000 used fuel bundles per year, which equates to receipt of approximately 620 UFTPs per year. However, the total number of shipments will depend on the chosen transport mode. For instance, a tractor-trailer can transport one 35-tonne UFTP at a time; whereas, rail shipments may contain multiple UFTPs in a single train.

**Table 6-2: Estimated Used Fuel Quantities by Owner**

| Owner                           | Number of Used Fuel Bundles |
|---------------------------------|-----------------------------|
| Ontario Power Generation        | 4,026,000                   |
| Atomic Energy of Canada Limited | 32,600                      |
| Hydro-Québec                    | 268,000                     |
| New Brunswick Power             | 260,000                     |
| <b>TOTAL (rounded)</b>          | <b>4,600,000</b>            |

## 6.5 Used Fuel Transportation Experience

Used nuclear fuel has been transported routinely in Canada since the 1960s, with over 500 used nuclear fuel shipments having been made to date (Stahmer, 2009). Since the closing of AECL's reactor at Rolphton, Ontario, the number of used fuel shipments has averaged between three and five shipments per year.

Used fuel shipments are common in other countries such as the United Kingdom, France, Germany, Sweden and the United States. Over the past 40 years, worldwide there have been more than 23,000 shipments of used fuel. Great Britain and France average 550 shipments per year, mainly by rail. In the United States, used fuel shipments take place mainly by road and total approximately 3,000 shipments to date. In Sweden, approximately 40 trips by water are made between the reactor sites and the central storage facility each year.

There have been no serious injuries, fatalities or environmental consequences attributable to the radioactive nature of the used nuclear fuel being transported since the establishment of the IAEA Transport Regulations over 50 years ago.

## **6.6 Transportation Operations**

### **6.6.1 Responsibility**

The NWMO will have overall responsibility for transportation of used nuclear fuel to the repository. This includes planning, licensing, training, safe operation, security, and tracking of all shipments. The NWMO will work with the CNSC, Transport Canada, the provinces and local agencies to ensure workers and first responders are adequately trained prior to commencing shipments. The NWMO will ensure that all transportation equipment, packages and transportation activities (whether for road and rail shipments) meet regulatory requirements.

The NWMO transportation process is planned to begin with loading the used fuel into the UFTP by the reactor owner. The NWMO will certify that the packages are loaded in accordance with CNSC and Transport Canada regulations. Upon dispatch, the vehicle and drivers will be subject to a safety inspection. The vehicle, UFTP and driver would also be inspected at the repository.

The driver of the vehicle will be responsible for cask safety during transport. The driver will ensure that all documentation, labelling and safety requirements have been met prior to departure and continue to be met en route. An escort travelling with the vehicle will be responsible for the physical security of the package and vehicle, communications, tracking, and monitoring of the locks and seals.

First response to radiological emergencies will be provided by trained first responders in accordance with the command and control process described in the Emergency Management Framework for Canada, local and provincial plans, and existing mutual aid agreements. The NWMO will provide an emergency response plan to the CNSC, Transport Canada and the provinces. The NWMO will co-ordinate its planning with the provinces and first responders along the designated routes to provide used fuel specific training and conduct exercises. It is anticipated that the existing agreements between nuclear facilities in Ontario, Manitoba, Quebec and New Brunswick will be expanded to accommodate the requirements of the NWMO shipments. A new agreement would be required for Saskatchewan, which currently does not have a nuclear facility response agreement.

### **6.6.2 Communications**

A NWMO central command centre will provide a single point of contact for all transportation-related communications. This allows quick access to shipment information and tracking, and would serve as a single point of contact for incident commanders, the CNSC, and Transport Canada. Communications during a trip would be in accordance with a Transportation Security Plan, which will be approved by the CNSC.

The function of the transport command centre is expected to be roughly the same for all shipments, independent of mode. The centre will be responsible for tracking all shipments and normal vehicle communications, and in the event of a transport incident, it will be the primary contact for incident commanders. The transport command centre will notify local emergency response agencies for assistance, such as the local police, fire, and the emergency response teams. There will also be a return-to-normal operations and a recovery plan to address those activities needed to return the shipment to normal operations and complete the trip to the repository.



### 6.6.3 Security

Security is focused on preventing diversion, physical damage or sabotage of the UFTP. Security will be multi-layered, consisting of a combination of: intelligence gathering; engineered, deterrent and response measures to protect the UFTP; the use of information safeguards to protect shipment information; and multi-agency response agreements.

Security provisions during transportation will ensure that the used nuclear fuel will receive adequate physical protection against threats and will be in accordance with the requirements of the CNSC's *Nuclear Security Regulations* pursuant to the *Nuclear Safety and Control Act*, 1992. The CNSC Regulatory Guide G-208 "Transportation Security Plans for Category I, II or III Nuclear Material" (CNSC, 2003) will be used for guidance to establish and implement Transportation Security Plans.

### 6.6.4 Emergency Response Planning

Emergency response resources include local law enforcement, firefighting, first responders, medical triage, and leaders of affected communities. The NWMO will work with the CNSC, Transport Canada, the provinces and local responders to encourage co-operative emergency response planning, and to identify and address training and exercise needs.

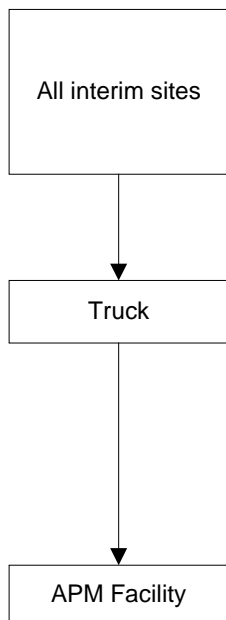
The NWMO will work with the CNSC and local response agencies to co-ordinate planning and preparedness activities based on the CNSC's *HazMat Team Emergency Response Manual for Class 7 Transport Emergencies* (INFO-0764, Rev. 2) (CNSC, 2009) and Transport Canada's *Emergency Response Guidebook* (Transport Canada, 2012). Additionally, the NWMO will incorporate the current *Emergency Management Framework* (Public Safety Canada, 2011) guidance agreed to by Public Safety Canada, the provinces and local response agencies.

## 6.7 Transportation Logistics to Creighton

Figure 6-2 presents a generalized description of the highway and railroad transport processes for used nuclear fuel from interim storage sites to an APM repository site. An APM repository site located near Creighton would be accessible by truck via existing roadways and a service road to the receiving facilities.

If rail is a preferred mode, rail service could be extended from the existing switch yard in Flin Flon to a service spur leading to the receiving facility at the repository, or an intermodal facility could be constructed in Flin Flon with trucks used for the last stage of transport to the receiving facility at the repository.

### All Road Mode



### Mostly Rail Mode

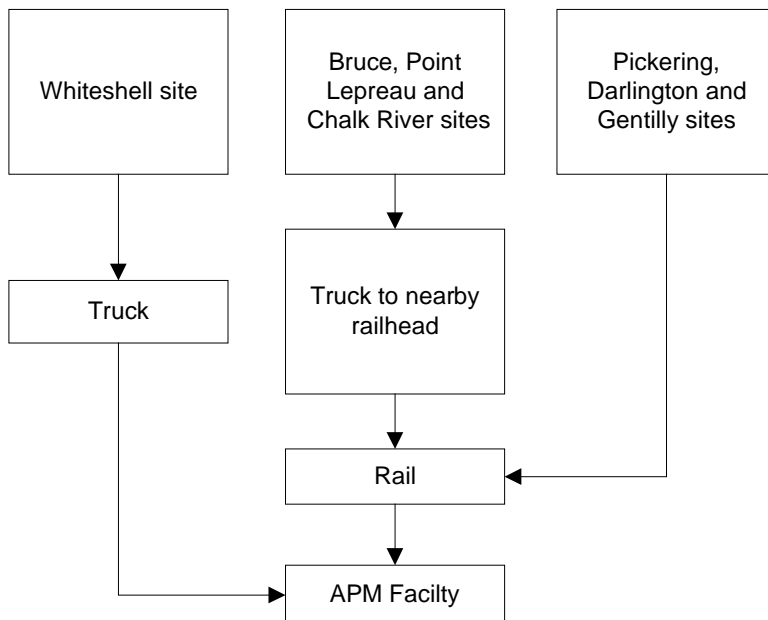


Figure 6-2: Example Transport Processes for Used Nuclear Fuel



Figure 6-3: Creighton, Saskatchewan

Creighton straddles Highways 106 and 167 (see Figure 6-3) and is located on the Saskatchewan-Manitoba border next to Flin Flon, Manitoba, on Highway 10. Flin Flon is on the Hudson Bay Railway connecting Churchill, Manitoba, with the trans-Canada rail network in southern Saskatchewan. Both road and rail systems are maintained to the highest standards and are important to the interprovincial movement of goods and services.

### 6.7.1 Existing Transport Infrastructure

Travel distances from the interim storage sites to a repository site near Creighton, Saskatchewan, are summarized by mode of transportation in Table 6-3.

**Table 6-3: Transport Summary From Interim Storage Sites to Creighton, Saskatchewan**

| Transport Scenario | Transport Mode | Number of Shipments | Return Distance (Kilometres) |
|--------------------|----------------|---------------------|------------------------------|
| All Road           | Road           | 24,000              | 143,000,000                  |
| Mostly Rail        | Road           | 35,770              | 1,790,000                    |
|                    | Rail           | 35,800              | 14,700,900                   |

### 6.7.2 Road Transport From Interim Storage to a Repository

The shortest transport routes and associated distances for road transport are provided in Table 6-4. In general terms, the road system begins at the interim storage site and uses local roads to access the national highway system. The national highway system includes the Trans-Canada Highway – Highway 1, which passes through Winnipeg, Manitoba, south of Creighton. From Winnipeg, Highway 6 extends north to Highway 60, then west to Highway 10 into Flin Flon. Manitoba Highway 10 becomes Saskatchewan Highway 106 as it crosses the provincial line into Creighton. As planned, an existing local access road would be used or a new road constructed to provide access from Highways 106 or 167 to the repository site.

In Step 3 of the APM Siting Process, the following transportation question is to be answered:

“Can a transportation route be identified or developed for the safe and secure transportation of used nuclear fuel to the site from the locations at which it is stored?”

To address this question, the following road transportation characteristics were considered:

1. Is there a continuous public road system connecting the interim storage facilities to the community capable of supporting an average of two heavy trucks per day for the duration of a 38-year transportation campaign?
  - a) Are there design, operating or structural deficiencies which would limit the use of a segment of the roadway system by heavy trucks (i.e., weight limits for bridges, narrow lanes, etc.)? If so, is there a transportation improvement program in place to address those deficiencies?
  - b) Are there two or more serviceable routes providing access from the interim storage facilities to the community? (Required by the *Nuclear Safety and Control Act*). If not, is one planned?

- c) Are there travel limitations regarding the use of the roadway by heavy trucks due to reoccurring weather or seasonal conditions?
2. Are there emergency response resources for those roadways providing access from the Canadian national roadways to the community, and what are their capacities?

**Table 6-4: All Road Transport From Interim Storage Sites to Creighton, Saskatchewan**

| <b>Interim Storage Site</b> | <b>Distance Site to Repository (Kilometres)</b> | <b>Number of Shipments</b> | <b>Return Distance (Kilometres)</b> |
|-----------------------------|---|----------------------------|-------------------------------------|
| 1 – Whiteshell              | 880   | 2                          | 3,500                               |
| 2 – Bruce                   | 2,900   | 10,220                     | 59,276,000                          |
| 3 – Pickering               | 2,850   | 4,150                      | 23,655,000                          |
| 4 – Darlington              | 2,890   | 6,720                      | 38,842,000                          |
| 5 – Chalk River             | 2,750   | 30                         | 165,000                             |
| 6 – Gentilly                | 3,170   | 1,500                      | 9,510,000                           |
| 7 – Point Lepreau           | 3,980   | 1,450                      | 11,542,000                          |
| <b>Totals (rounded)</b>     |   | <b>24,000</b>              | <b>143,000,000</b>                  |

In this assessment, transportation distances are determined by the shortest routes between the interim storage sites and the repository. Preferred routes will be determined by the NWMO in co-operation with local communities and those communities located along the transportation corridor.

Truck access from the interim storage sites to Creighton, Saskatchewan, can be accomplished entirely by existing roadways. Based on available records, there are no significant impediments to travel between the interim storage sites and the Creighton area.

Truck access from the interim storage sites to Creighton can be accommodated entirely by existing paved roadways through both Manitoba (Highways 6, 60 and 10) and Saskatchewan (Highway 106). The shortest routes are through Manitoba and would be considered as the primary routing, based on the CNSC regulations requiring that the shortest route be used. The route and distance is shown on Table 6-4.

The local road system within Creighton supports the current residential uses, and in general, is not built to support large trucks on a routine basis. Therefore, local road upgrades and/or an access road may be required to service a potential repository site.

Flin Flon and Creighton have municipal fire departments serving both sides of the Manitoba-Saskatchewan border. Emergency response resources are provided by the Creighton Volunteer Fire Department, the Creighton Community Health Services and the Royal Canadian Mounted Police. The Creighton Community Health Centre provides a basic level of health-care services. The general hospital is located in Flin Flon and provides emergency, surgical and critical care for the region. Emergency response resources along the Canadian National Highway System are assumed to be adequate.

### 6.7.3 Railroad Transport From Interim Storage to a Repository

In answering the question, “Can a transportation route be identified or developed for the safe and secure transportation of used nuclear fuel to the site from the locations at which it is stored?”, the following rail transportation characteristics were considered:

Is there a continuous rail system connecting the interim storage facilities to the community capable of supporting an average of one 24- to 28-car train per week for the duration of a long-term shipping campaign?

1. Are there design, operating or structural deficiencies which would limit the use of a segment of the railway system by heavy trains (i.e., weight limits for bridges, track condition, sharp curves, steep grades, etc.)? If so, is there a plan in place to address these deficiencies?
2. Are there two or more serviceable routes providing access from the interim storage facilities to the community? (Required by the CNSC for security reasons.) If not, is one planned?
3. Is there an operating intermodal facility near the interim sites or the community? If not, could one be developed?
4. Are there travel limitations regarding the use of the railway consisting of heavy cars due to reoccurring weather or seasonal conditions?

Creighton does not have direct rail access; however, the Hudson Bay Railway operates a short line from Churchill, Manitoba, through Flin Flon (neighbouring Creighton) and on to The Pas, Manitoba, where it connects with the Canadian National (CN) Railway system. The shortest transport routes and associated distances for mostly rail mode transport are provided in Table 6-5.

Rail service between the interim storage sites, via an intermodal transfer near the storage sites, and Flin Flon is also feasible. The switch yard in Flin Flon offers an opportunity to construct either an intermodal transfer facility or to construct a switch for a local line providing service directly to the repository site.



**Figure 6-4: Railroad Switch Yard at the Smelter in Flin Flon, Manitoba**

The NWMO's rail transportation requirement would be equivalent to one train per week with 10 to 12 UFTPs (an estimated total car count of between 24 and 28 cars (with buffer cars), 2 power units and a security car). Canadian railroads have endorsed the Association of American Railroads' OT-55 Recommended Railroad Operating Practices for Transportation of Hazardous Materials (AAR, 2013; AAR, 2009); therefore, the used fuel trains could be operated as key trains, with an 80 kilometres per hour speed limit and special operating procedures.

To address the need for alternative routing, either of the trans-Canada rail lines can be used for transport to southern Saskatchewan from where there are two collector lines which meet at a rail junction in the Town of Hudson Bay, Saskatchewan. From the junction in Hudson Bay, only a Canadian National single line travels north to an interchange point with the Hudson Bay Railway. The Hudson Bay Railway takes freight north to The Pas to Flin Flon.

**Table 6-5: Mostly Rail Transport From Interim Storage Sites to Creighton, Saskatchewan**

| <b>Interim Storage Site</b>   | <b>Distance Site to Repository (Kilometres)</b> | <b>Number of Shipments</b> | <b>Return Distance (Kilometres)</b> |
|---|---|----------------------------|-------------------------------------|
| 1 – Whiteshell  | <b>880<sup>a</sup></b>                          | <b>2</b>                   | <b>3,500</b>                        |
| 2 – Bruce   | <b>80<sup>b</sup></b>                           | <b>10,220</b>              | <b>1,635,000</b>                    |
|   | 3,030   | 1,020                      | 6,181,000                           |
| 3 – Pickering   | 2,840   | 420                        | 2,386,000                           |
| 4 – Darlington  | 2,870   | 670                        | 3,846,000                           |
| 5 – Chalk River   | <b>120<sup>c</sup></b>                          | <b>30</b>                  | <b>7,200</b>                        |
|   | 2,610   | 3                          | 15,700                              |
| 6 – Gentilly  | 3,440   | 150                        | 1,032,000                           |
| 7 – Point Lepreau   | <b>50<sup>d</sup></b>                           | <b>1,450</b>               | <b>145,000</b>                      |
|   | 4,090   | 150                        | 1,227,000                           |
| <b>Totals (rounded)</b>   | <b>Road</b>                                     | <b>11,700</b>              | <b>1,790,000</b>                    |
|   | Rail  | 2,400                      | 14,700,000                          |
| Notes:<br><sup>a</sup> Road mode from Whiteshell to repository site near Creighton<br><sup>b</sup> Road mode from Bruce to railhead near Goderich<br><sup>c</sup> Road mode from Chalk River to railhead near Mattawa<br><sup>d</sup> Road mode from Point Lepreau to railhead near Saint John<br><b>Bold text</b> indicates road mode transportation; rail mode transportation is shown in plain text. |   |                            |                                     |

#### 6.7.4 Weather

Weight restrictions apply on Saskatchewan Highways 106/120 north of Prince Albert during the spring thaw months of April, May and June. There are no weight restrictions on Manitoba or Ontario routes. No weather or seasonal travel or operating restrictions were identified for rail transport to Flin Flon.



### **6.7.5 Carbon Footprint**

Carbon footprint is a representation of the impact transportation has on the environment. Greenhouse gas emissions produced by the transport of used fuel from the interim storage facilities to the repository site have been calculated for both the all road and mostly rail transport scenarios.

All road transport of 4.6 million fuel bundles from the interim storage sites to an APM facility near Creighton, Saskatchewan, would produce approximately 4,470 tonnes of equivalent carbon dioxide emissions per year. Over the 38-year operating period of the APM facility, the all road transport of used fuel would produce approximately 171,000 tonnes of equivalent carbon dioxide emissions.

Transport by mostly rail mode would produce approximately 2,320 tonnes of equivalent carbon dioxide emissions per year.

In comparison, an average car produces approximately 5.1 tonnes of equivalent carbon dioxide emissions per year. Emissions from intermodal handling activities are assumed to contribute about 2 per cent of total emissions.

### **6.7.6 Conventional Accidents**

It is important when discussing safe transportation to make a distinction between radiological incidents and traffic accidents. Incidents are controlled through the design of the transportation package and execution of operating procedures. Based on international experience, the design of the container, coupled with rigorous operating procedures, is sufficient to prevent any incident from occurring. Conventional traffic accidents are random and unexpected. Therefore, they are considered as part of the planning process and quantified using statistical analyses based on the distance travelled.

In 2009, the Ontario Ministry of Transportation reported a traffic accident rate of 1.7 collisions per 1 million kilometres travelled for Ontario (MTO, 2009). In 2010, the Saskatchewan Government Insurance Traffic Accident Information System (SGI, 2012) reported a traffic accident rate of 0.78 collision per 1 million kilometres travelled on provincial highways. Accident frequency is proportional to the distance travelled. Using a return distance of 143 million kilometres and the more conservative accident rate in Ontario, about 243 road collisions have been estimated over the 38-year operating period of the APM facility.

### **6.7.7 Transportation Costs to Creighton**

This section considers the used nuclear fuel transportation logistics from the existing interim storage sites to a hypothetical APM repository site located near Creighton, Saskatchewan, to estimate transportation costs. Existing surface mode transport infrastructure and transport distances from the interim used fuel storage sites to Creighton by road for a baseline used fuel inventory of 4.6 million bundles are examined.

A summary of the transport costs (based on the APM repository design and cost estimate prepared for financial planning purposes) from the interim used fuel storage sites to a hypothetical APM repository site located near Creighton, Saskatchewan, for road mode of transport is provided in Table 6-6. The cost of transporting used nuclear fuel from the seven interim storage sites to Creighton is projected at \$1.59 billion over the 38-year campaign (in

constant 2010 \$). The variance is \$504 million over the reference case estimate, or 46 per cent higher.

**Table 6-6: Used Fuel Transportation Program Costs – 4.6 Million Bundles**

| <b>Total Cost</b>   | <b>Transportation to Creighton</b> | <b>Variance to Reference Case</b> |            |
|---|------------------------------------|-----------------------------------|------------|
| <b>Package Loading and Transportation</b>                               | <b>\$1,590,000,000<sup>a</sup></b> | <b>\$504,000,000<sup>a</sup></b>  | <b>46%</b> |
| <b>Cost Breakdown</b>   |                                    |                                   |            |
| Route and System Development  | \$19,000,000                       | \$0                               | 0%         |
| Safety Assessment   | \$5,290,000                        | \$0                               | 0%         |
| Capital Equipment and Facilities  | \$469,000,000                      | \$143,000,000                     | 44%        |
| Operations  | \$892,000,000                      | \$338,000,000                     | 61%        |
| Environmental Management  | \$8,400,000                        | \$0                               | 0%         |
| Decommissioning   | \$65,200,000                       | \$22,500,000                      | 53%        |
| Program Management  | \$127,000,000                      | \$0                               | 0%         |
| Note:<br><sup>a</sup> All costs are rounded to three significant digits |                                    |                                   |            |

## 6.8 Transportation Findings

This transportation assessment includes two major components: a description of regulatory oversight, including how the requirements are being met by the NWMO transportation program; and a desktop analysis of transportation logistics assuming available transport infrastructure. If the APM Project were to be located in the Creighton area, the repository would be accessible by truck and railroad using existing roadways and railways. It is assumed that the necessary connecting road, railway and intermodal infrastructure would be constructed, thereby providing access from existing storage sites to the repository. Improvements to the transportation and intermodal infrastructure would be reviewed in detail in Phase 2 studies, should the community continue in the site selection process.

Creighton has good road access from both the Saskatchewan and Manitoba sides via two regional all weather highways. Both provincial highways are designed and paved for heavy truck traffic, have parking shoulders, and routinely carry heavy trucks serving the mine and smelter in Flin Flon. The routes through Manitoba provide the shortest access from current storage sites, although the Saskatchewan route is a good alternative for security purposes. Selected road and bridge improvements along with maintenance/safety projects would improve the routes' performance. Both roadways would accommodate the traffic generated by the construction, operation and closure of a repository. If the repository is accessed directly from Highway 10 (the circumferential route north of Flin Flon), only minor improvements would be required to facilitate additional traffic. If repository-generated traffic uses the local street network (Main Street and Highway 10A – Third Street), access and traffic management improvements would be required to reduce the conflicts between on-street parking, turning movements, access to local businesses and pedestrian crossings. The Highway 10 route is the preferred route in this case.

Highway 167 provides access from Saskatchewan, and has no by-pass option nor does Highway 106 going north from Creighton. The two roadways would require improvements to reduce conflicts with local traffic, including access and traffic management projects, pedestrian crossings protection (at the school crossings) and increasing visibility around curves.

The current railway system, although it has traditionally moved heavy loads for the mine and wood products industries, has sections with speed and weight postings. Based on local input, investment would be focused in upgrading selected bridges, switches and rail segments to accommodate heavy high-value cargo operating at higher operating speeds. The current track configuration and switch yards in Flin Flon support the mine and smelter operations. A moderate level of investment would be required for the purchase of right-of-way and track access if either a switch or intermodal facility were to be placed near Highway 10 in Flin Flon.

The transport of used fuel is a highly regulated activity. The NWMO's transportation program is being developed to meet all aspects of the regulations, including packaging, radiological, security, emergency response and conventional vehicle safety requirements.





## Beyond Safety – Potential to Foster Community Well-Being With the Implementation of the Project Now and in the Future

As discussed in the previous chapters, any site that is selected to host the Adaptive Phased Management (APM) Project must be demonstrated to be able to safely contain and isolate used nuclear fuel, protecting humans and the environment over the very long term. The preferred site will need to address scientific and technical siting factors that acknowledge precaution and ensure protection for present and future generations. The previous chapters have explored, in a preliminary way, the potential to meet the safety-related requirements of the project. These requirements are fundamental, and no siting decision will be made that compromises safety.

Once confidence is established that safety requirements can be met, the potential for the project to help foster the well-being, or quality of life, of the local community and area in which it is implemented becomes an important consideration. At this stage of study, Preliminary Assessments in this area are designed to explore the potential for the project to align with the vision and objectives of the community, and potential to help the community to advance to the future it has set out for itself. It is understood that this project may not align with the vision and objectives of all communities. For this reason, Preliminary Assessment in this area is an important input to the siting decision. The ability of the community to benefit from the project, and the resources that would be required from the NWMO to support the community in achieving this benefit, would be a consideration in the selection of a site after all safety considerations have been satisfied. The project will only be implemented in an area in which well-being will be fostered.

The project offers significant employment and income to a community and surrounding area, including the opportunity for the creation of transferable skills and capacities. However, with a project of this size and nature, there is the potential to contribute to social and economic pressures that must be carefully managed to ensure the long-term health and sustainability of the community and area. Surrounding communities and Aboriginal peoples in the area will need to be involved in decision-making. The project can only be implemented with the involvement of the interested community, surrounding communities and Aboriginal peoples working together in partnership to implement the project.

Preliminary Assessments at this phase of work focus on the potential to foster well-being through the project in the community that has expressed interest and entered the site selection process. Should the community be selected to proceed to more detailed studies, the next phase of work will begin to explore the potential for the project to also align with the vision and objectives of surrounding communities and of the Aboriginal peoples in the area, as well as their interest in implementing the project together.

The NWMO will continue to look to Aboriginal peoples as practitioners of Traditional Knowledge to help, to the extent they wish, to guide the decisions involved in site selection, and ensure that the factors and approaches used to assess the potential to contribute to the well-being of the community, surrounding area and Aboriginal peoples appropriately interweave Traditional Knowledge throughout the process.

Learning to date from preliminary studies, and engagement with the community, is summarized in the chapter that follows.



## 7. PRELIMINARY SOCIAL, ECONOMIC AND CULTURAL ASSESSMENT

### 7.1 Approach to Assessment

This chapter provides a preliminary overview of the potential for the project to foster the well-being of the Town of Creighton, Saskatchewan. More detailed information can be found in the Creighton Community Profile (Hardy Stevenson, 2013a) and Community Well-Being Assessment report (Hardy Stevenson, 2013b). The overview uses a community well-being framework to understand and assess how the Adaptive Phased Management (APM) Project may affect the social, economic and/or cultural life of Creighton. It also discusses the relative fit of the APM Project for the community and the potential to create the foundation of confidence and support required for the implementation of the project.

A number of factors were identified as minimum criteria to consider in the multi-year process of study to assess the potential to foster well-being (NWMO, 2010a).

- Potential social, economic and cultural effects during the implementation phase of the project;
- Potential for enhancement of the community's and the region's long-term sustainability through implementation of the project;
- Potential to avoid ecologically sensitive areas and locally significant features;
- Potential for physical and social infrastructure to adapt to changes resulting from the project; and
- Potential to avoid or minimize effects of the transportation of used nuclear fuel from existing storage facilities to the repository site.

Factors identified by Aboriginal Traditional Knowledge will help inform this assessment. In order to ensure that a broad, inclusive and holistic approach is taken to assessment in these areas, a community well-being framework was identified to help understand and assess the potential effects of the APM Project.

The framework encourages exploration of the project through five different "lenses."

- **People or Human Assets** – How might the implementation of the project affect people?
- **Economics or Economic Assets** – How might the implementation of the project affect economic activity and financial health of the area?
- **Infrastructure or Physical Assets** – How might the implementation of the project affect infrastructure and the physical structures that the community has established?
- **Society and Culture or Social Assets** – How might the implementation of the project affect the sense of belonging within the community and among residents, and the services and network of activities created to serve the needs of community members?
- **Natural Environment or Natural Assets** – How might the implementation of the project affect the natural environment and the community's relationship with it?

In Phase 1 of this assessment, which is the focus of this report, the intent is to explore the potential to foster the well-being of the community, and for this reason, the subset of factors and considerations related to the community are addressed at this time. Regional considerations are noted where early insight is available; however, more detailed work would be conducted in Phase 2 should the community be selected to proceed to this phase of work.

Throughout the discussion, there are references to “the surrounding area.” For the purpose of this discussion, the surrounding area is roughly defined by the interrelationships with the nearby communities and patterns of activity by community members (such as shopping, leisure and other economic activities) as currently understood. Input to understanding the surrounding area was received through discussions and meetings with community members and would be refined through further engagement in subsequent phases of work.

### **7.1.1 Activities to Explore Community Well-Being**

Dialogue with interested communities and those in the surrounding area is needed to begin to identify and reflect upon the broad range of effects that the implementation of the project may bring. In concert with the community, the NWMO worked to develop an understanding of the community today, and its goals and aspirations for the future. To this end, information has been assembled and studied through a variety of means, including strategic planning activities, engagement activities, community visits and tours, briefings, one-on-one discussions, consultant observations, Community Liaison Committee meetings, open houses, and the development of a community profile

### **7.1.2 Assumptions of the APM Project – Drivers of Community Well-Being**

The APM Project is currently still in the early stages of design, and for this reason, there remains flexibility in the nature and scope of its implementation. This provides an opportunity for the project to be structured and operated in a manner that suits the conditions and aspirations of the community and surrounding area. However, it is important at this early stage of the preliminary assessment to understand the potential implications of the project on the community and its surrounds. This requires some basic assumptions about the project and initial effects. The starting assumptions for this preliminary assessment include the following:

1. The on-site labour workforce required by the APM Project is in the range of 400 to 1,200 jobs (NWMO, 2012), and further jobs (indirect and induced) and community wealth creation will result from project spending for goods and services and employee income spending. The following table summarizes the estimated number of direct, on-site jobs throughout the life of the APM Project, which spans over 150 years.



**Table 7-1: On-Site Workforce**

| APM Phase                   | Number of Years (Approx.) | Direct Jobs per Year (Approx.) | Primary Skills Required  |
|-----------------------------|---------------------------|--------------------------------|--|
| Construction                | 10                        | 400–1,200                      | Mining, engineering, geoscience, safety assessment, manufacturing, construction, trades, project management, social science, engagement, communication, transportation |
| Operation                   | 30 or more                | 700–800                        | Mining, engineering, geoscience, safety assessment, manufacturing, trades support, project management, social science, engagement, transportation                      |
| Extended Monitoring         | 50 or more                | 100–150                        | Geoscience, safety assessment, mining  |
| Decommissioning and Closure | 30                        | 200–300                        | Mining, construction, trades, geoscience, safety assessment, regulatory affairs  |
| Long -Term Monitoring       | 100 or more               | 25–50                          | Environmental and health and safety monitoring   |

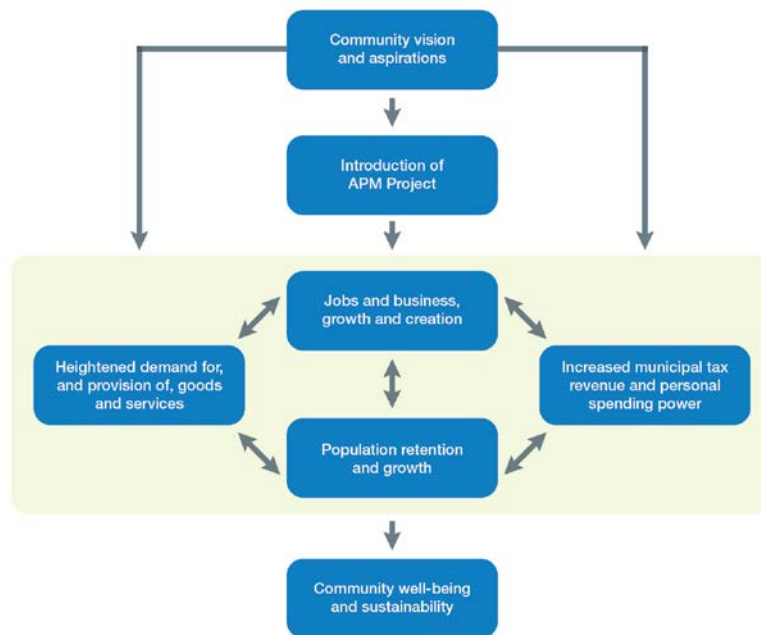
2. Realization of employment benefits within a community will depend on a variety of factors such as:

- a. Preference for local hiring and sourcing from local businesses;
- b. Training of local residents for positions in the project or in supporting services; and
- c. Planning to prepare for and leverage future opportunities.

This project will be implemented through a long-term partnership involving the community, neighbouring communities and Aboriginal peoples in the area, and the NWMO. Only through engagement, dialogue and collaboration will the NWMO ensure that needs are addressed at each stage of the process, and determine the specifics of how a partnership arrangement would work. For illustration purposes only, employment opportunities could be in the order of hundreds of new jobs (direct, indirect and induced) within the local area (AECOM, 2010). However, it will be up to the community to determine the nature and scope of how it wishes to grow in discussions with the NWMO.

3. The NWMO is committed to working with communities and those in the surrounding area to optimize the benefits that will positively contribute to the overall well-being of the area.

The following figure provides a graphical representation of the direct and indirect effects that may result from the siting of the APM Project. The figure illustrates how the project could be the impetus for growth in population, business activity and municipal finances.



**Figure 7-1: Direct and Indirect Effects From the Project**

## 7.2 Community Well-Being Assessment – Implications of the APM Project for Creighton

The potential effect of the project, should it be implemented in the Creighton area, on the people, economics, infrastructure, social assets and natural environment of Creighton is discussed below. The discussion starts with an overview of the aspirations and values of Creighton, as the NWMO has come to understand them. This understanding of well-being from the community's perspective is the starting point for the assessment and informs the discussion throughout.

### 7.2.1 Community Aspirations and Values

The Town of Creighton has expressed explicit values, aspirations and desires for its community. These have been documented in the Creighton Community Profile (Hardy Stevenson, 2013a) (based on statistical and interview data) and various other community reports, including the community vision as documented in the Town of Creighton Official Community Plan (2011). Key themes are summarized in this section. The preliminary assessment, which is the topic of this chapter, is measured against these values and aspirations.

1. **Economic Development:** Creighton would like to identify a diverse range of economic opportunities and achieve economic diversification, and assist entrepreneurs to attract and develop industries that provide stable and well-paying jobs. Creighton would like to encourage partnerships with economic development agencies at a local and regional level (e.g., regional government organizations, as well as local and regional businesses).

2. **Infrastructure and Facilities Development:** Creighton would like to support the renewal of infrastructure and existing facilities (Provincial roads, highways and water/waste water facilities). They would like to encourage new high-quality housing (and affordable housing, as well as seniors housing), and retail shopping outlets, as well as renovate and/or build new cultural and recreational facilities such as a sports-plex.
3. **Provide Employment Opportunities:** Creighton would like to provide meaningful and equitable employment opportunities for local residents. They would like to encourage the younger population to live and work in the community, and expand training, youth centres and educational opportunities to encourage youth to stay in the community after high-school graduation.

These values and aspirations are aligned with the Town of Creighton's Municipal Vision (Town of Creighton, 2011):

*"Creighton will manage growth in a way that maintains and enhances community livability. Council will ensure that the character of the residential areas is protected and that commercial areas are attractive, viable and complementary to their neighbourhood. Council will protect natural areas, provide green space and enhance recreational opportunities and facilities to meet the needs of residents. Creighton will function as the service and recreation hub for northeast Saskatchewan."*

The Official Community Plan outlines the following goals:

1. *Be sustainable, healthy and safe, and a place in which today's quality of life will be enjoyed into the future.*
2. *Be a community in which people of all ages, family structure, backgrounds and interests can live, work and play.*
3. *Provide a range of economic opportunities and sustain a healthy and diverse economy.*
4. *Work with the Churchill River Enterprise Region (Former Saskatchewan regional economic development organization – Disbanded in March 2013) to identify opportunities and action plans for economic tourism development.*
5. *Balance competing interests and values, maintain fairness and equity, and involve residents and stakeholders in decision-making processes.*
6. *Be a leader for intermunicipal co-operation to ensure that residents have access to resources and essential services at equitable prices.*
7. *Work with the Hudson Bay Mining and Smelting Company to ensure that mining activities are held to the highest environmental standards to ensure health and safety of residents is maintained.*
8. *Preserve and enhance recreation and park green space in the municipality to ensure residents continue to have the opportunity to live an active and healthy lifestyle (Town of Creighton, 2011).*

### 7.2.2 Implications for Human Assets

The population of Creighton has been in slight decline since 2001. Despite the decline in population, there is some growth in the area (including other nearby communities). Residents note that there are many Manitoba residents residing at or moving to lake and cottage areas that are considered to be part of the population base but have not been captured in the Census count. The population tends to be younger, but there is some aging of the population, and seniors are choosing to retire in the community. The communities are stable in terms of mobility status. While people locate in the area for mineral exploration jobs, there are few net people moving in or out of the wider area.

Educational facilities in the Creighton area are good. There are specialized educational programs (e.g., French immersion) available for students, and the quality of the teaching staff is high. In addition, there are training programs at Northlands College and University College of the North for residents furthering their careers in resource extraction, mining and other subjects.

The health-care facilities and services in Creighton are good, but there is room for improvement, specially in terms of providing additional bed capacity at Flin Flon General Hospital, which also services Creighton. There is also an opportunity for improvement to facilities and a need for additional specialists. More complex procedures require patients to go to larger provincial centres or wait for visiting specialists.

Emergency services in Creighton, Flin Flon and Denare Beach are good, and they are well-equipped to handle emergency situations. The fire and emergency teams have excellent response capability, and they either have modernized equipment or replacement plans for existing equipment. Hudbay has a mine rescue team and supports local community emergency response teams.

The APM Project will attract temporary and permanent workers, as well as former out-migrants back to the community, thereby increasing population levels. The presence of the APM Project may maintain a broad demographic mix of the population by attracting and retaining a younger workforce, as well as creating a more representative mix of age groups in the region. People may continue to be attracted to the region for resource extraction-related activities in parallel to population increases due to the APM Project. This level of growth is desired in Creighton.

Government, tourism and retail services are major employers. However, many labour force participants in northern Saskatchewan in general, and Creighton in particular, are engaged in mining or mine-related services due to the strength of resource extraction in the region. As a copper and zinc mine operation, Hudbay is already a major employer in these communities. Workers are currently attracted to the region due to employment in other mines. Cameco also has a strong presence in the north. Local Cameco workers commute on a week-on week-off basis to uranium mining jobs further north. Some residents are uranium miners familiar with radiation or are skilled miners familiar with robotic mining techniques.

The APM Project will be able to utilize the available skilled labour force already found within the community specific to mining, engineering, retail services, safety assessment, geoscience and transportation. In addition, the APM Project may contribute to labour and skills diversification within the communities with the influx of workers who have training in many different areas related to facility construction, operations and maintenance. Notwithstanding APM Project labour force requirements, mining, tourism and government services occupations will continue



to characterize the skills and labour supply in Creighton. Some of these occupations may see an increase due to demands by the APM Project for certain services.

For illustration purposes only, employment opportunities could be in the order of hundreds of new jobs for current and new residents of Creighton and surrounding local communities, including Aboriginal communities. The communities have past experience in managing the expansion and contraction of the workforce.

The APM Project's new occupations may change the skills mix available within the local labour pool; increased diversity may occur when new types of occupations and skills required for the APM Project that are presently not available within Creighton are introduced. The APM Project may also attract workers into the community from other local and regional locations.

The community is currently experiencing an under-representation of professionals (e.g., doctors, dentists, accountants, surveyors, engineers, and planners), and this may be improved with the APM Project as an influx of workers may attract more professionals to the area to support the growing population. The community has many skilled tradespersons.

The APM Project may increase enrolment at day-care facilities, public and separate elementary and secondary schools, as well as local training institutions. Similarly, there may be increased demand for alternative programs (e.g., Montessori, Waldorf) and after-school enrichment programs (e.g., clubs, activities, tutors). There may be increased demand for distance education or training at a university level, as well as general interest and adult learning programs. There may be changes in curriculum and an expansion of student positions at Northlands College and University College of the North to support APM Project training opportunities. All the above align with Creighton's aspirations to further expand educational facilities and programs in the community.

The APM Project will result in increased demand on all existing health and safety facilities and services due to the increased population. A broader range of medical specialists in local clinics and the Flin Flon hospital may be required. Creighton and Flin Flon health-care centres may be expected to provide specialized equipment and staff training to accommodate the increased population's pressures on local facilities. Coupled with increased demand, there will be a stimulus for planning and expansion of health-care facilities and services.

In summary, it can be expected that the APM Project would bring positive net benefits to the human assets in Creighton were the project to be implemented in the area. The APM Project will help Creighton realize its aspirations and goals, and it would drive development and expansion in other aspects of its community well-being.

### **7.2.3 Implications for Economic Assets**

Labour force activity in Creighton is strong, especially compared to other northern, rural and remote centres. More people in the community are joining the workforce, and unemployment is decreasing. Generally, there is resiliency among local merchants, but they are still subject to outside pressure. It is difficult to secure financing for commercial expansion. There is a regional market area that supports a range of small- and medium-sized enterprises.

As with most Canadian Shield communities, it can be challenging to attract housing in the communities due to the environmental conditions (e.g., rock outcrops) that make it expensive to build. The long distances from major centres, and road conditions are also contributing factors.

Income levels are relatively high, and people with skilled occupations are well-paid. Creighton residents generally have higher levels of disposable income. Poverty and low income is prevalent in the wider region, although entrepreneurship is increasing. Creighton is able to take on new enterprises. The community is entrepreneurial and has strong leadership. Creighton's municipal finances are in good shape.

The APM Project may provide longer-term stability than resource sector employment. The APM Project will increase the number and diversity of skilled employment opportunities in the community. A greater variety in employment opportunities may offer more sustainable and diverse career paths for youth within the community and the surrounding region and further encourage youth to live and work in Creighton.

The APM Project may attract large numbers of workers to the community from the region, province and other jurisdictions, as well as increase the number of indirect and induced support industries and services. There may be continued stability and profitability for current industries with more demand for local business services from a growing population.

Overall, the APM's income effects for local residents will be positive and build on existing higher incomes, as well as help people to maintain their current levels of disposable income. Rising household and individual incomes may be achieved when new residents begin earning higher incomes. Through the provision of new income opportunities, the APM Project may help to reduce overall reliance on government transfer payments to individuals and families

The APM Project and worker-related spending may increase the number and diversity of businesses in the community and create new business linkages, synergies and agglomerations. The APM Project and worker spending may also encourage people to spend money in the community. This is especially important for the retention of existing retail and development of new retail businesses. Moreover, there may be some capture of outflow of spending from residents shopping in other urban centres.

The APM Project may expand the employment base, business sales and profitability within the community. Community-based firms such as Canadian Tire and Wal-Mart may have greater certainty, and other similar firms may be attracted to Creighton and Flin Flon. Overall, larger businesses may be supported, and room can be created for additional large businesses. Moreover, there is the potential for more hospitality services (e.g., an additional hotel, expansion of conference facilities) due to increased local demand.

As an indicator of the strength of the retail sector, local and area merchants are able to capture community spending although the opportunity exists for some updating of retail sector buildings. The new business and industrial activity from the APM Project will allow the labour force of some sectors to grow and expand (e.g., retail and service sector, resource-based supply chain types of industries). The APM Project may provide increased stability and potential expansion in the entertainment and cultural industries; however, there may be pressure on government services to address increased demands on facilities and services.

Creighton has a strong tourism sector. The APM Project may increase the number of travellers and tourists coming to Creighton. Conversely, the APM Project may compromise the perception of the natural wilderness and associated tourism economy. However, based on discussion with community members, the potential for negative perceptions due to the project is expected to be minimal. In addition, with more people visiting the community for business-related activities, there is potential for the APM Project to take up tourist accommodation, thereby displacing

tourists. Some community members expressed an interest in the potential for the APM Project to increase business and tourist visitation to the area through an influx of new residents and associated visiting friends and relatives. With the potential for increased tourism, there may be greater support for the establishment of tourist facilities that will make Creighton an attractive place to live and to settle down in.

The APM Project will encourage new economic development initiatives across a wider variety of sectors. It may strengthen the community's economic development efforts and allow entrepreneurs to invest with more certainty. The APM Project may provide a focal point for additional developments such as transportation, post-secondary training and education, tourism, accommodations and other services. This may support a large construction, approvals and operations workforce.

Creighton has a stable municipal finance situation due to prudent spending of tax dollars and its ability to collect tax revenues from Hudbay. Assuming Creighton can capture tax revenues, the APM Project may offer an even more favourable ratio of residential to industrial/commercial taxes. Furthermore, increased funding may greatly increase Creighton's ability to support expenditure budgets for new infrastructure (such as roads, water, etc.) and services (e.g., recreation) to support a growing population.

The APM Project will provide Creighton with the potential for strong economic benefits. In order for Creighton to optimize project benefits, it would be helpful to support education and training of the labour force, enhance the capacity of the municipality and residents, and provide advice to businesses on project opportunities.

#### **7.2.4 Implications for Infrastructure**

Creighton has provisions in its Official Community Plan for residential, commercial and industrial development. Creighton has constrained growth ability due to the physical layout of outcrops like most Canadian Shield communities. Furthermore, the cost of servicing lots is high. However, Creighton is proceeding with lot servicing and working to attract private sector developers to build new housing.

The housing stock in Creighton is aging. The dominant housing style is the single family detached home, with few apartment dwellings and modular homes. More apartment style housing would be needed for incoming residents. Homes in Creighton are affordable. Plans for new seniors housing are currently being considered.

Creighton's community centre, schools and sports arena are also in good shape, although some replacements and new facilities are needed. A new arts/cultural/recreational/ sportsplex type of centre is on the list of "wants" for local residents and politicians. Creighton has adequate water and waste water infrastructure; however, it will require updating.

Creighton is accessible by road, rail and regularly scheduled passenger air service, although it is removed from larger centres. Additional information on transportation infrastructure is provided in Chapter 6.

Depending on the location of the APM Project, there will be a need to address the traditional land uses and other land use requirements such as those defined in the Amisk-Atik Integrated Forest Land Use Plan (Saskatchewan Environment, 2003). The Amisk-Atik Integrated Forest

Land Use Plan is a Provincial Plan prepared under the *Forest Resources Management Act*. The Plan will facilitate future resource allocation and land sales decisions.

The community aspires to increase local housing options. The APM Project has the potential to facilitate the expansion of the number of homes and the diversity of housing stock in Creighton. There is also potential to increase the cost of housing in Creighton and its surrounding area depending on the size and rate of labour in-migration. Moreover, there may be instances of low-cost housing taken up by temporary resident workers.

With an influx of an increased population and increased activities with the APM Project, there will be an increased demand for new infrastructure. Some roads are in need of repair, and water and waste water systems may need updating. The APM Project will result in the overall growth of the community, and may require additional planning and improvements for transportation, water and waste water and solid waste infrastructure.

The community and the NWMO would need to work co-operatively to effectively plan, build, operate and manage each of the physical asset components were the APM Project to be implemented in the area.

### **7.2.5 Implications for Social Assets**

Creighton and neighbouring communities have a vibrant arts and cultural scene with many performers, artists, and historians actively involved in community life, especially for a community of this size. New residents would typically volunteer and participate in arts and cultural activities. There is also a variety of sports clubs and social clubs. Volunteerism and community involvement is strong in Creighton with many service clubs (e.g., Rotary Club, Lions, Kinsmen, Masons, etc.) actively participating in the community. Cultural heritage is also strong in Creighton and neighbouring communities that have local museums and other cultural heritage features.

There are both indoor and outdoor recreational activities. The recreational facilities in Creighton cater to a variety of passive and active recreation such as hiking trails and the golf course. However, Creighton and neighbouring communities have struggled in terms of their capability of obtaining funding for constructing additional facilities and updating the aquatic complex.

There are some social assistance households in Creighton and functional social housing programs. Provisions for seniors housing and care facilities are required in the communities. There are good social support institutions in Creighton. However, there are limited child-care services available in Creighton in part due to restrictions on private home day cares. There is affordable housing available, although there is room for improvement. There is access to social services (e.g., employment support, women's shelters, and facilities unique to Aboriginal peoples).

The APM Project may change the character of the community and the surrounding region due to an influx of skilled and culturally diverse residents. New APM Project residents may be generally young to middle-aged workers that may bring their young families to the community. There may be a need for additional services.

Creighton and local communities currently support three museums. Heritage resources are known and carefully managed. The APM Project may result in increased resources to support local art and cultural facilities. As the arts, cultural and recreational scene in Creighton and Flin



Flon is already obtaining national attention for quality, the support from new residents could enhance this even further.

With the expected increase in population and business activity in the community, there may be increased demand for recreational and social clubs and facilities, as well as sports facilities (e.g., hockey arenas, curling pads, baseball diamonds, soccer pitches, etc.). This may place a greater burden on existing facilities and programs. With increased demand and a stronger economy, there may be greater potential to receive funds for a new sportsplex, performance and meeting facilities. There may also be increased demands for children's activities (e.g., sports leagues, dance troupes, etc.) and library services with the influx of young families. In relation to sports leagues, new residents may serve as volunteers who may be able to organize sporting clubs and events.

The APM Project will increase demands on existing social service providers and programs, particularly child-care services, due to an influx of people associated with the APM Project. There may similarly be an increasing demand for a broader range of health and safety services. Upgrades to existing facilities may be required, and local hospitals and clinics may need to hire permanent health specialists. The APM Project will also bring increased revenues and resources to support growth of social services and organizations.

Creighton is a close-knit community, and many local residents play a prominent role in various aspects of community life. Moreover, residents spend plenty of time outdoors participating in various outdoor activities (e.g., fishing and hiking), and there is a sense of pride in the local natural environment. New residents associated with the APM Project would be expected to continue to build on the existing community character.

In summary, the APM Project would have a net positive benefit on the Social Assets of the community if it was to be implemented in the area.

#### **7.2.6 Implications for Natural Environment**

Creighton has a healthy ecosystem with a variety of landscapes. Moreover, many tourists from the United States, southern Canada and elsewhere travel long distances to experience these natural assets. Tourists and local residents value the intrinsic nature of their setting within the northern Saskatchewan vast wilderness. There are many lakes and forests, where people participate in various outdoor recreational activities such as ATVing, trapping and fishing. Creighton is noted for its mineral deposits, which provide the natural resources for the various extraction activities in the region.

There may be population pressures on the natural environment with increased residential development, other urban growth and development in the outlying areas (e.g., lakeside cottages). There may also be increased pressure on the natural environment due to recreational activities. With additional people participating in recreational activities in lake areas and trails, more development may occur detracting from the pristine natural environment.

As outlined in Chapter 5, initial studies on the potential environmental effects associated with the project suggest that the APM Project is unlikely to have significant negative effects on the natural environment taking into account the mitigation that will be applied. In principle, there is the potential that visitation to the area may experience some decline with the presence of the facility as some may be less likely to visit the area. However, there are examples elsewhere where visitation to natural areas has not been affected. It is expected that through working with

Creighton and clearly communicating with the public, negative perceptions can be mitigated, and project activity may even be leveraged to take advantage of increased population growth and visitation associated with the project. Further study is required to better understand and predict the potential effects of the project on visitor perception and use of the area.

As would be the case with any large project, natural areas might be affected during the various phases of the project. As outlined in Chapter 5, effective mitigation and environmental protection measures will ensure that the overall environmental integrity of the area is maintained. It is understood at this point in time that no significant negative environmental effects are likely during the construction, operation and decommissioning phases of the used fuel repository taking into account the mitigation that will be applied.

The APM Project contains some flexibility with respect to on-site building designs and energy use to be consistent with environmental and social values. For example, the ability to use renewable sources of electric power, where feasible, coupled with energy-efficient building designs might limit the overall carbon footprint of the project.

### **7.2.7 Summary of APM and Its Implications for Creighton**

Human assets will be enhanced in Creighton with the introduction of the APM Project. The presence of the APM Project will increase population levels and maintain a broad demographic mix of the population. The APM Project may provide labour and skill diversification within the communities due to an influx of workers. The APM Project may also attract workers to the community from other local and regional locations, including people from Aboriginal communities. Additionally, the APM Project will increase enrolment at local schools and will result in increased demand on all existing health and safety facilities and services due to the increased population.

Economic assets will be enhanced in Creighton with the introduction of the APM Project. The APM Project will increase the number and diversity of skilled employment opportunities in the community for residents. Through the provision of new and higher income opportunities, the APM Project may help to reduce overall reliance on government transfer payments to individuals and families. The APM Project will increase the number of travellers/tourists coming to Creighton. With the potential for increased tourism, there may be greater support for the establishment of tourist facilities, making Creighton an attractive place to live and settle down.

In general, infrastructure is in good shape and will be enhanced with the APM Project. APM enhancements can bring Creighton in line with its goals and aspirations to attract new businesses and housing developments. Some facilities are new and capable of handling additional growth already. With an increasing population and associated activities due to the APM Project, there will be more demands for new infrastructure. The APM Project will result in the overall growth of the community and may require Creighton to conduct additional planning for infrastructure.

Social assets have the potential to be enhanced in Creighton with the introduction of the APM Project. The APM Project may change the character of the community and the surrounding region due to an influx of skilled and culturally diverse residents. Additionally, the APM Project may result in the identification of new archeological sites during on-site investigations. The arts and culture scene is already very good. With the influx of APM workers and families, there may be more variety in arts and cultural activities and more participation in the local arts and cultural scene. Due to increased demands for more recreational opportunities and a stronger economy,

there may be greater potential to obtain funds for a new sportsplex and meeting facilities. The APM Project will increase the demand on all existing social service providers and programs, particularly child-care services, due to increased population associated with the APM Project.

Some natural areas may be affected by the project. Further dialogue and effective mitigation and environmental protection measures would ensure that the overall environmental integrity of the area is maintained.





Table 7-2: Overall Community Well-Being Implications

| Criteria/Measures                  | CWB Is Enhanced When ...  | Current Creighton Profile |   | Possible Creighton Profile With APM Project |   | Observations and Implications   |
|------------------------------------|---|---------------------------|---|---|---|---|
| OVERALL CWB IMPLICATIONS           |   |                           |   |   |   |   |
| Human Assets                       | Population growth occurs, and youth are retained in the community.  | Positive                  | ➡ | Enhanced                                    | ➡ | <ul style="list-style-type: none"><li>• APM Project could grow the community and provide increased stability through economic diversity.</li><li>• Youth would be retained through increased and more diverse employment opportunities, and new residents would be attracted to the area.</li><li>• Educational and health-care resources would be enhanced, and new facilities could be developed.</li></ul>   |
| Economic Assets                    | More diverse and stable employment opportunities are available.   | Positive                  | ➡ | Enhanced                                    | ➡ | <ul style="list-style-type: none"><li>• There will be further employment opportunities and a more diverse range of jobs.</li><li>• Increased funding through a wider tax base would provide additional financial resources for Creighton to fund its infrastructure projects, educational developments, community and recreational facilities and programs, and social services and organizations.</li><li>• The increased jobs from the APM Project would be the catalyst for Creighton to enhance its community well-being.</li></ul> |
| Infrastructure                     | Infrastructure is maintained or improved to meet the needs of the community.  | Stable                    | ▬ | Enhanced                                    | ➡ | <ul style="list-style-type: none"><li>• The APM Project, while placing increased demands on some of the infrastructure and services, would overall provide increased funding to improve and enhance existing services.</li></ul>  |
| Social Assets                      | Opportunities exist for recreation and social networking. Community is cohesive, and community character is enhanced. | Positive                  | ➡ | Enhanced                                    | ➡ | <ul style="list-style-type: none"><li>• The community would see an overall benefit to its Social Assets through increased participation and funding to its recreational facilities and programs, as well as its social services and organizations.</li><li>• With proper planning and communication, no serious social divisions would be expected to occur in the community.</li><li>• Interest in the project appears to be very positive, and the community is largely cohesive on this issue.</li></ul>                             |
| Natural Environment                | Natural areas, parks and conservation reserves are preserved and maintained for use and enjoyment.                    | Positive                  | ➡ | Environment – Integrity Maintained          | ▬ | <ul style="list-style-type: none"><li>• Some natural areas might be affected by the APM Project.</li><li>• Effective mitigation and environmental protection measures will ensure that the overall environmental integrity of the area is maintained.</li><li>• It is understood at this point in time that no significant environmental effects are likely during the construction, operation and decommissioning phases of the used fuel repository itself.</li></ul>   |
| Legend                             |   |                           |   |   |   |   |
| Declining – Negative               | ⬅   |                           |   |   |   |   |
| Neutral – Stable                   | ▬   |                           |   |   |   |   |
| Environment – Integrity Maintained | ▬   |                           |   |   |   |   |
| Increasing – Enhanced – Positive   | ➡   |                           |   |   |   |   |
| Uncertain                          | △   |                           |   |   |   |   |



### **7.3 Criteria to Assess Factors Beyond Safety – Summary in Creighton**

The previous discussion has taken a holistic approach to the assessment, taking into account the aspirations of the community and the implications of the project for community well-being. The NWMO acknowledges that the process of assessment of community well-being needs to be collaborative and reflective of the community. Before initiating the siting process, and beginning to engage interested communities in the assessment process to understand their aspirations, the NWMO identified five evaluation factors, which at a minimum would need to be addressed (NWMO, 2010a). Table 7-3 draws on information outlined in the previous discussion to understand the potential to foster well-being in Creighton against these original factors. The table summarizes preliminary findings about the implications of the APM Project, were it to be implemented in the community, on various factors of well-being. For many evaluation factors, four measures are used: maintained, enhanced, diminished, or uncertain. For some evaluation factors, two measures are used: yes, or no. The overall conclusion using these evaluation factors and the understanding that has emerged to date is consistent with that outlined in the previous sections of this chapter.

Over the course of discussions and conversations, the community identified a number of other important areas for consideration. The community expressed a strong desire to better understand how to engage neighbouring communities, communities on transportation routes, and in particular, area Aboriginal communities. Creighton realizes that it would be essential to develop relationships with all the foregoing to support the implementation of the project.





Table 7-3: Summary Table of Criteria to Assess Factors Beyond Safety

| Factors That Address the Well-Being of a Community   | Evaluation Factors to Be Considered                    | Potential Effect of APM Project | Discussion Based on Preliminary Assessment   |
|--|--|---------------------------------|--|
| Potential social, economic and cultural effects during the implementation phase of the project, including factors identified by Aboriginal Traditional Knowledge                           | Health and safety of residents and the community       | Maintained                      | <ul style="list-style-type: none"><li>There is a strong safety case as outlined in Chapter 5; however, the community is eager to learn more about safety and health considerations to enhance their confidence in the safety of the project.</li></ul>   |
|  | Sustainable built environments                         | Enhanced                        | <ul style="list-style-type: none"><li>Community infrastructure and built fabric may be enhanced through project activities and investments in the community.</li></ul>   |
|  | Sustainable natural environments                       | Maintained                      | <ul style="list-style-type: none"><li>Some natural areas might be affected by the APM Project.</li><li>Effective mitigation and environmental protection measures will ensure that the overall environmental integrity of the area is maintained.</li><li>It is understood at this point in time that no significant negative environmental effects are likely during the construction, operation and decommissioning phases of the used fuel repository itself.</li></ul> |
|  | Local and regional economy and employment              | Enhanced                        | <ul style="list-style-type: none"><li>Significant employment and population growth will occur in Creighton and surrounding communities – hundreds of new jobs could be created in Creighton.</li><li>With these jobs comes the potential to increase the current population of Creighton and surrounding communities.</li><li>New opportunities would be created for local businesses to serve the project and a growing and more diverse population.</li></ul>            |
|  | Community administration and decision-making processes | Enhanced                        | <ul style="list-style-type: none"><li>Local leadership has demonstrated very positive interest in the project and is expected to be able to make informed and effective decisions.</li></ul>   |
|  | Balanced growth and healthy, livable communities       | Enhanced                        | <ul style="list-style-type: none"><li>Creighton has expressed a strong desire to diversify its economy and continue to provide stable employment opportunities for new and existing residents.</li><li>The APM Project appears to be a good fit with community objectives and aspirations in this regard.</li></ul>  |
| Potential for enhancement of the community's and region's long-term sustainability through implementation of the project, including factors identified by Aboriginal Traditional Knowledge | Health and safety of residents and the community       | Maintained                      | <ul style="list-style-type: none"><li>There is a strong safety case as outlined in Chapter 5; however, engagement of surrounding communities is at a preliminary stage, and further dialogue would be required to understand and address questions and concerns about safety and health considerations related to the repository and transportation of used nuclear fuel.</li></ul>  |
|  | Sustainable built environments                         | Enhanced                        | <ul style="list-style-type: none"><li>Infrastructure and built fabric may be enhanced through project activities and investments in the community.</li></ul>   |
|  | Sustainable natural environments                       | Maintained                      | <ul style="list-style-type: none"><li>Some natural areas may be negatively affected by the project.</li><li>Further dialogue and effective mitigation and environmental protection measures would ensure that the overall environmental integrity of the area is maintained.</li></ul>   |
|  | Local and regional economy and employment              | Enhanced                        | <ul style="list-style-type: none"><li>Substantial employment and economic development opportunities would extend to the surrounding region.</li></ul>  |
|  | Community administration and decision-making processes | To be determined                | <ul style="list-style-type: none"><li>Engagement of surrounding communities is at a preliminary stage, and further dialogue would be required to explore decision-making issues and capacities.</li></ul>  |
|  | Balanced growth and healthy, livable communities       | To be determined                | <ul style="list-style-type: none"><li>Engagement of surrounding communities is at a preliminary stage, and further dialogue would be required to explore aspirations for growth and well-being.</li></ul>  |

| Factors That Address the Well-Being of a Community   | Evaluation Factors to Be Considered   | Potential Effect of APM Project  | Discussion Based on Preliminary Assessment  |
|--|---|--|---|
| Potential to avoid ecologically sensitive areas and locally significant features, including factors identified by Aboriginal Traditional Knowledge | Ability to avoid ecologically sensitive areas and locally significant features  | Yes  | <ul style="list-style-type: none"> <li>As outlined in previous chapters of this report, the area contains suitable sites for the project, thus providing flexibility in selecting specific sites that can avoid ecologically sensitive areas and local significant features.</li> </ul>   |
| Potential for physical and social infrastructure to adapt to changes resulting from the project  | Potential for physical infrastructure to be adapted to implement the project  | Yes  | <ul style="list-style-type: none"> <li>Creighton and the surrounding areas have multiple modes of transportation, social and economic support services, and capacity to absorb the anticipated growth in population and economic activity.</li> <li>Local roads and infrastructure are generally in good shape and can accommodate some growth in population.</li> <li>Some investments would be required to accommodate identified infrastructure deficiencies.</li> </ul>   |
|  | Potential for social infrastructure to be adapted to implement the project  | Yes  | <ul style="list-style-type: none"> <li>Creighton appears to have the necessary core of social infrastructure in place to plan for and adapt to changes resulting from the project.</li> </ul>   |
|  | The NWMO resources required to put in place physical and social infrastructure needed to support the project  | To be determined   | <ul style="list-style-type: none"> <li>In all likelihood, Creighton would require some assistance in terms of planning, human and financial resources.</li> <li>Further studies will be required to explore the specifics of these requirements.</li> </ul>   |
| Potential to avoid or minimize effects of the transportation of used nuclear fuel from existing storage facilities to the repository site          | The availability of transportation routes (road, rail, water) and the adequacy of associated infrastructure and potential to put such routes in place from a social perspective | To be determined   | <ul style="list-style-type: none"> <li>As outlined in Chapter 6, the community and region have access to multiple modes of transportation which appear to have adequate capacity for this project.</li> <li>The accessibility of Creighton to highways and roads is important to community well-being because it demonstrates connectivity between different transportation and community nodes.</li> <li>Creighton is accessible by road, rail and air. Provincial and regional roads may need upgrading and repairs in order to implement the APM Project. Air travel to major centres is highly accessible with several flights to and from Winnipeg via the Flin Flon Airport on a daily basis.</li> <li>Project transportation will need to address community, logistical and regulatory matters across multiple provinces and multiple jurisdictions, including Ontario, Saskatchewan, Manitoba, Quebec and New Brunswick.</li> <li>Engagement of surrounding communities is at a preliminary stage, and further dialogue will be required to help build understanding and address questions and concerns.</li> </ul> |
|  | The availability of suitable safe connections and intermodal transfer points, if required, and potential to put them in place from a social perspective                         | To be determined   | <ul style="list-style-type: none"> <li>Engagement of surrounding communities and those on potential transportation routes is at a preliminary stage, and further dialogue will be required to help build understanding and address questions and concerns.</li> </ul>   |
|  | The NWMO resources (fuel, people) and associated carbon footprint required to transport used fuel to the site   | 2,320–4,470 tonnes of equivalent carbon dioxide emission is expected to be produced per year | <ul style="list-style-type: none"> <li>In a scenario of all road transport of 4.6 million fuel bundles from the interim storage sites to an APM facility near Creighton, approximately 4,470 tonnes of equivalent carbon dioxide emissions is expected to be produced per year.</li> <li>In a scenario of transport by mostly rail mode, approximately 2,320 tonnes of equivalent carbon dioxide emissions is expected to be produced per year.</li> </ul>  |
|  | The potential for effects on communities along the transportation routes and at intermodal transfer points  | To be determined   | <ul style="list-style-type: none"> <li>As outlined in Chapter 6, there is a robust technical safety case for the safe and secure transport of used nuclear fuel. However, engagement of surrounding communities and those on potential transportation routes is at a preliminary stage, and further dialogue will be required to help build understanding and address questions and concerns.</li> </ul>  |

## 7.4 Overview of Engagement in Creighton

The NWMO has engaged with Creighton leadership and community members, and has begun to engage surrounding communities and Aboriginal peoples through a variety of means, including:

- Several community open houses;
- Regular attendance at the Community Liaison Committee meetings;
- Both informal and structured interviews with community members;
- Facilitating the Community Liaison Committee website and newsletters;
- Preparation of written materials;
- Informal tours and visits with local residents;
- Attendance at the Creighton Trade and Leisure Show;
- “Ask the NWMO” columns in regional newspapers;
- Meetings with nearby First Nations;
- Attendance at regional meetings, conferences (e.g., Northern Economic Summit, Saskatchewan Association of Rural Municipalities (SARM), Saskatchewan Urban Municipalities Association (SUMA)); and
- Nuclear waste management facility tours.

Initial discussions with a cross-section of community leaders, briefings and conversations with community groups, and conversations with residents during open houses suggest there is strong interest in the community to continue to learn about the project and consider hosting the project in the area. To this end, opportunities for preliminary discussions were sought with:

1. Local political leaders (e.g., mayor and councillors);
2. Members of the Community Liaison Committee;
3. Local business owners/operators;
4. Local service providers (e.g., emergency services, social services, education);
5. Community groups (e.g., clubs, associations and organizations);
6. Surrounding community leaders;
7. Residents; and
8. First Nation and Métis communities in the vicinity.

Based on discussions with the above, there appears to be strong and growing potential to sustain interest in the local community. There also appears to be a strong and growing interest to continue and move forward with the siting process.

The community has taken steps to engage some of its nearest neighbours, including Aboriginal peoples, which is needed to set the foundation for further constructive consideration of the project and opportunity to work collaboratively to explore the project and interest in the broader area. These steps have elicited positive interest from some surrounding communities, and discussions are ongoing. More engagement with communities in the wider area is required to better understand implications for those communities.

#### 7.4.1 Summary of Issues and Questions Raised

In Creighton, most of the persons engaged were interested in learning more, were supportive of their community being involved in the siting process and look forward to next steps. Several key interests were recurring and identify the areas which the community is most interested in learning more about at this time. The **core** key interests expressed include:

- Community and infrastructure improvements;
- Economic benefit and opportunities for growth; and
- Health, safety and environmental risks.

In addition to the core key interests, a number of **secondary** key interests were also expressed and include:

- The potential for negative perceptions due to the project; and
- APM process and project description details.

Going forward, engagement within the community and with surrounding communities will need to continue to develop. Creighton is looking forward to ongoing engagement with the NWMO to learn more about the project, and working with the NWMO to optimize well-being in the community and surrounding area.

#### 7.5 Community Well-Being Findings

At the outset of the site selection process, the NWMO framed four key questions, respectively addressing safety, the well-being of the community, the well-being of surrounding area communities, and the potential to foster sustained interest in exploring this project through subsequent steps in the site selection process (NWMO, 2011). The discussion that follows addresses and elaborates on a subset of these questions related to community well-being in the context of Creighton.

The preceding discussion has looked at implementation of the APM Project in Creighton and the implications this might have on the community well-being of Creighton. Additionally, key issues and concerns identified through engagement activities have been highlighted.

There appears to be high potential for the APM Project to foster the well-being of Creighton. Creighton's vision and aspirations align with APM, and it is adaptable to taking on another large-scale project and growing its population. Creighton has previous experience with large-scale industries (e.g., Hudbay operations) and attracting and sustaining a large workforce. Creighton and Flin Flon have a strong arts and cultural scene and retail services that are also attractive to an incoming population.

Through desktop research, dialogues with community members and leaders, and ongoing analysis, it is understood that Creighton has a strong interest in hosting the APM Project to realize growth and development opportunities within the community and surrounding area. There is a high potential for sustained interest in the local community. Creighton is a close-knit community, and community leaders play a prominent role in various aspects of community life. There is potential for committed support from the community to continue in the siting process. The community of Creighton understands that this siting process, in partnership with the NWMO, will assist their community over time to get the information they require to reflect upon



their willingness to continue in the site selection process and to decide whether or not they are interested in continuing to the next phase of studies

There is high potential for the APM Project to foster well-being in the surrounding communities, whose aspirations align with those of Creighton. They recognize the need for additional industry to provide economic diversification in order to reach community development goals and to maintain/increase quality of life. Preliminary discussions have revealed a strong interest in the economic development potentials offered by the project. Ongoing discussions will be required to further assess the implications of the project for surrounding area communities. This project will need to be implemented through a long-term partnership involving the community, neighbouring communities and Aboriginal peoples in the area, and the NWMO. Only through engagement, dialogue and collaboration will the NWMO ensure that needs are addressed at each stage of the process and identify the specifics of how a partnership arrangement could work.

At this point in time, there is some potential for sustained interest in the surrounding communities. Creighton has taken initial steps to engage the surrounding local communities, including Aboriginal peoples. There are members of the Community Liaison Committee (CLC) that are from Denare Beach and Flin Flon. There is initial positive interest in the local surrounding communities, and discussions are ongoing. There is a good working relationship with some local surrounding communities, as well as regional organizations. Some neighbouring communities share community services, facilities and community assets.

There are some uncertainties associated with the preceding analysis due to the preliminary nature of the work at this stage. These uncertainties and challenges include:

1. Specific land areas that are socially acceptable would need to be identified.
  - a. Community input is required to identify areas which should be reserved for other uses or preservation. The remaining areas must overlap with potentially suitable siting areas identified through scientific and technical studies.
  - b. Further engagement with potentially affected Aboriginal communities is required, including Aboriginal Traditional Knowledge holders in the area. The NWMO acknowledges, respects and honours that Aboriginal peoples – Indian, Inuit and Métis peoples of Canada – have unique status and rights as recognized and affirmed in s.35 of the *Constitution Act*, 1982. The NWMO is committed to respecting the Aboriginal rights and treaties of Aboriginal peoples (NWMO, 2010b).
2. Project implementation (including engineering, logistics and/or community well-being) must align with specific community aspirations.
  - a. An acceptable area and regional project implementation plan must be identified, which aligns ultimate project configuration with area expectations.
  - b. Effective implementation of project planning at a broader level, involving the surrounding communities and potentially affected Aboriginal peoples, will be important in the successful implementation of the project.

3. Interest in the community for further learning about the project needs to be sustained.
  - a. The site selection process spans several years, and interest and conversation in the community and area need to be sustained throughout this process, including multiple election cycles.
  - b. The potential effects of the project on the community and area would be substantial, and the community and area will need support to further explore their interest and take an active role in discussions of how the project should be implemented.
  - c. Opposition groups, largely from outside the area, may actively seek to influence community decision-making, and community leaders will need to respond to these pressures. Creighton will require support to prepare for the next phases of the siting process if it is to proceed.
4. Transportation routes and mode(s) need to be designed and configured taking into account social values.
  - a. Transportation will be spatially extensive from current interim storage sites to the repository. Regulatory matters along routes in several provinces, including New Brunswick, Quebec and Ontario, and in the case of Creighton, also Manitoba and Saskatchewan, would need to be addressed. Social questions and concerns would also need to be heard and taken into account.
5. Environment and safety evaluations need to be aligned with community input.
  - a. This requires regard for input from the community and surrounding communities.
  - b. This requires engagement by the NWMO and input from the community and surrounding communities. This may require capacity building to enable this input, which could include Aboriginal Traditional Knowledge.
  - c. Input from transportation route communities will also need to be incorporated.

## **8. REFLECTION ON POTENTIAL SUITABILITY**

### **8.1 Early Findings**

The site selection process outlines a road map for decision-making, which involves many steps. Over the course of these steps, the NWMO and potentially interested communities reflect upon the suitability of the community to host the Adaptive Phased Management (APM) Project. Progressively detailed scientific and technical studies are completed, and surrounding communities and potentially affected Aboriginal peoples are drawn into the process and engaged, before any decision is made on a preferred site for the APM Project.

In order to fully understand and assess the potential of a community and area to host the APM Project, detailed scientific and technical studies are required over many years. At this preliminary assessment phase of work, initial studies have been completed. However, more detailed study is still required in order to assess suitability and ensure the conditions are there for the safe and secure containment and isolation of used fuel over the very long term.

The decisions that people will make in the future about learning more about the project, exploring the potential to foster well-being of the community and area, and ultimately whether they are willing to host the project in the area and are prepared to support its implementation, are also key determinants of suitability. At this early point in the site selection process, the NWMO cannot anticipate with certainty the outcome of a dialogue which would need to continue into the future in order to support informed decision-making. This dialogue would need to continue to unfold. Engagement activities within the community would need to continue, and these activities would need to be broadened to involve surrounding communities and potentially affected Aboriginal communities in the learning and decision-making process, to fully understand the suitability of a community and area to host this project.

At this early stage of work, the NWMO is able to make preliminary conclusions and observations about the potential suitability of the community and area to host the project, as well as reflect on the uncertainties and challenges associated with the community and area, ultimately satisfying the conditions for successful implementation of the project.

### **8.2 Preliminary Conclusions**

The preceding chapters of this report have examined, in a preliminary way, the potential for the Town of Creighton to meet the broad range of siting conditions set for the project. Four overriding research questions have guided this preliminary assessment. In all cases, these questions can be answered affirmatively.

1. There is potential to find a safe site in the Creighton area.
  - There is the potential to find a site with suitable geology.
  - There is the potential to safely construct the facility at the potential site.
  - There is the potential for safe and secure transportation to the potential site. There is the potential to manage any environmental effects and to ensure safety of people and the environment.
2. There is potential to foster community well-being in Creighton through the implementation of the project.
3. There is potential for sustained interest in the Town of Creighton to support further learning about the project.

4. There is potential to foster community well-being in the surrounding area through the implementation of the project, as well as sustain interest in the surrounding communities to support further learning.

Preliminary assessment studies conducted to date suggest that there is the potential for the Town of Creighton to be suitable for the project from the multiple perspectives of:

- Engineering logistics,
- Geoscientific suitability,
- Environmental health and safety,
- Transportation safety, and
- Social, economic and cultural effects within the community and surrounding areas.

Studies in each of these areas addressed criteria that were set out in the siting process description, as was feasible in this initial phase of work.

### **8.3 Observations About Suitability**

#### **8.3.1 General Observations**

Based on this preliminary information, there are a number of observations that can be made that support the overall conclusion that the Creighton area has potential to host the APM Project.

- The APM Project has the potential to be safely located in a suitable site within or near Creighton in a manner that will protect people and the environment now and in the future.
- There is potential to find a site that does not adversely affect future options for other activities valued by the community and area such as mining and recreation. In other words, if the Creighton area was selected for the APM Project, it is likely that a geologically and environmentally suitable site can be found that does not jeopardize future uses of the land and resources as the NWMO understands it today.
- From a technical perspective, there is potential to safely transport used nuclear fuel from existing storage facility sites to the Creighton area.
- There appears to be high potential for the APM Project to foster well-being in Creighton. Creighton's vision and aspirations align well with the project, and it is adaptable to taking on another large-scale project and growing its population. Creighton has previous experience with large-scale industries and attracting and sustaining a large workforce. Creighton and Flin Flon have a strong arts and cultural scene and retail services that are also attractive to an incoming population.
- There is a high potential for sustained interest in the local community. Creighton is a close-knit community, and community leaders play a prominent role in various aspects of community life. There is potential for committed support and continued interest from the community to learn more.
- There is high potential for the APM Project to foster well-being in the surrounding communities, whose aspirations align with those of Creighton. However, further discussions will be required to assess the implications of the project for surrounding area communities.

- There is some potential for sustained interest in the surrounding communities. There is initial positive interest in some of the local surrounding communities, and discussions are ongoing. There is also a good working relationship among many of the local surrounding communities, as well as regional organizations. Neighbouring communities share community services, facilities and community assets. Further discussions will be required to gain an understanding of the potential interest in surrounding communities.

### **8.3.2 Uncertainties and Challenges**

Based on this preliminary information, there are uncertainties and challenges which these studies have not been able to begin to address which are important to understanding the potential for the community and area to be able to meet the requirements for hosting the project.

Some uncertainties and challenges are a result of being at an early phase of study with limited information available. Other uncertainties and challenges have arisen from the conduct of the studies themselves and may be unique to better understanding the potential suitability of the particular area. Other communities in the site selection process may share many of these challenges and uncertainties, although the difficulty and the level of resources required to successfully address them vary by community.

The reader is encouraged to review the full report and supporting documents for a better understanding of the challenges and uncertainties associated with this community and area. Examples of the range and type of uncertainties and challenges which would need to be considered in planning and resourcing any further studies in this community and area include the following:

1. Geoscientific studies suggest that while the Creighton area appears to contain general land areas with favourable geoscientific characteristics for hosting a deep geological repository, there are inherent uncertainties that would need to be addressed. Main uncertainties include the relatively small extent of the potentially suitable geological formations, the proximity of shear zones and mapped faults, and the high mineral potential of the surrounding greenstone belts.
2. Environment and safety studies suggest there is potential to implement the project safely and with respect for the environment in the Creighton area. Although the assessment has identified some specific areas that would be excluded, as they contain parks and other protected areas, a more definitive environmental evaluation would be required once smaller potential siting areas have been identified, and these studies could result in the exclusion of additional areas based on such factors as, for example, the presence of migration routes, the proximity to important habitats and cultural sensitivity. Discussions with interested communities, surrounding communities and Aboriginal peoples, as well as field studies, would be needed to fully characterize the environmental conditions in these smaller potential siting areas.
3. Environment and safety studies suggest that effects of the project on the environment can be managed or mitigated through a combination of in-design features, operating procedures, and implementation of a sound environmental management plan. As smaller potential siting areas are identified, these mitigating measures would need to be identified and their effectiveness confirmed.



4. Among these potentially suitable land areas, specific smaller siting areas that are socially acceptable would need to be identified.
  - Community input is required to identify areas which should be reserved for other uses or preservation. The remaining areas must overlap with potentially suitable land areas identified through scientific and technical studies.
  - Further engagement with potentially affected Aboriginal communities is required, including Aboriginal Traditional Knowledge holders in the area. This may expand the framework for assessment through, for instance, insight from Indigenous science, ways of life, and spiritual considerations.
5. Project implementation (including engineering, logistics and/or community well-being) must align with specific community aspirations.
  - An acceptable area and regional project implementation plan must be identified, which aligns ultimate project configuration with area expectations.
  - Effective implementation of project planning at a broader level, involving the surrounding communities and potentially affected Aboriginal peoples, will be important in successful implementation of the project.
6. Interest in the community for further learning about the project needs to be sustained.
  - The site selection process spans several years, and interest and conversation in the community and area needs to be sustained throughout this process, including multiple election cycles.
  - The potential effects of the project on the community and area would be substantial, and the community and area will need support to further explore their interest and take an active role in discussions of how the project should be implemented.
  - Opposition groups, largely from outside the area, may actively seek to influence community decision-making, and community leaders will need to respond to these pressures. Creighton will require support to prepare for the next phases of the siting process if they are to proceed.
7. Transportation routes and mode(s) need to be designed and configured taking into account social values.
  - Transportation will be spatially extensive from current interim storage sites to the repository. Regulatory matters along routes in several provinces, including New Brunswick, Quebec and Ontario, and in the case of this community, also Manitoba and Saskatchewan, would need to be addressed. Social questions and concerns would also need to be heard and taken into account.
8. Environment and safety evaluations need to be aligned with community input.
  - This requires regard for input from the community and surrounding communities.
  - This requires engagement by the NWMO and input from the community and surrounding communities. This may require capacity building to enable this input, which could include Aboriginal Traditional Knowledge.
  - Input from transportation route communities will also need to be incorporated.

## 8.4 Partnership

The site selection process outlines a road map for decision-making, which involves many steps. Over the course of these steps, the NWMO, potentially interested communities, and surrounding communities and Aboriginal peoples reflect upon the suitability of the community and area to host the APM Project.

At this preliminary assessment phase of work, initial studies have been completed. However, more detailed studies would be required before confidence could be established that project requirements could be met in the Creighton area. A broad network of relationships would also need to be established in the area, involving the interested community, surrounding communities and Aboriginal peoples.

Through working with communities that have come forward to participate in the site selection process, and through initial outreach with surrounding communities and Aboriginal peoples, the nature and shape of the partnerships required to implement the APM Project is beginning to emerge. This project will only proceed with the involvement of the interested community, surrounding communities and potentially affected Aboriginal peoples.

The implementation of the project will not only have an effect on the local area in which it is sited, it will also have an effect on those in the surrounding area. Surrounding communities and Aboriginal peoples need to be involved in decision-making about the project and planning for its implementation were it to proceed in the area. Only through working together can the project be harnessed to maximize benefits to the area, manage any pressures which may come from the project, and ensure that the project fosters the long-term well-being and sustainability of the area consistent with the area's vision for the future.

These initial studies have demonstrated it is possible to find land areas in the vicinity of Creighton that have the potential to satisfy the geoscientific factors outlined in the NWMO site selection process description and enable the project to be implemented in a way that is respectful of people and the natural environment. These potentially suitable areas include areas in the vicinity of the community on Crown land, and in territory for which Aboriginal peoples have a claim. As identified in the site selection process description (NWMO, 2010a), the NWMO has committed to respect Aboriginal rights and treaties in the siting decision, and take into account that there may be unresolved claims between Aboriginal peoples and the Crown. Furthermore, as outlined in the NWMO Aboriginal Policy (NWMO, 2010b), the NWMO acknowledges, respects and honours that Aboriginal peoples – Indian, Inuit and Métis peoples of Canada – have unique status and rights as recognized and affirmed in s.35 of the *Constitution Act*, 1982. The NWMO is committed to respecting the Aboriginal rights and treaties of Aboriginal peoples.

## 8.5 The Way Forward

The Town of Creighton is one of 21 communities engaged in the site selection process to explore potential interest and suitability for hosting Canada's APM Project. Through a multi-year sequence of engagement and assessments, the NWMO will lead a gradual narrowing down of communities in the process to eventually arrive at a single preferred safe site in an informed, willing community.

The outcome of Phase 1 Preliminary Assessments will guide an initial phase of narrowing down of communities engaged in site selection studies. The NWMO will identify a smaller number of communities with relatively stronger potential to be suitable for the project to be the focus of Phase 2 Assessments for detailed field studies and broadened dialogue.

Several more years of detailed studies would be required before confidence could be established that project requirements could be met in any potential siting area. For those selected to continue on in the process, a broad network of relationships would also need to be established in the area, involving the interested community, surrounding communities and Aboriginal peoples. Together, the NWMO, interested communities, surrounding communities and Aboriginal peoples will reflect upon the suitability of the community and area to host the APM Project.

## 9. REFERENCES

### References for Chapter 1

Nuclear Waste Management Organization (NWMO). 2010. Moving Forward Together: Process for Selecting a Site for Canada's Deep Geological Repository for Used Nuclear Fuel. Toronto, Canada. (Available at [www.nwmo.ca](http://www.nwmo.ca))

Nuclear Waste Management Organization (NWMO). 2011. Preliminary Assessment of Potential Suitability – Feasibility Studies. Toronto, Canada.

### References for Chapter 2

Metis Nation – Saskatchewan (MNS, 2013). MN-S Regions and Locals Directory. Saskatoon, Canada. (Retrieved from [http://www.mns.ca/uploads/1/8/7/1/18714654/local\\_list\\_june\\_3\\_2013.pdf](http://www.mns.ca/uploads/1/8/7/1/18714654/local_list_june_3_2013.pdf) ) Accessed July 30, 2013.

Hardy Stevenson & Associates Ltd. 2013. Community Profile: Creighton, Saskatchewan – Working Draft. July. Prepared for Nuclear Waste Management Organization (NWMO). NWMO Report APM-REP-06144-0055. Toronto, Canada.

### References for Chapter 3

Canadian Nuclear Safety Commission (CNSC). 2013. Certificate for Transport Package Design, No. CDN/2025/B(U)-96 (Rev.7.). Ottawa, Canada.

Garamszeghy, M. 2012. Nuclear fuel waste projections in Canada – 2012 update. Nuclear Waste Management Organization Report NWMO TR-2012-13. Toronto, Canada.

### References for Chapter 4

Andersson, J., H. Ahokas, J.A. Hudson, L. Koskinen, A. Luukkonen, J. Löfman, V. Keto, P. Pitkänen, J. Mattila, A.T.K. Ikonen, and M. Ylä-Mella. 2007. Olkiluoto Site Description 2006. POSIVA Report 2007-03. Eurajoki, Finland.

Bell, M. and E.P. Laine. 1985. Erosion of the Laurentide region of North America by glacial and glaciofluvial processes. *Quaternary Research* 23, 154-175.

Bostock, H.S. 1970. Physiographic regions of Canada. Geological Survey of Canada, “A” Series Map, Issue 1254A. Sherbrooke, Canada. (Available at <http://geogratis.gc.ca/api/en/nrcan-rncan/ess-sst/34acdc40-c813-5a09-aafe-a3470e1e56b5.html>)

Bunker, C.M. and C.A. Bush. 1982. Radioelements and radiogenic heat in the Reynard Lake pluton, Saskatchewan near Flin Flon, Manitoba, Canada. U.S. Geological Survey Open File Report 82-147. Denver, United States.

- Byers, A.R. 1962. Major faults in western part of Canadian Shield with special reference to Canada; *in* Stevenson, J.S. (ed.), *The Tectonics of the Canadian Shield*, Royal Society of Canada, p 40-59. Toronto, Canada.
- Byers, A.R. and C.D.A. Dahlstrom. 1954. Geology and Mineral Deposits of the Amisk-Wildnest Lakes Area, 63 L-9, 63 L-16 Saskatchewan. Saskatchewan Geological Survey, Saskatchewan Energy and Mines. Report 14. Regina, Canada.
- Byers, A.R., S.J.T Kirkland and W.J. Pearson. 1965. Geology and Mineral Deposits of the Flin Flon Area, Saskatchewan. Saskatchewan Geological Survey, Saskatchewan Energy and Mines. Report 62. Regina, Canada.
- Davies, J.R. 1998. The origin, structural style, and reactivation history of the Tabbernor Fault Zone, Saskatchewan, Canada. M.Sc. Thesis. McGill University. Montreal, Canada.
- Davis, C.E. and H.Y. Tammemagi. 1982. A case history of a deep borehole in the Reynard Lake pluton, Saskatchewan-Manitoba Border. Atomic Energy of Canada Limited. File No. 06819-09050.1-230. Pinawa, Canada.
- Elliot, C.G. 1996. Phanerozoic deformation in the “stable” craton, Manitoba, Canada. *Geology* 24(10), 909-912.
- Everitt, R., J. McMurtry, A. Brown and C.C. Davison. 1996. Geology of the Lac du Bonnet Batholith, inside and out: AECL's Underground Research Laboratory, southeastern Manitoba. Field Excursion B-5: Guidebook. Geological Association of Canada — Mineralogical Association of Canada, Joint Annual Meeting. Winnipeg, Manitoba.
- Fedorowich, J.S., R. Kerrich and M. Stauffer. 1993. Timing of Shear Zones and Regional Metamorphism in the Central Flin Flon Domain. *In* Summary of Investigations 1993. Saskatchewan Geological Survey, Saskatchewan Energy and Mines. Miscellaneous Report 93-4. Regina, Canada.
- Flint, R. 1947. *Glacial Geology and the Pleistocene Epoch*. New York, United States.
- Fowler, C.M.R., D. Stead, B.I. Pandit, B.W. Janser, E.G. Nisbet and G. Nover. 2005. A database of physical properties of rocks from the Trans-Hudson Orogen, Canada. *Can. J. Earth Sci.* 42, 555-572.
- Frape, S.K., P. Fritz and R.H. McNutt. 1984. Water-rock interaction and chemistry of groundwaters from the Canadian Shield. *Geochimica et Cosmochimica Acta* 48, 1617–1627.
- Galley, A.G., A.H. Bailes, E.C. Syme, W. Bleeker, J.J. Macek and T.M. Gordon. 1991. Geology and mineral deposits of the Flin Flon and Thompson belts, Manitoba. Geological Survey of Canada Open File 2165. Ottawa, Canada.
- Gascoyne, M. 1994. Isotopic and geochemical evidence for old groundwaters in a granite on the Canadian Shield. *Mineralogical Magazine* 58A, 319-320.



- Gascoyne, M. 2000. Hydrogeochemistry of the Whiteshell Research Area. Ontario Power Generation Nuclear Waste Management Division Report 06819-REP-01200-10033-R00. Toronto, Canada.
- Gascoyne, M. 2004. Hydrogeochemistry, groundwater ages and sources of salts in a granitic batholith on the Canadian Shield, southeastern Manitoba. *Applied Geochemistry* 19, 519-560.
- Gascoyne, M., C.C. Davison, J.D. Ross and R. Pearson. 1987. Saline groundwaters and brines in plutons in the Canadian Shield. Geological Association of Canada - Special Paper 33, 53-68. St. John's, Canada.
- Giroux, D.L. 1995. Location and Phanerozoic history of the Tabbernor Fault; *in* Summary of Investigations 1995, Saskatchewan Geological Survey, Sask. Energy Mines, Misc. Rep. 95-4, 153-155. Regina, Canada.
- Golder (Golder Associates Ltd.). 2011. Initial screening for siting a deep geological repository for Canada's used nuclear fuel. Township of Creighton, Saskatchewan. Nuclear Waste Management Organization. Golder Report 10-1152-0110 (6000). Saskatoon, Canada.
- Golder (Golder Associates Ltd.). 2013. Phase 1 Desktop Geoscientific Preliminary Assessment of Potential Suitability For Siting A Deep Geological Repository For Canada's Used Nuclear Fuel. Town of Creighton, Saskatchewan. Prepared for Nuclear Waste Management Organization (NWMO). NWMO Report APM-REP-06144-0051. Toronto, Canada.
- Hajnal, Z., M.R. Stauffer, M.S. King, P.F. Wallis, H.F. Wang and L.E.A. Jones. 1983. Seismic characteristics of a Precambrian pluton and its adjacent rocks. *Geophysics* 48 (5), 569 – 581.
- Hallet, B. 2011. Glacial Erosion Assessment. Nuclear Waste Management Organization Report NWMO DGR-TR-2011-18. Toronto, Canada.
- Hay, W.W., C.A. Shaw and C.N. Wold. 1989. Mass-balanced paleogeographic reconstructions. *Geologisch Rundschau* 78, 207-242.
- Henderson, P.J. 2002. Surficial geology, Annabel Lake-Flin Flon, Saskatchewan. Geological Survey of Canada, Natural Resources Canada (NRC) Map 2010A, 1:50,000 scale. Sherbrooke, Canada.
- Henderson, P.J. and J.E. Campbell. 1992. Quaternary Studies in the Annabel Lake-Amisk Lake Area (NTS Areas 63L-9 and -16, and Part of 63K-12 and -13). *In*: Summary of Investigations 1992. Saskatchewan Geological Survey, Saskatchewan Energy and Mines. Miscellaneous Report 92-4. Regina, Canada.
- JDMA (J.D. Mollard and Associates). 2013a. Phase 1 Geoscientific Desktop Preliminary Assessment, Terrain and Remote Sensing Study, Creighton, Saskatchewan. Prepared for Nuclear Waste Management Organization (NWMO). NWMO Report APM-REP-06144-0052. Toronto, Canada.

- JDMA (J.D. Mollard and Associates). 2013b. Phase 1 Geoscientific Desktop Preliminary Assessment, Lineament Analysis, Creighton, Saskatchewan. Prepared for Nuclear Waste Management Organization (NWMO). NWMO Report APM-REP-06144-0054. Toronto, Canada.
- Laine, E.P. 1980. New evidence from beneath western North Atlantic for the depth of glacial erosion in Greenland and North America. *Quaternary Research* 14, 188–198.
- Laine, E.P. 1982. Reply to Andrew's comment. *Quaternary Research* 17, 125–127.
- Lamontagne, M., Halchuk, S., Cassidy, J.F., Rogers, G.C. 2007. Significant Canadian Earthquakes 1600-2006, Geological Survey of Canada, Open File 5539, 1 CD ROM. Ottawa, Canada.
- McMurry, J., D.A. Dixon, J.D. Garroni, B.M. Ikeda, S. Stroes-Gascoyne, P. Baumgartner and T.W. Melnyk. 2003. Evolution of a Canadian deep geologic repository: Base scenario. Ontario Power Generation Nuclear Waste Management Division Report 06819-REP-01200-10092-R00. Toronto, Canada.
- NRCan (Natural Resources Canada), 2012. Earthquakes Canada Website. Ottawa, Canada. (Retrieved from <http://earthquakescanada.nrcan.gc.ca>) Accessed April 26, 2012.
- NWMO (Nuclear Waste Management Organization). 2010. Moving Forward Together: Process for Selecting a Site for Canada's Deep Geological Repository for Used Nuclear Fuel, Nuclear Waste Management Organization. Toronto, Canada. (Available at [www.nwmo.ca](http://www.nwmo.ca))
- Parslow, G.R. and W.J. Gaskarth. 1981. Flin Flon Base Metals Project: Annabel Lake Area. *In*: Summary of Investigations 1981, Saskatchewan Geological Survey. Regina, Canada.
- Peltier, W.R. 2002. On eustatic sea level history: Last Glacial Maximum to Holocene: *Quaternary Science Reviews* 21, 377–396.
- Percival, J.A. and R.M. Easton. 2007. Geology of the Canadian Shield in Ontario: an update. Ontario Power Generation Report 06819-REP-01200-10158-R00. Toronto, Canada.
- PGW (Paterson, Grant & Watson Limited). 2013. Phase 1 Geoscientific Desktop Preliminary Assessment, Processing and Interpretation of Geophysical Data, Town of Creighton, Saskatchewan. Prepared for Nuclear Waste Management Organization (NWMO). NWMO Report APM-REP-06144-0053. Toronto, Canada.
- Saskatchewan Energy and Resources. 2012. Saskatchewan Mineral Deposits Index. Regina, Canada. (Retrieved from <http://www.ir.gov.sk.ca/SMDI>) Accessed November 2012.
- SWA (Saskatchewan Watershed Authority). 2009. Water Well Information Database. Moose Jaw, Canada. (Available at <https://gis.wsask.ca>) Accessed November 2012.
- Sella, G.F., S. Stein, T.H. Dixon, M. Craymer, T.S. James, S. Mazzotti and R.K. Dokka. 2007. Observation of glacial isostatic adjustment in "stable" North America with GPS. *Geophys. Res. Lett.* 34, L02306, doi:10.1029/2006GL027081.

- Schreiner, B.T. 1984. Quaternary Geology of the Precambrian Shield, Saskatchewan. Saskatchewan Geological Survey. Saskatchewan Energy and Mines. Report 221. Regina, Canada.
- Shackleton, N.J., A. Berger and W.R. Peltier. 1990. An alternative astronomical calibration of the lower Pleistocene timescale based on ODP Site 677. Transactions of the Royal Society of Edinburgh: Earth Sciences 81, 251-261.
- Simard, R.L., K. MacLachlan, H.L. Gibson, Y.M. DeWolfe, C. Devine, P.D. Kremer, B. Lafrance, D.E. Ames, E.C. Syme, A.H. Bailes, K. Bailey, D. Price, S. Pehrsson, E. Cole, D. Lewis, and A.G. Galley. 2010. Geology of the Flin Flon area, Manitoba and Saskatchewan (part of NTS 63K12, 13). Manitoba Innovation, Energy and Mines, Manitoba Geological Survey, Geoscientific Map MAP2010-1 and Saskatchewan Ministry of Energy and Resources, Geoscience Map 2010-2, scale 1:10 000. Winnipeg, Canada.
- Singer, S.N. and C.K. Cheng. 2002. An Assessment of the Groundwater Resources of Northern Ontario. Ontario Ministry of the Environment. Toronto, Canada.
- Slimmon, W.L. 1995. Shield margin remapping project: Amisk Lake (East) and Hanson Lake-Sturgeon-weir River areas. *In* Richardson, D.G. (ed.), Investigations Completed by the Saskatchewan Geological Survey and the Geological Survey of Canada Under the Geoscience Program of the Canada-Saskatchewan Partnership Agreement on Mineral Development (1990-1995). Saskatchewan Energy Mines Open File Report 95-3, 27-32. Regina, Canada.
- Stevenson, D.R., E.T. Kozak, C.C. Davison, M. Gascoyne and R.A. Broadfoot. 1996. Hydrogeologic characterization of domains of sparsely fractured rock in the granitic Lac du Bonnet Batholith, Southeastern Manitoba, Canada. Atomic Energy of Canada Limited Report, AECL-11558, COG-96-117. Pinawa, Canada.
- Stone, D., D.C. Kamineni, A. Brown and R. Everitt. 1989. A comparison of fracture styles in two granite bodies of the Superior Province. Can. J. Earth Sci. 26, 387-403.
- White, W. 1972. Deep erosion by continental ice-sheets. Geological Society of America Bulletin 83, 1037-1056.

## References for Chapter 5

- Archer, D. and A. Ganopolski. 2005. A movable trigger: Fossil fuel CO<sub>2</sub> and the onset of the next glaciation. Geochemistry, Geophysics, Geosystems 6 (5), 1-7.
- Atomic Energy of Canada Limited (AECL). 1994. Environmental impact statement on the concept for disposal of Canada's nuclear fuel waste. Atomic Energy of Canada Limited Report, AECL-10711, COG-93-1. Chalk River, Canada.
- Berger, A. and M.F. Loutre. 2002. An exceptionally long interglacial ahead? Science 297, 1287-1288.

- Garisto, F., J. Avis., T. Chshyolkova, P. Gierszewski, M. Gobien, C. Kitson, T. Melnyk, J. Miller, R. Walsh and L. Wojciechowski. 2010. Glaciation scenario: Safety assessment for a used fuel geological repository. Nuclear Waste Management Organization Technical Report NWMO TR-2010-10. Toronto, Canada.
- GeoSask. 2012. Mapping and Land Information for Saskatchewan – various. Regina, Canada. (Retrieved from <https://www.geosask.ca/Portal>) Accessed June 2012.
- Gierszewski, P., J. Avis, N. Calder, A. D'Andrea, F. Garisto, C. Kitson, T. Melnyk, K. Wei and L. Wojciechowski. 2004. Third Case Study - Postclosure Safety Assessment. Ontario Power Generation, Nuclear Waste Management Division Report 06819-REP-01200-10109-R00. Toronto, Canada.
- Golder Associates Ltd. (Golder). 2013. Phase 1 Desktop Assessment, Environment Report, Town of Creighton, Saskatchewan. Golder Report Number 12-1152-0026 (4004). Prepared for Nuclear Waste Management Organization (NWMO). NWMO Report APM-REP-06144-0050. Toronto, Canada.
- Goodwin, B.W., T.H. Andres, W.C. Hajas, D.M. LeNeveu, T.W. Melnyk, J.G. Szekely, A.G. Wikjord, D.C. Donahue, S.B. Keeling, C.I. Kitson, S.E. Oliver, K. Witzke and L. Wojciechowski. 1996. The disposal of Canada's nuclear fuel waste: A study of postclosure safety of in-room emplacement of used CANDU fuel in copper containers in permeable plutonic rock. Volume 5: Radiological Assessment. Atomic Energy of Canada Limited Report, AECL-11494-5, COG-95-552-5. Chalk River, Canada.
- Government of Saskatchewan. 2007. Report on Saskatchewan's Provincial Forests. Regina, Canada. (Retrieved from <http://www.environment.gov.sk.ca/forests>) Accessed June 2012.
- Natural Resources Canada (NRCan). 2010. Seismic Hazard Map, Geological Survey of Canada. Ottawa, Canada. (Retrieved from <http://www.earthquakescanada.nrcan.gc.ca>) Accessed April 2012.
- Nuclear Waste Management Organization (NWMO). 2010. Moving Forward Together: Process for Selecting a Site for Canada's Deep Geological Repository for Used Nuclear Fuel. Toronto, Canada. (Available at [www.nwmo.ca](http://www.nwmo.ca))
- Nuclear Waste Management Organization (NWMO). 2012. Adaptive Phased Management Used Fuel Repository Conceptual Design and Postclosure Safety Assessment in Crystalline Rock. Nuclear Waste Management Organization Report NWMO TR-2012-16. Toronto, Canada.
- Posiva. 2007. Safety assessment for a KBS-3H spent nuclear fuel repository at Olkiluoto, Summary Report. Posiva Report 2007-06. Eurajoki, Finland.
- Saskatchewan Conservation Data Centre (SKCDC). 2012. Sensitive Species website. Regina, Canada. (Retrieved from <http://gisweb1.serm.gov.sk.ca/imf/imf.jsp?config=http://gisweb1.serm.gov.sk.ca/imf/sk/sites/Wildlife/Wildlife.xml>) Accessed March 2012.

- Saskatchewan Geological Survey (SGS). 2003. Geology, and Mineral and Petroleum Resources of Saskatchewan. Saskatchewan Industry and Resources. Miscellaneous Report 2003-7. Regina, Canada.
- Sills, D., V. Cheng, P. McCarthy, B. Rousseau, J. Walker, L. Elliot, J. Klassen and H. Auld. 2012. Using tornado, lightning and population data to identify tornado prone areas in Canada. *Preprints*, 26<sup>th</sup> AMS Conference on Severe Local Storms. Amer. Meteorol. Soc., Paper P59. Nashville, United States.
- SKB. 2011. Long-term safety for the final repository for spent nuclear fuel at Forsmark, main report of the SR-Site project. Swedish Nuclear Fuel and Waste Management Company Technical Report SKB TR-11-01. Stockholm, Sweden.
- Statistics Canada. 2012. Census Profile. Material dated February 10, 2012. Ottawa, Canada. (Retrieved from <http://www12.statcan.gc.ca/census-recensement/2011/dp-pd/prof/index.cfm?Lang=E>) Accessed March 29, 2012.
- SWA (Saskatchewan Watershed Authority). 2009. Water Well Information Database. Moose Jaw, Canada. (Available at <https://gis.wsask.ca>) Accessed November 2012.

## References for Chapter 6

- Association of American Railroads (AAR). 2013. AAR Circular No. OT-55-N, Recommended Railroad Operating Practices for Transportation of Hazardous Materials, August 2013. Washington, D.C., United States.
- Association of American Railroads (AAR). 2009. AAR Standard S-2043, Performance Specification For Trains Used To Carry High-Level Radioactive Material, August 2009. Washington, D.C., United States.
- Batters, S., K. Tsang and U. Stahmer. 2012. Generic transportation dose assessment. Prepared by AMEC NSS for the Nuclear Waste Management Organization. Nuclear Waste Management Organization Report NWMO TR-2012-06. Toronto, Canada.
- Canadian Nuclear Safety Commission (CNSC). 2003. Transportation Security Plans for Category I, II or III Nuclear Material. Regulatory Guide G-208. Ottawa, Canada.
- Canadian Nuclear Safety Commission (CNSC). 2009. HazMat Team Emergency Response Manual for Class 7 Transport Emergencies. INFO-0764 Rev. 2. Ottawa, Canada.
- Canadian Nuclear Safety Commission (CNSC). 2013. Certificate for Transport Package Design, No. CDN/2025/B(U)-96 (Rev.7.). CNSC File No. 30-H1-118-0. Ottawa, Canada.
- Garamszeghy, M. 2012. Nuclear fuel waste projections in Canada – 2012 update. Nuclear Waste Management Organization Report NWMO TR-2012-13. Toronto, Canada.
- International Atomic Energy Agency (IAEA). 2000. Regulations for the Safe Transport of Radioactive Material, 1996 Edition (Revised) Safety Requirements. Safety Standards Series No. TS-R-1 (ST-1, Rev.). Vienna, Austria.



- Ontario Ministry of Transportation (MTO). Provincial Highways Traffic Volumes 1988-2009. Highway Standards Branch. Traffic Office. Toronto, Canada.
- Public Safety Canada. 2011. An Emergency Management Framework for Canada. Second Edition. Published by Emergency Management Policy Directorate. Ottawa, Canada.
- Saskatchewan Government Insurance (SGI). 2012. 2010 Saskatchewan Traffic Safety Accident Facts. Published by the authority of the Saskatchewan Auto Fund, SGI. Regina, Canada.
- Stahmer, U. 2009. Transport of Used Nuclear Fuel – A Summary of Canadian and International Experience. Nuclear Waste Management Organization Report NWMO TR-2009-14. Toronto, Canada.
- Transport Canada. 2012. Emergency Response Guidebook. A Guidebook for First Responders During the Initial Phase of a Dangerous Goods/Hazardous Materials Transportation Incident. Ottawa, Canada.

## References for Chapter 7

- AECOM. 2010. A Preliminary Assessment of Illustrative Generic Community Economic Benefits from Hosting the APM Project. Toronto, Canada. (Available at [http://www.nwmo.ca/uploads\\_managed/MediaFiles/1497\\_nwmosr-2010-09\\_preliminary\\_ass.pdf](http://www.nwmo.ca/uploads_managed/MediaFiles/1497_nwmosr-2010-09_preliminary_ass.pdf))
- Hardy Stevenson & Associates Ltd. 2013a. Community Profile: Creighton, Saskatchewan – Working Draft. July. Prepared for Nuclear Waste Management Organization (NWMO). NWMO Report APM-REP-06144-0055. Toronto, Canada.
- Hardy Stevenson & Associates Ltd. 2013b. Community Well-Being Assessment: Creighton, Saskatchewan – Working Draft. October. Prepared for Nuclear Waste Management Organization (NWMO). NWMO Report APM-REP-06144-0056. Toronto, Canada.
- Nuclear Waste Management Organization (NWMO). 2010a. Moving Forward Together: Process for Selecting a Site for Canada's Deep Geological Repository for Used Nuclear Fuel. Toronto, Canada. (Available at [www.nwmo.ca](http://www.nwmo.ca))
- Nuclear Waste Management Organization (NWMO). 2010b. NWMO Aboriginal Policy. Toronto, Canada. (Available at [http://www.nwmo.ca/uploads\\_managed/MediaFiles/1513\\_nwmo\\_aboriginalpolicy-2010en.pdf](http://www.nwmo.ca/uploads_managed/MediaFiles/1513_nwmo_aboriginalpolicy-2010en.pdf))
- Nuclear Waste Management Organization (NWMO). 2011. Preliminary Assessment of Potential Suitability – Feasibility Studies. Draft for Discussion with Communities Involved in the Site Selection Process. Toronto, Canada.
- Nuclear Waste Management Organization (NWMO). 2012. Description of Canada's Repository for Used Nuclear Fuel and Centre of Expertise. Toronto, Canada. (Available at <http://www.nwmo.ca/brochures>)

Saskatchewan Environment. 2003. The Amisk-Atik Integrated Forest Land Use Plan. Regina, Canada.

Town of Creighton. 2011. Town of Creighton Official Community Plan. Creighton, Canada.

### **References for Chapter 8**

Nuclear Waste Management Organization (NWMO). 2010a. Moving Forward Together: Process for Selecting a Site for Canada's Deep Geological Repository for Used Nuclear Fuel. Toronto, Canada. (Available at [www.nwmo.ca](http://www.nwmo.ca))

Nuclear Waste Management Organization (NWMO) 2010b. NWMO Aboriginal Policy. Toronto, Canada. (Available at [http://www.nwmo.ca/uploads\\_managed/MediaFiles/1513\\_nwmo\\_aboriginalpolicy-2010en.pdf](http://www.nwmo.ca/uploads_managed/MediaFiles/1513_nwmo_aboriginalpolicy-2010en.pdf))

## 10. GLOSSARY

### PRELIMINARY ASSESSMENT OF ENGINEERING

**Backfill** – The material used to refill excavated portions of a repository (drifts, disposal rooms or boreholes) during and after waste has been emplaced.

**Barrier** – A physical obstruction that prevents or delays the movement of radionuclides or other material between components in a system, for example a waste repository. In general, a barrier can be an engineered barrier which is constructed or a natural (or geological) barrier.

**Bentonite** – Soft light-coloured clay formed by chemical alteration of volcanic ash. It is composed essentially of montmorillonite and related minerals of the smectite group. Bentonite is used as backfill and buffer material in repositories.

**Borehole** – A cylindrical excavation, made by a drilling device. Boreholes are drilled during site investigation and testing and are also used for waste emplacement in repositories and monitoring.

**CANDU** – Canada deuterium uranium.

**Limited access area** – A designated area containing a nuclear facility and nuclear material to which access is limited and controlled for physical protection purposes.

**Lithostatic pressure** – A pressure due to the weight of overlying rock and/or soil and water.

**Nuclear security protected area** – A designated area within a nuclear facility to which access is restricted, controlled and guarded for security and physical protection purposes (i.e., an area that contains the used nuclear fuel).

**Protected area** – An area inside a limited access area containing Category I or II nuclear material and/or sabotage targets surrounded by a physical barrier with additional physical protection measures.

**Repository** – A nuclear facility where waste is emplaced for disposal.

**Repository, geological** – A facility for disposal of radioactive waste located underground (usually several hundred metres or more below the surface) in a geological formation to provide long-term isolation of radionuclides from the biosphere.

**Used fuel** – Irradiated fuel bundles removed from a commercial or research nuclear fission reactor. (Adapted from the *Nuclear Fuel Waste Act*.)

## PRELIMINARY ASSESSMENT OF GEOSCIENTIFIC SUITABILITY

**Aeromagnetic data** – Data gathered by measuring the Earth's magnetic field using an airborne magnetometer.

**Aquifer** – A geological unit or structure that is sufficiently porous and permeable to store, transmit, and yield significant or economic quantities of groundwater to wells and springs. A confined aquifer is bound by low permeability formations such that it is under pressure. An unconfined aquifer is one whose upper groundwater surface (water table) is at atmospheric pressure.

**Archean** – Of or belonging to the earlier of the two divisions of Precambrian time, from approximately 4 to 2.5 billion years ago.

**Basement** – All deformed crystalline (igneous and metamorphic) rocks underlying variably deformed rocks of volcanic and metasedimentary origin in an area.

**Batholith** – A large intrusive body having an areal extent of 100 square kilometres or more.

**Bedrock** – Consolidated rock that underlies soil or other unconsolidated material.

**Brittle** – The physical response in which a rock breaks along a surface under an applied stress at relatively low pressure and temperature, and usually results in formation of fractures and joints.

**Brittle lineament** – An interpreted linear trace on remote sensing and geophysical data where the bedrock has undergone brittle deformation. These features are inferred to represent fractures, faults and brittle-ductile shear zones.

**Canadian Shield** – A large plateau that occupies most of eastern and central Canada and consists of exposed Precambrian basement rocks in a stable craton. It is surrounded by younger sedimentary rocks.

**Craton** – A large portion of a continental plate that has remained relatively tectonically stable since the Precambrian Era.

**Crystalline rock** – A rock of igneous or metamorphic origin consisting wholly of mineral crystals.

**Deformation** – Any process of folding, faulting, shearing, or fabric development undergone by a rock as a result of Earth stresses; or the change in geometry of a body of rock as a consequence of Earth stresses.

**Diffusion** – Random movement of both ions and molecules in water from areas of higher concentration to areas of lower concentration.

**Ductile** – Deformation without fracturing of the internal structure of a rock in response to stress. Ductile deformation usually occurs at several kilometres deep in the ground where high pressures are combined with high temperatures and low strain rates.

**Ductile lineament** – An interpreted curvilinear trace on remote sensing and geophysical data where the bedrock has undergone ductile deformation.

**Dyke** – A planar injection of magmatic or sedimentary material that cuts across the pre-existing fabric of a rock. Dykes can be formed by the filling of a crack/fissure from above, below, or laterally by forcible injection, or intrusion.

**Dyke lineament** – An interpreted linear feature on geophysical data inferred to be a dyke.

**Erosion** – The process by which the surface of the Earth is worn away by the action of water, wind, or ice movement. The erosive process operates by the combined action of weathering and transportation, where first rocks are broken down (weathering), and then the smaller pieces are carried away (transportation).

**Fault** – A fracture or a zone of fractures that occurs as a result of brittle deformation and within which there is relative displacement of the fracture surfaces.

**Fault zone** – A region, from metres to kilometres in width, which is bounded by major faults, and within which smaller faults may be arranged variably or systematically.

**Felsic** – Term to describe an igneous or metamorphic rock having abundant light-coloured minerals, including, for example, quartz and feldspar.

**Fracture** – A break in the rock mass, including cracks, joints, faults, and bedding partings.

**Geomechanics** – A branch of Geology that embraces the fundamentals of structural geology and knowledge of the response of natural materials to deformation.

**Gneiss** – A banded rock formed by regional metamorphism, in which bands result from the separation of dark-coloured minerals (e.g., biotite, hornblende, pyroxenes) and the light-coloured minerals (e.g., quartz, feldspars).

**Granite** – A plutonic rock in which quartz constitutes 20 to 60 per cent of the felsic component, and in which the alkali feldspar/total feldspar ratio is restricted to the range of 35 to 90 per cent.

**Granodiorite** – Plutonic rock in which quartz constitutes 20 to 60 per cent of the felsic component, and in which the alkali feldspar/total feldspar ratio is restricted to the range of 10 to 35 per cent.

**Greenstone belt** – Group of mainly Archean aged metavolcanic rocks with lesser amounts of metasedimentary rocks that are intruded by large granitic intrusions. Many mineral deposits of copper, nickel, iron, chrome, and gold, among others, occur in greenstone belts.

**Heterogeneous** – A volume of rock that exhibits spatial variability of its physical properties (e.g., lithology, porosity).

**Homogenous** – A volume of rock that exhibits spatial uniformity of its physical properties (e.g., lithology, porosity).



**Hydraulic conductivity** – Ease with which water can move through a volume of rock, and is measured in unit length (e.g., metres) per unit time (e.g., seconds).

**Hydrogeology** – Branch of Geology that studies the movement and characteristics of subsurface waters.

**Hydrogeochemistry** – Branch of Geochemistry that studies the chemical characteristics of ground and surface waters and their interaction with the rock environment of an area.

**Igneous rock** – A rock that solidified from molten or partly molten material (i.e., from magma).

**In-situ stress** – The current state of stresses in a rock mass/region, representing the magnitude of, and direction in which, the rock is being compressed due to crustal movement.

**Intrusion** – Igneous rock emplaced as magma in a pre-existing rock volume.

**Isostatic rebound** – Rise of land masses that were depressed by the huge weight of ice sheets.

**Lineament** – An interpreted linear trace that can be observed on remote sensing and geophysical data and that may represent geological structures (e.g., fractures). Lineaments were classified as brittle, dyke or ductile.

**Lithology** – Set of physical characteristics of a rock, including colour, grain size, and mineralogy.

**Mafic** – General term for igneous or metamorphic rocks composed primarily of ferromagnesian (iron- and magnesium-rich) and other associated dark-coloured minerals.

**Metamorphic rock** – A rock derived from pre-existing rocks by mineralogical, chemical or structural changes in response to marked changes in temperature, pressure, shearing stress, or chemical environment.

**Metasedimentary (rock)** – Sedimentary rock that has been subjected to metamorphic processes, which resulted in alterations to the original mineral composition of the rock.

**Metavolcanic (rock)** – Volcanic rock that has been subjected to metamorphic processes, which resulted in alterations to the original mineral composition of the rock.

**Migmatite** – High-grade metamorphic rock that has undergone partial melting.

**Neotectonics** – Neotectonics refers to deformations, stresses and displacements in the Earth's crust of recent age or which are still occurring.

**Occurrence** – Evidence of mineralization present within a surface rock sample (channel or grab) and/or isolated diamond-drill intersection(s) that may or may not have the potential to be exploited. At least one sample must meet the minimum requirements for a mineral occurrence. This definition forms the basis of an occurrence used in the Mineral Deposit Inventory database maintained by the Ontario Geological Survey (OGS).

**Outwash** – Stratified detritus (i.e., sand and gravel) removed or "washed out" from a glacier by meltwater streams, and deposited in front of or beyond the end moraine or the margin of an active glacier.

**Overburden** – The silt, sand, gravel, or other unconsolidated material overlying the bedrock surface, either by having been transported or formed in place.

**Paleo-** – Prefix used when referring to something "ancient" or "old."

**Paleohydrogeology** – Branch of Hydrogeology concerned with the study of ancient hydrologic processes, regimes and associated hydrologic features preserved in the rock.

**Pluton** – A deep-seated igneous intrusion of small surface area.

**Plutonic** – Pertaining to an igneous rock or an intrusion formed at great depth.

**Quaternary** – Period of time of the Earth extending from approximately 2.6 million years ago until present time.

**Sedimentary rock** – Rock formed by the accumulation of layers of clastic and organic material or precipitated salts.

**Seismology** – The study of seismic waves from earthquakes to investigate the structure and processes within the Earth.

**Shear zone** – A zone of strong deformation that may exhibit brittle and/or ductile characteristics, surrounded by rocks that are less deformed.

**Tectonics** – The study of the interplay between the plates that make up the outer part of the Earth, which usually results in earthquakes, creation of mountains, and fault movement, among others.

**Terrain** – An area of ground with a particular physical character.

**Thermal conductivity** – Ease with which heat can move through a volume of rock, and is measured in unit energy (e.g., Watt) per unit distance (metre) and unit temperature (Kelvin).

**Tonalite** – Plutonic rock in which quartz constitutes 20 to 60 per cent of the felsic component, and in which the alkali feldspar/total feldspar ratio is restricted to the range of 0 to 10 per cent.

**Total Dissolved Solids** – The quantity of dissolved material in a sample of water.

**Ultramafic** – Term to describe an igneous rock composed of > 90 per cent mafic minerals.

## PRELIMINARY ASSESSMENT OF ENVIRONMENT AND SAFETY

**masl** – metres above sea level.

**ANSI** – Area of Natural and Scientific Interest – An official designation by the Province of Ontario applied to areas of land and water that represent significant geological (earth science) and biological (life science) features.

**Crown leased land** – Crown land acquired by the Ministry of Natural Resources for reasons based on ecological sustainability, including ecosystem health, the protection of natural and cultural assets, recreation, and/or the protection of people and property.

**Crown land – Non-Freehold Dispositions Public** – Crown land that is a tenure holding, usually for a set term and a specific purpose (e.g., Lease, Licence of Occupation, Land Use Permit, Beach Management Agreement and Easement), excluding permanent disposition in the form of a patent.

**Crown land – Unpatented Public Land** – Crown land that has never been granted or sold by the Crown to people or organizations for their private use and is under the mandate or management of the Ministry of Natural Resources.

**Crown reserves** – Crown lands that have been withdrawn from dispositioning under Section 21 of the *Crown Minerals Act*.

**Safety case** – An integrated collection of arguments and evidence to demonstrate the safety of a facility. It includes a Safety Assessment, complemented by additional arguments and evidence in order to provide confidence in the long-term safety of the facility.

**Postclosure** – The period of time following closure of a repository, after the shafts have been sealed and surface facilities have been decommissioned.

## PRELIMINARY ASSESSMENT OF TRANSPORTATION

**Designated Licensing Authority** – The position designated as being accountable to manage the regulatory interface with the Canadian Nuclear Safety Commission (CNSC) (any verbal or written exchange of information with a representative of the CNSC).

**Role** – A set of duties, responsibilities and accountabilities, usually associated with a particular job. Roles generally define who does what.

**Testing** – Performed to demonstrate that a structure, system, equipment, component or software meets specified requirements, or to substantiate the predicted performance.

## PRELIMINARY SOCIAL, ECONOMIC AND CULTURAL ASSESSMENT

**Community well-being** – In the NWMO site selection process, community *well-being* is defined by the community to reflect its long-term vision, goals and objectives. Although there is no single definition, communities often include in their consideration elements relating to such things as economic health, the environment, safety and security, spiritual dimensions, social conditions, and enhancing opportunities for people and communities. The NWMO has adopted a Sustainable Livelihoods framework to encourage broad reflection and discussion by the community, inclusion of multiple perspectives, community leadership in the discussion, and establishment of a broad foundation for the assessment. The framework is expected to evolve over time as dialogue and reflection continue.