2014 TRANSPORTATION THEMES

What We Heard about Transportation from Working with Communities

INTRODUCTION

Over the course of 2014, communities and interested individuals and groups have engaged in dialogue through a range of activities. These included meetings and briefings, learn more tours, monthly meetings of community liaison committees (CLCs), community open houses, festivals and events organized by communities, questions and concerns expressed to the NWMO through its website or directed through CLC websites, municipal conferences, and public comment on websites and Facebook pages or as covered in newspapers.

As communities advanced in the siting process and began to reach out to their neighbours to become involved, dialogue has begun to focus on the specifics of project implementation, scheduling, and the expected outcomes for communities and their surrounding areas. For instance: how will the NWMO ensure that used nuclear fuel is managed safely and how will it put needed capacities and safeguards in place? As community members not previously involved begin learning, conversations also continue on the nature of used nuclear fuel, the details of the APM project, how the siting process works, and how decisions will be made. Transportation planning was a key theme in these conversations.

In 2014, the NWMO also continued to receive comment and direction on its strategic plan from a range of individuals, groups, and government departments in response to an annual open invitation to comment on the draft strategic plan, *Implementing Adaptive Phased Management*, which describes NWMO's strategic objectives and five-year work plan. Many of these comments were also transportation-focused.

The discussion which follows summarizes what we have heard over the past year about transportation of used nuclear fuel to a willing and informed host community. It is organized into two sections: the first summarizing the key transportation themes from conversations with the public and the second providing a more detailed summary discussion. A list of public engagements conducted by the NWMO in 2014 for which transportation was a key discussion point is also provided for reference.

KEY TRANSPORTATION THEMES

Three key transportation themes emerged from public engagement activities in 2014, as detailed below with sub-themes.

What we Heard about Transportation from Working with Communities in 2014	
Key Transportation Themes	**Sub-Themes**
Health and Safety	• Learning more about the NWMO's plans to ensure the safety of people and the environment during transportation • Learning more about the Used Fuel Transportation Package (UFTP) • Understanding safety en route, emergency response plans,

	and scenarios • How will the NWMO ensure that water is protected en route? • Understanding transportation logistics • Understanding radiation
The Project	• What is Used Nuclear Fuel (UNF)? • Costs: who pays for the transportation program?
The Site Selection Process	• Transportation route selection and planning • Regional planning • Involvement of transportation route and regional communities in the conversation?

2014 TRANSPORTATION THEMES—SUMMARY DISCUSSION

I. HEALTH AND SAFETY

Ensuring safety

The most common subset of questions asked about transportation was related to learning more about NWMO's plans to protect the safety of people and the environment during transportation and how the integrity of the used fuel containers would be ensured. These questions were addressed by guided tours and one-on-one discussions with NWMO transportation engineers, a short video dedicated to transportation and Used Fuel Transportation Package (UFTP) safety testing, and a variety of NWMO communications materials that were available at virtually every NWMO public event in 2014.

A large number of safety questions were focused on transportation planning. Community members were interested in how the NWMO would ensure that transportation of used nuclear fuel would be safe for the communities, land, and water alongside the route, as well as for staff, including truck drivers and loading and unloading personnel. People also asked for more information about emergency planning, and their questions reflected a strong interest in how NWMO would support their community in case of an emergency. Specifically, people asked how first responders would be trained and how various agencies would be coordinated in the case of an emergency. Some first responders asked where their dispatch centre would be located and for details about emergency response training plans. Frequently asked questions and comments about radiation exposure during transportation included:

- How does the design of the UFTP shield radiation? Why is shielding different for the transportation cask and that proposed for the deep geological repository?
- How will the truck driver and loading-unloading personnel be monitored for radiation exposure? Will they receive high doses? Are low doses also harmful?

- In the unlikely event of a breach in shielding, how much radiation would be released? Would it be harmful to my family, children, and fetus? Exactly how far would emergency workers have to stand from the UFTP to remain safe?
- Where does radiation go when it is released into the environment? Does it accumulate on surfaces? If so, should I be concerned about this? Does it bio-accumulate?

A common question heard in community open houses was if the transportation of used nuclear fuel had a demonstrated track record of safety, and if any similar programs exist around the world. This question was answered with reference to the many shipments of radioactive materials that are made each year in Canada, the United States, and other parts of the world, and the track record of safety that has been demonstrated.

These questions provided opportunities for focused discussion between community members and a range of NWMO specialists attending NWMO events as part of a larger program of community learning and reflection.

Many of these questions about safety related to transportation were asked by visitors to NWMO's UFTP exhibit. Visitors offered their comments on the UFTP, asked the NWMO about hypothetical scenarios, or sometimes 'worst case scenarios', and wanted details about the NWMO's response. See below for details.

Used Fuel Transportation Package

The transportation of used nuclear fuel was an important point of conversation. The recently developed transport trailer with UFTP exhibit visited many of the communities engaged in learning more over the year. The exhibit also completed second visits to several communities and travelled to a variety of neighbouring communities and municipal conferences in 2014. Many return and first time visitors to open houses came specifically to see the UFTP. For others, the UFTP was their first stop to learning more about APM.

The most common words used to describe the UFTP exhibit were "robust" and "impressive". The robustness of the UFTP was noted at open houses in both Phase 1 and Phase 2 communities, by residents of these communities and also by residents attending from the larger regional community. It was also noted by both first responders and members of the public. People told NWMO staff how impressed they were by the UFTP and its trailer, as well as the level of testing that had been done to verify the safety of the container and the science and research that went into its design. These types of comments were received in all NWMO siting regions.

People noted how pleased they were to see the UFTP and have the opportunity to ask questions. Many visitors wanted to learn more about the design of the UFTP and were impressed to hear from staff and see videos demonstrating how used fuel transportation packages have been tested to withstand various accident scenarios. People asked a multitude of questions about the UFTP, such as choice of container shape and fabricating material, the purpose of the impact limiter, and the integrity of the container in the case of an accident involving water, fire, or terrorist attack. These questions often reflected a strong

view that people and the environment, including land, potable water, and water bodies must be protected during transportation.

The following provides more detail on the most commonly asked safety questions related to the UFTP:

- What is the purpose of the cask and all its components, e.g., why is redwood used for the impact limiter, what is the purpose of the hole in the container?
- Why is the cask square? Is this the strongest shape? Wouldn't a triangular shape be better?
- Would metal seals between the lid and body of the cask be stronger than rubber ones?
- How will the waste be placed inside? Will it be encased in glass first?
- What independent testing has been done on the cask?
- Is the cask licensed for transporting nuclear fuel waste? Did you test the transportation casks with nuclear fuel inside them?

Many visitors also told staff that the exhibit demonstrated a commitment to safety and rigour in NWMO's transportation planning. Seeing the UFTP had a transformative effect for many who reported having concerns about transportation safety, and even among those who had a good base of knowledge about APM. Seeing and touring the UFTP exhibit built up their confidence in the project's safety case and clearly helped to inform, address misconceptions, and allay some participant concerns.

Staff consistently reported some visible trends. For instance, questions from communities that the UFTP was visiting for the first time tended to focus on the design and function of the UFTP. Questions asked in communities that the UFTP was visiting for a second time were different, often reflecting more time spent considering the transportation program and a desire to understand details, either about the UFTP or 'softer' issues. For instance, many sought to understand the details of the UFTP better in order to answer for themselves how it would respond in an accident. Others wanted information on 'softer' issues such as how the NWMO will deal with emergency planning, what security measures might look like, and what the program will look like on the ground in their community.

Safety En Route

Community residents and local first responders alike wanted to understand how used nuclear fuel can be transported safely. Common questions asked at public events concentrated on developing a better understanding of the radiation risks to workers, the public, and the environment during transport, and during the unlikely event of a breach to the UFTP as a result of an accident. In many cases, questions about radiation risks reflected misunderstandings about risks that originated from incorrect statements issued by groups that have come out against APM. Some of the more frequent questions are listed below:

- How can we be confident that this waste can be transported safely and securely, that the cask will not open during transport?
- I heard from an NGO that the UFTP will release a significant amount of radiation en route as part of normal operations. Is this correct?
- How will transportation and the UFTP be regulated? Has the UFTP already been licensed?

- Is safety affected by extreme winter weather and road conditions in the North, e.g., snowstorms, winter road closures that often last days at a time, and sudden extreme weather?

To further probe this issue, many people posed a variety of hypothetical worst-case scenarios for transportation safety to NWMO staff members, involving accidents in which the UFTP would encounter extreme and prolonged heat, downed electrical infrastructure, water submersion, improbable container breaches, and derailment in the case of train transport. While staff was asked about worst case scenarios by the public in many NWMO communities, the most detailed questions came from first responders. Examples of their questions are listed below:

- Can the UFTP survive extreme heat for short periods of time, double or triple the temperatures used in the transportation video, as would be necessary if an accident involved compressed natural gas?
- If an accident downed one of the large voltage wires that can be seen all around the Bruce communities and this wire fell to drape across the UFTP and shorted to ground through the container, could the electrical arc open the UFTP?

Starting with a level of acceptance that the package is unlikely to be breached during a transportation accident, members of the public as well as many emergency response workers probed further to better understand the hazard and how it might be practically managed during an accident scenario. Staff noted that one of the more frequent misunderstandings that was addressed in these conversations was that used fuel is a liquid and can "spill" and contaminate land and water. This misconception about the nature of the waste has been noted in earlier years of the program. Emergency response measures and protocols to ensure safe and secure transportation were also a frequent area of discussion. Local first responders tended to ask the most detailed questions in this category. For example:

- What would an emergency response planning protocol look like for my community or region?
- What would training protocols look like for my region?
- Where would the dispatch centre be located? When would planning for dispatch centre protocols begin?
- How will you sort out jurisdictional mandates and organizational responsibilities among first responder organizations?

Suggestions were also offered by first responders about communicating with first responder agencies in the communities about when the UFTP is likely to pass through their boundaries, so that appropriate action and follow-up might be planned. The point was stressed that in the post-Lac-Mégantic transportation climate, particularly in the province of Quebec, agencies have a heightened need for this kind of information that affects their communities.

The security of shipments was also a frequent subject of conversation. People wanted to better understand how loads would be secured from malicious threats, including terrorism incidents and theft. Specific interest was shown in how the NWMO planned to track vehicles en route, monitor environmental and road conditions, and train truck drivers. First responders in particular wanted to

understand the scope of likely threats better; for instance, the potential that waste could be used for malicious purposes.

Protecting Water

As communities have learned more and become familiar with the basics of the project, certain subjects have become more salient, such as ensuring water quality and protecting water bodies and lands of economic importance. These have been top of mind subjects for many visitors to NWMO events, and the focus of concern has been split between the environment near the DGR and along the transportation route.

Community members have wanted to understand the potential for the APM project to endanger local water sources, particularly in the case of a transportation accident en route, and have sought details about how the NWMO would maintain the safety of water, especially the Great Lakes and local sources of drinking water.

The subject of water quality has been probed by stakeholders at NWMO's public events by posing a variety of hypothetical worst-case scenarios and asking NWMO staff to respond. The following are a few of the more frequently asked questions in 2014, related to transportation:

- If the UFTP became submerged at depth during a transportation accident, would the water body and watershed be safe?
- How would the UFTP be retrieved? What equipment would be used? Is this equipment available in my area and are people trained to use it? How would this equipment be dispatched?
- If clean-up were necessary, how would this be done? Who would be called in to do the clean-up?

Logistics

Another common subset of questions was related to transportation logistics. People were interested in how the waste would be moved from its current location to the repository. They wondered where the waste was currently located, and wanted to know how it would be loaded onto and unloaded from the truck. Questions also included the routes and the modes (e.g., road, rail, or ship) that were being considered and whether the NWMO had selected preferred routes and modes yet. Several local residents also shared with the NWMO their traditional and environmental knowledge of the area to support transportation mode planning, e.g., local topography and wildlife areas that might affect road and rail infrastructure improvements. Specific recurring questions included the following:

- Why would NWMO consider shipping the waste long distances instead of choosing a site close to where it is currently stored? How many containers will need to be shipped?
- How many shipments are anticipated per day, week, and month? Will shipments occur only during daylight hours?
- Who will pay for transportation of wastes?
- Has NWMO selected a preferred transportation route? Will there be alternate routes?

- Will roads in the North have to be upgraded, and will new roads be needed?
- What other infrastructure upgrades will be needed, e.g., telecommunications?
- Would the UFTP be expected to stop at truck weigh stations?

What is radiation?

The safety of people and the environment during transportation was a primary focus of conversations with the public in 2014. Discussions about ensuring the safety of transportation plans were underlain by a desire to learn more about and understand radiation. Discussion was focused on understanding radiation better, including what is known about the radiation hazard associated with transporting used fuel to the repository, the health effects of exposure, the ways in which we can measure this exposure and protect humans, animals, and the environment from unnecessary exposure, and the emergency response measures that would be used in the unlikely case of radiation release. General questions and comments included:

- What is radioactivity? Where does it come from? What is a half-life?
- How does radiation affect people? Is natural background radiation harmful to my family?
- What is the relationship between a Millisievert (MSv) and a Becquerel (Bq)?
- How does the radioactivity level in this waste compare to levels from other minerals? What types of radiation and doses can be expected from this waste?
- Are low doses of ionizing radiation harmful to health?
- "Radiation is scary to me."

II. THE PROJECT

What is used nuclear fuel?

Conversations and questions have continued throughout 2014 on the nature of the used nuclear fuel bundles to be managed by the NWMO. These types of questions are received at indoor and UFTP displays. Given the complexity of the subject matter, and the long timeframes involved, these questions appear to be an important part of building knowledge and a deeper understanding of other aspects of the project. Questions and comments have been wide ranging, addressing areas such as the design and radioactive characteristics of the used fuel bundles (e.g., Is it a liquid or a solid? What is it made of?), the history of nuclear power in Canada, the NWMO's mandate, and how waste is currently safely managed on an interim basis at Canada's nuclear power plants.

In relation to transportation, community members were interested in knowing more about radiation safety related to the used fuel bundles when they are ready to be transported to the repository. For example:

- Is the bundle still radioactive? How hazardous is this and for how long?
- What are the effects of exposure to a fuel bundle, with or without barriers, and how will NWMO ensure that site workers and the communities along the transportation route are safe during transportation?

- Can the bundles explode spontaneously?
- Are the ceramic pellets durable or will they break and release radiation?

Costs and Who Pays?

The cost of transportation was a recurring topic of interest, as community members and others asked for clarification on the cost of the transportation vehicles and Used Fuel Transportation Packages (UFTP) that will be used to move fuel bundles to a deep geological repository, as well as whether cost would be a major factor in selecting a host community, and how funding would be assured over the very long term.

III. THE SITE SELECTION PROCESS

Conversations have also begun to focus on the details of regional studies and transportation route selection. Both have been frequent issues of concern from participants at NWMO public events. Perhaps the most frequent focus of questions about transportation has been about the timing of the selection of a preferred transportation route. While many understand that this decision is premature, they are interested in whether their communities will be on the route.

We have also received questions about the timing of involvement of transportation route communities and the manner in which this will be rolled-out and managed. Many expressed the view that it is important to begin discussions with regional and transportation route communities sooner rather than later. Suggestions by first responders on this issue have included the establishment of a broad used nuclear fuel transportation committee that would include all communities located along the used nuclear fuel transportation route and that would be responsible for communicating and disseminating information to the communities about risks and emergency response.

Conversations about transportation communities have begun to focus on the benefits and supports that might be available to these communities and how they might be involved in decision-making. Some participants expressed concern that transportation route communities might be expected to accept a risk in return for little benefit, as compared with the host community or region. Others asked if the NWMO would seek agreement from all the communities along the preferred transportation route.

IV. OTHER OBSERVATIONS

In 2014, NWMO public events were attended by visitors from a variety of NWMO communities, their neighbours, and those that might be along eventual transportation routes. Visitors were from a variety of groups (e.g., youth, students, seniors) and employment sectors (e.g., local business owners, mining, forestry, civil servants, elected representatives, first responders). Preliminary observations about the interests and areas of focus of each of these groups, as has been observed to date, are outlined in the discussion which follows.

Youth Views

In 2014, NWMO conducted many briefings to youth and school groups as part of community open houses. The top area of transportation interest was transportation safety, followed by transportation planning details. Youth in all communities were interested in some of the same issues as described above. For instance, one of the most asked questions was focused on understanding the nuts and bolts of how wastes will be loaded, transported, and unloaded, in order to probe the design of the UFTP and how the NWMO will protect safety. Another was focused on understanding potential clean-up operations in the unlikely case of an accident causing a breach of the UFTP.

Interests by Geographic Area and Phase of work

A review of aggregate data on what NWMO heard about transportation indicates that 'Health and Safety' was the top category, followed by 'The Project', and the 'Site Selection Process'. Within the Health and Safety category, three issues were top of mind: the UFTP, transportation safety, and transportation logistics. These issues were the top three in all NWMO siting communities; however, there were slight differences in the relative importance of each depending on the community. For instance, transportation safety was the most important issue for Phase 2 communities, while the UFTP was more important for Phase 1 communities.

When interested communities are compared with their regional neighbours, health and safety is still the top category and specific top of mind issues are the same: transportation safety followed by the UFTP, and transportation logistics.

Social Media Activity

In 2014, the NWMO continued to listen to the many types of online conversations taking place in news media and through social media channels and other websites regarding APM and ongoing site selection work. News media stories, letters and opinions/editorials, social media sites, blogs, and other web pages continue to provide an important space for some to voice their opinions on the NWMO's work, to engage with friends and neighbours, and as a tool to communicate with town officials, government representatives, and non-governmental organizations relevant to the Site Selection Process. Beyond written expressions of opinion, the NWMO has also observed other forms of community expression such as the circulation of petitions, rallies, and increased interest in Community Liaison Committee meetings in siting communities.

Broadly, discussions about APM's transportation program in local news and social media tended to focus on transportation safety and the protection of water bodies and the environment en route. A main difference between the opinions expressed in traditional news media versus social media is that traditional news media sources are more likely to reflect a balanced spectrum of opinion, whereas social media conversations often tend to be one-sided and can be negative and critical of the NWMO's work.

Common transportation themes that emerged from online activity included transportation safety and related logistics. Many of these posts focus on the hazard presented by transportation of these wastes and the likelihood of an accident occurring en route citing inaccurate information. Much of this

comment is made in the context of opposing the transportation of used nuclear fuel through Manitoba communities and around major waterways such as the St. Lawrence Seaway and the Great Lakes.

V. INPUT ON STRATEGIC PLAN

The 2015-2019 Implementation Plan reflects refinements in focus of work including the addition of a strategic objective dedicated to transportation. In response to public comment received, the 2015-2019 Implementation Plan brings together in a single program stream the NWMO's ongoing work to establish safe, secure and socially acceptable plans for transporting used nuclear fuel. This reflects the importance of transportation as an element of the APM program. It also is responsive to feedback the NWMO has received urging it to communicate in an integrated way about its plans in the important area of transportation.

Comments received about the 2015 – 2019 plan during 2014 were largely positive and most people found the objectives and associated activities appropriate. Many suggested revisions were minor and accommodated in the final Plan. Along with comments used to revise the draft Plan, we received comments about the ongoing challenges and issues that will need to be addressed in the next five years as part of implementing Canada's plan. The input received on these challenges for transportation is outlined by the NWMO in its summary of comments received about the draft Implementation Plan, published in early 2015, and is briefly described below:

> An important challenge for the NWMO is to build confidence in the safety of transporting used fuel – Interest and awareness about the issue of transporting used nuclear fuel continues to grow, and a number of comments highlighted the importance of enhancing public confidence in the safety of transportation plans. Engaging the public in potential host communities and along potential transportation routes and addressing their questions and concerns continues to be noted as a challenge which will need to be addressed going forward.

VI. FOCUS GROUPS

In order to supplement ongoing engagement of communities as part of the siting process and to further build its understanding of public perspectives about transportation, the NWMO commissioned Environics to conduct a small number of focus group discussions. In these focus group discussions a cross-section of citizens helped identify and explore the early questions that will need to be asked and answered as the NWMO begins discussions about the transportation of used nuclear fuel.

The top issues raised by participants concerned which mode of transportation NWMO would use to transport used nuclear fuel to the permanent repository, and what effects this could potentially have on the surrounding area during the transportation and in the event of an accident. Participants wanted to know about the potential for accidents and what would be the consequences; the safety and robustness of used fuel transportation packages; and how any risk to the public would be avoided.

Participants were interested in the information provided in the NWMO video on this topic, and thought that it addressed many possible scenarios and answered many of their questions about the potential for issues in transportation of nuclear waste. The detail that stood out most to participants was the extent of the testing on the containers and the international scale of this testing. Participants were also interested in, and reassured by, the robust regulatory framework in place for the transportation of used nuclear fuel and the strong international experience and track record with the safe transportation of used nuclear fuel.

VII. DIALOGUE CONTINUES

Conversations about the transportation of used nuclear fuel continue to be an important component of ongoing dialogue with communities, interested individuals and organizations. The conduct of transportation studies, and the development of publications, exhibits and videos to address public questions and to foster ongoing learning and dialogue is an important focus of NWMO work going forward.

Appendix: List of 2014 Engagements with Transportation Questions Reported

In 2014 the NWMO completed a range of transportation engagement activities, including the following:

- Dialogue with community members through one-on-one or small group discussions, open houses and briefings including meeting with Community Liaison Committees and select neighbouring Aboriginal communities to provide an overview of transportation safety and a tour of the Used Fuel Transportation Package Mobile Exhibit.
- Engagement of first responders and transportation opinion leaders including briefing elected representatives of interim host communities, Medical Officers of Health in siting regions, and providing a briefing and tour of the Used Fuel Transportation Package Mobile Exhibit for the Ontario Provincial Police.
- Focus groups on transportation to explore general policy issues, from the public perspective, related to transportation decision-making for the project.
- Engaged key industry stakeholders such as the nuclear and rail sectors including Canadian Pacific Rail and the Rail Association of Canada. Discussions with the stakeholders included: Provide assistance to address public communications requirements, and; Seek input to the NWMO logistics studies.
- Engaged Federal and Provincial government departments on the developments in site selection, on technical work under development such as risk assessments, logistics studies and in 2014-2015 technical program developments. Included in this engagement are Transport Canada, Canadian Nuclear Safety Commission, Ministry of Transportation Ontario, Saskatchewan Ministry of Highways and Infrastructure, the Manitoba Department of Infrastructure and Transportation, the New Brunswick Department of Transportation and Infrastructure, and the Ministère des Transports du Québec.
- Continued to build awareness and understanding within general municipal sector through participation in conference trade shows including the Transportation Association of Canada Annual Conference.

NWMO engagements with the public and communities which involved discussion of transportation are listed below.

Community and Meeting	**Date**
NWMO Meetings	
Saskatchewan Urban Municipalities Association (SUMA) Annual Conference	Feb 2-5, 2014
Ignace Open House	Feb 18, 2014
South Bruce Business Community Association briefing	Feb 19, 2014
South Bruce Open House	Feb 20, 2014
ROMA Annual Conference	Feb 24-27, 2014
Mildmay Fire Department Briefing	Feb 26, 2014
Brockton Open House	Feb 27, 2014
Creighton Open House	Feb 26-27, 2014

Schreiber Open House	Mar 3, 2014
Hornepayne Open House	Mar 3, 2014
Pays Plat Open House	Mar 8, 2014
Saskatchewan Association of Rural Municipalities (SARM) Annual Conference	Mar 10-13, 2014
Hornepayne CLC monthly meeting	Mar 13, 2014
Thunder Bay District Municipal League presentation by NWMO, with attendance by regional First Responders	Mar 21, 2014
Nipigon Open House with Used Fuel Transportation Exhibit (UFTP)	Mar 31, 2014
Manitouwadge Open House	Apr 6, 2014
White River Open House	Apr 6-8, 2014
North East Superior Mayors Group meeting in Manitouwadge	Apr 7, 2014
Northwestern Ontario Municipal Association (NOMA) Annual Conference	Apr 23-24, 2014
Creighton Leisure Show	Apr 24-26, 2014
HudBay Exploration Briefing	Apr 30, 2014
Ontario Small Urban Municipalities Association (SUMA) Annual Conference, Parry Sound, with UFTP	Apr 30-May 1, 2014
Pine River Watershed Initiative Network briefing by MK, NH, PA	May 7, 2014
FONOM Annual Conference, Sault Ste. Marie, with UFTP	May 7-8, 2014
South Bruce Open House with UFTP	May 12-13, 2014
Mildmay student briefing, G6-8	May 13, 2014
Brockton Open House	May 15-16, 2014
Walkerton student briefing, G4-8	May 16, 2014
NWMO presentation to Flin Flon Council	May 20, 2014
Elliot Lake Open House with UFTP	May 21, 2014
Spanish Open House with UFTP	May 22,2014
Blind River Open House with UFTP	May 25, 2014
North Shore Open House with UFTP	May 27, 2014
Federation of Canadian Municipalities Conference with UFTP scale model, Niagara Falls, ON	May 29-Jun 1, 2014
Elliot Lake Horticultural Society	May 31, 2014
White River First Responders and Volunteer Firefighters	Jun 1-2, 2014
White River Open House with UFTP	Jun 1-2, 2014
Hornepayne CLC meeting with Transportation presentation from NWMO	Jun 3, 2014
Hornepayne Open House with UFTP	Jun 3, 2014
Huron Kinloss Open House with UFTP	Jun 5, 2014
White River Co-management Area Committee	Jun 12, 2014
Manitouwadge Open House with UFTP	Jun 13, 2014
Manitouwadge First Responders meeting with UFTP	Jun 13, 2014
Manitouwadge CLC meeting with Transportation presentation	June 2014

White River seniors club meeting with Transportation presentation	June 2014
White River First Responders meeting with Transportation presentation	June 2014
Manitouwadge CLC meeting with Transportation presentation	June 2014
Nipigon CLC monthly meeting	Jun 25, 2014
Flin Flon Open House with UFTP	Jun 27-8, 2014
Creighton Council meeting	Jun 28, 2014
Denare Beach Open House with UFTP	Jun 29, 2014
Creighton Open House with UFTP	July 1, 2014
North East Superior Regional Chiefs Forum with transportation presentation	July 2014
Pays Plat FRs transportation presentation	July 2014
Lurgan Beach Briefing, Ripley	July 5, 2014
Kingsbridge conference with Aboriginal Relations and transportation presentation, King City	July 8, 2014
Elliot Lake Comment Sheets	July 10, 2014
Mississauga FN with UFTP	July 14, 2014
Schreiber Open House with UFTP	July 16, 2014
Ignace Open House with UFTP	July 19, 2014
Pays Plat Open House with UFTP	July 23, 2014
Creighton CLC meeting	July 24, 2014
Elliot Lake Waterfront Home Owners Association	Aug 3, 2014
First Nations Tour with UFTP, Oakville	Aug 12, 2014
AMO Annual Conference, London, ON	Aug 17-20, 2014
OPP Orillia First Nations Tour with UFTP	Sept 18, 2014
Transportation Association of Canada Conference, Montreal, with UFTP	Sept 28-Oct 1, 2014
Union of Municipalities of New Brunswick Annual Conference with UFTP scale model, St. Andrews, NB	Oct 3-5, 2014
Ignace Fire Department Fire Prevention Week Open House	Oct 7, 2014
OPP Orillia Tour with UFTP	Oct 8, 2014
Mildmay Community Health Foundation briefing	Oct 14, 2014
Presentation to St. Joseph's General Hospital Auxiliary, Elliot Lake	Oct 20, 2014
Elliot Lake First Responders briefing with UFTP	Oct 22, 2014
Other Engagements	
Public comments submitted on Implementation Plan	Comments for 2014, downloaded Oct 29, 2014
Focus groups conducted by Environics Research	November, 2014