What We Heard About Transportation Planning from Working with Communities
# TABLE OF CONTENTS

<table>
<thead>
<tr>
<th>Topic</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>Introduction</td>
<td>3</td>
</tr>
<tr>
<td>Key Transportation Themes</td>
<td>4</td>
</tr>
<tr>
<td>Theme 1: Health and Safety</td>
<td>5</td>
</tr>
<tr>
<td>Theme 2: Transportation as a Component of Canada’s Plan</td>
<td>12</td>
</tr>
<tr>
<td>Theme 3: Transportation and Role in Site Selection</td>
<td>13</td>
</tr>
<tr>
<td>Encouraging Conversations and Exchange of Information</td>
<td>14</td>
</tr>
<tr>
<td>NWMO Transportation Engagement Events in 2016</td>
<td>16</td>
</tr>
<tr>
<td>Discussion</td>
<td>17</td>
</tr>
<tr>
<td>Continuing Dialogue</td>
<td>19</td>
</tr>
</tbody>
</table>
The safe and secure transportation of used nuclear fuel is an ongoing area of interest and conversation in dialogue with communities, interested individuals and groups about the long term management of used nuclear fuel. Interest in understanding how used fuel can be transported safely and securely, and the importance of transportation in implementing the Adaptive Phased Management (APM) project, leads to questions and active discussion interwoven throughout the broad dialogue about the project. Through this dialogue, communities, interested individuals and groups explore the basis for confidence in safety of the transportation of used nuclear fuel and, in turn, the NWMO learns about the questions which need to be addressed, the testing which needs to be performed, and the values, objectives and processes which need to guide planning of the transportation of used nuclear fuel as part of the APM project.

In 2016, we met and talked with communities, interested individuals, and groups at meetings and briefings, interim storage facility tours, monthly meetings of community liaison committees (CLCs), community open houses, open office events, festivals, and events organized by communities and local groups. Public questions and comments were also expressed via the NWMO and CLC websites, at municipal and industry association conferences, on other websites, and through traditional and social media sites. This year, the NWMO continued efforts to broaden outreach at events surrounding the communities involved in the site selection process, including First Nation and Métis communities and other neighbouring communities.

Interest has continued to grow in understanding the specifics of project implementation, scheduling, how the NWMO will put needed capacities and safeguards in place, and the expected outcomes for communities and their surrounding areas. Conversations also continued 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. The 2017 – 2021 Implementation Plan, which was published for discussion in draft form in August 2016, provided additional information which helped further fuel discussion. The safe and secure transportation of used nuclear fuel is one of the eight NWMO strategic objectives outlined in the plan.

The discussion which follows outlines highlights of what we are hearing about transportation of used nuclear fuel as part of ongoing dialogue and engagement activities. Central themes of conversation which were a focus this year remain consistent with those summarized and discussed in our earlier reports. This discussion is deepening with time in detail, scope and complexity and is broadening to include new communities, individuals and groups.

There continues to be a common set of questions and concerns which need to be addressed in transportation planning, irrespective of the particular community, individual or group. These questions are important and provide a strong framework from which to begin to develop transportation plans which will meet the requirements of citizens. These questions and concerns form the foundation for the material published by the NWMO and updated periodically.

The use of a mobile exhibit featuring a licensed transportation package and the introduction of a discussion document this year have also been developed to encourage conversation and exchange of information.

The discussion which follows is organized in several sections: the first outlining the key transportation themes from conversations with the public, the second outlining ongoing efforts to advance conversation and learning, and the third is a discussion and reflection on how the dialogue may evolve into the future.
The dialogue on transportation is ongoing and continued to focus on several key themes over the past year. Face-to-face conversations, questions, comments and other engagement reflected an interest in knowing more about the project in general, especially health and safety aspects, and the transportation of radioactive material, including transportation routes, security, logistics and emergency preparation. As mentioned, the central themes we have encountered this year remain consistent with those summarized and discussed in previous reports, and for this reason we present the key transportation themes as a rolling list of questions and areas of concern to be updated annually.

Questions and Areas of Interest About APM Transportation Planning (2014-2016)

- Theme 1: Health and Safety
- Theme 2: Transportation as a Component of Canada’s Plan
- Theme 3: Transportation and Role in Site Selection
There is a high level of interest in learning more about the NWMO’s plans to protect the safety of people and the environment during transportation and how the integrity of the used fuel containers will be ensured. People are interested in how safe transportation of used nuclear fuel would be ensured for the communities, land, and water alongside the route, as well as for staff, including truck drivers and loading and unloading personnel. People also look for information about the safety track record.

1. How does the design of the Used Fuel Transportation Package (UFTP) shield radiation? Why is shielding different for the transportation package and that proposed for the deep geological repository?

2. How will the truck driver and loading-unloading personnel be monitored for radiation exposure? Will they receive high doses? Are low doses also harmful?

3. How will communities along the transportation route be affected? Will people along the route be exposed to radiation and their health be affected?

4. 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?

5. How would safety be ensured, and what would be the NWMO response, under a variety of hypothetical scenarios or ‘worst case scenarios’?

6. 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?

7. What is the demonstrated track record for safe transportation in Canada?

8. What is the demonstrated track record for safe transportation around the world?
Many questions focus on the design of 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. Underlying these questions is a strongly held view that people and the environment, including land, potable water, and water bodies must be protected during transportation.

1. What is the purpose of the container and all its components, e.g., why is redwood used for the impact limiter, what is the purpose of the hole in the container?

2. Why is the container square? Is this the strongest shape? Wouldn’t a triangular shape be better?

3. Would metal seals between the lid and body of the package be stronger than rubber ones?

4. How will the waste be placed inside? Will it be encased in glass first?

5. What accident scenarios are being planned for and how will they be addressed?

6. What independent testing has been done on the container? Has its integrity been tested against an attack using military-type weapons?

7. Is the container licensed for transporting nuclear fuel waste? Did you test the transportation containers with nuclear fuel inside them?

8. Would the UFTP be emplaced in the repository/go underground?

9. What are the package standards? Do all the proposed APM packages meet the same safety standards?

10. Will the transportation container only be used to carry used nuclear fuel/NWMO cargo?

11. Will the current transportation package design be relevant in 30 years? Or might we be dealing with a different model?

12. How much does each package weigh, and can they be transported by road?

13. Can the packages be placed underground?
Many want information on 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. There is interest in the radiation risks to workers, the public, and the environment during transport, and to first responders during the extremely unlikely event of a breach to the UFTP as a result of an accident. People probe to better understand the hazard and how it might be practically managed during a variety of hypothetical worst-case accident scenarios. Often the questions reflect misunderstandings that the used fuel is a liquid and can “spill” and contaminate land and water. The importance of communicating with first responder agencies about when the UFTP is likely to pass through their boundaries is raised. The security of shipments and how loads would be secured from malicious threats, including terrorism incidents and theft, are also of interest.

1. How can we be confident that this waste can be transported safely and securely, that the UFTP will not open during transport?

2. 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? Would the driver of a transport vehicle with an NWMO package be safe? What would be the dose level to the driver?

3. How will transportation and the UFTP be regulated? Has the UFTP already been licensed?

4. 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?

5. 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?

6. If an accident downed one of the large voltage wires that can be seen all around communities and this wire fell to drape across the UFTP and shorted to ground through the container, could the electrical arc open the UFTP?
<table>
<thead>
<tr>
<th>Question</th>
<th>Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>7. What would emergency response planning and training protocols look</td>
<td>like for my community or region? Will there be evacuation plans?</td>
</tr>
<tr>
<td>8. How will you ensure there is a “safety culture” at the NWMO?</td>
<td></td>
</tr>
<tr>
<td>9. Where would the dispatch centre be located? When would planning for</td>
<td>dispatch centre protocols begin?</td>
</tr>
<tr>
<td>10. How will you sort out jurisdictional mandates and organizational</td>
<td>responsibilities among first responder organizations?</td>
</tr>
<tr>
<td>11. How will the NWMO track vehicles en route, monitor environmental</td>
<td>and road conditions, and train truck drivers?</td>
</tr>
<tr>
<td>12. What kinds of threats need to be considered and planned for?</td>
<td></td>
</tr>
<tr>
<td>13. Can used nuclear fuel spill out of the transportation container</td>
<td>and if it did what would be involved in cleaning it up?</td>
</tr>
<tr>
<td>14. How would an accident in a remote location be addressed?</td>
<td></td>
</tr>
<tr>
<td>15. How will the NWMO support the community with emergency response</td>
<td>planning?</td>
</tr>
<tr>
<td>16. How will first responders be trained and how will different agencies</td>
<td>be coordinated in the case of an emergency?</td>
</tr>
<tr>
<td>17. How does transportation by another organization of highly enriched</td>
<td>uranium (HEU) differ from that of the CANDU fuel that the NWMO will transport?</td>
</tr>
</tbody>
</table>
Protecting water along the route

Ensuring water quality and protecting water bodies and lands of economic importance are top of mind subjects for many, and the focus of concern has been split between the environment near the repository and along the transportation route. People want to understand the potential for the APM project to endanger local water sources, particularly in the case of a transportation accident en route, and want to understand details about how the NWMO would maintain the safety of water, especially the Great Lakes and local sources of drinking water.

1. If the UFTP became submerged at depth during a transportation accident, would the water body and watershed be safe?

2. 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?

3. If clean-up were necessary, how would this be done? Who would be called in to do the clean-up?

Understanding transportation logistics

People are interested in how the waste would be moved from its current location to the repository. They wonder where the waste is currently located, and want to know how it would be loaded onto and unloaded from the truck. Questions also include the routes and the modes (e.g., road, rail, or ship) that are being considered and whether the NWMO has selected preferred routes and modes yet.

1. Why would the 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?

2. How many shipments are anticipated per day, week, and month? Will shipments occur only during daylight hours? How long will this take?

3. Who will pay for transportation of wastes?

4. What modes of transportation are being considered? Is transporting over water being considered?

5. Has the NWMO selected a preferred transportation route? Will there be alternate routes?
6. Will roads in the North have to be upgraded, and will new roads be needed? Will four lane highways or two lane be required because four lane highways are rare in northern Ontario?

7. What impact will the transportation program have on the roads in the area?

8. What other infrastructure upgrades will be needed, e.g., the satellite linkage on the north shore of Lake Superior is spotty?

9. What precautions will be taken to ensure the UFTP, truck and trailer, will not be stolen en route?

10. How many times will the waste need to be packaged, de-packaged and repackaged from the nuclear power plant to the repository site? Can/will dry storage containers be transported?

11. How might road and rail systems be used?

12. Would the UFTP be expected to stop at truck weigh stations?

13. How will traditional and environmental knowledge of the area be used to inform transportation mode planning, e.g., local topography and wildlife areas that might affect road and rail infrastructure improvements?

14. During a recent transportation of nuclear material incident at a port on Canada’s east coast there seemed to be a comprehensive response plan in place even though there was no release of nuclear materials, would something similar be in place for the NWMO’s program?

15. Will there be security guards accompanying the shipments?

16. The roads get very dangerous during the winter. Is truck transport really the smart thing to do?

17. Will the NWMO rebuild any highways or rail-lines?
Understanding radiation

A desire to learn more about and understand radiation often underlies discussions about transportation. There is an interest in 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.

1. What is radioactivity? Where does it come from? What is a half-life?

2. How does radiation affect people? Is natural background radiation harmful to my family?

3. What is the relationship between a Millisievert (MSv) and a Becquerel (Bq)?

4. 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?

5. Are low doses of ionizing radiation harmful to health?
Used nuclear fuel

Building knowledge and a deeper understanding of other aspects of the project is important context. This includes the design and radioactive characteristics of the used fuel bundles, 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 specifically, there is interest in knowing more about radiation safety related to the used fuel bundles when they are ready to be transported to the repository.

1. Is used nuclear fuel a liquid, a gas or a solid?
2. Is the bundle still radioactive? How hazardous is it and for how long?
3. What are the effects of exposure to a fuel bundle, with or without barriers, and how will the NWMO ensure that site workers and the communities along the transportation route are safe during transportation?
4. Can the bundles explode spontaneously?
5. Are the ceramic pellets durable or will they break and release radiation?

Covering costs

People have an interest in how transportation will be funded.

1. What is the cost of the transportation vehicles and used fuel transportation packages that will be used to move fuel bundles to a deep geological repository?
2. Will the cost be a major factor in selecting a preferred site?
3. How will funding be assured over the very long term?

Oversight

There is a strong interest in understanding the checks and balances that are in place to ensure safety.

1. Who will oversee the transportation of used nuclear fuel?
2. What regulations are in place?
3. How will the NWMO respect Indigenous jurisdiction with respect to transportation?
4. How will the NWMO address the United Nations Declaration on the Rights of Indigenous People in the storage of hazardous materials in Indigenous territories?
Theme 3: Transportation and Role in Site Selection

**Transportation route selection and planning**

1. What factors are considered in choosing routes? Is weather considered? Can one lane highways be used? What about bridges? Can used fuel be transported like other commodities and at the same time other vehicles are on the road?

2. Is transporting used nuclear fuel a shorter distance safer than transporting used nuclear fuel a longer distance?

3. Considering that the risks involved with the transportation of spent nuclear fuel will be a highly controversial issue, and that it may travel through communities that derive no benefits from the nuclear industry, to what degree (big factor or small) will the geographical proximity of a possible site play in your selection of the preferred site?

4. How will transportation be addressed in regional studies?

5. Will local first responders be engaged and be provided with opportunities to better understand the project?

6. Will there be broader public education and engagement around transportation and emergency planning?

**Involvement of transportation route and regional communities in the conversation**

1. What is the timing of the selection of a preferred transportation route? When will communities along the route be identified?

2. When and how will transportation route communities be engaged and how will this be managed?

3. Will a broad used fuel transportation committee be established 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?

4. What benefits and supports will be available to these communities and how they might be involved in decision-making? Should transportation route communities receive a benefit and should they need to agree?

5. How will public outreach and support be maintained over the long term?
In order to advance conversations, and to begin to address questions and concerns and build understanding, the NWMO continues to prepare and share a wide variety of printed and web based materials as well as displays and exhibits. This includes a booklet outlining many of the components of the transportation system and the regulatory framework in place. This also includes a booklet providing additional information in a “Q and A” format. This material includes:

- Safe and Secure Transportation of Canada’s Used Nuclear Fuel;
- Safe and Secure Transportation of Canada’s Used Nuclear Fuel—Questions and Answers; and
- Assessing Radiological Dose to Members of the Public and Workers during UFTP Transportation.

The NWMO publishes a variety of material in response to questions raised by the public.
The NWMO website was also redeveloped in 2016 and has an easy to access section on transportation to further learning and discussion. The use of a mobile exhibit featuring a licensed transportation package has also been developed to encourage conversation and exchange of information. The mobile transportation exhibit, accompanied by NWMO transportation specialists and which includes an actual Used Fuel Transportation Package (UFTP), has proven very helpful in communicating the work to ensure the safe transportation of used nuclear fuel. People also find videos showing the extent of testing of transportation packages very informative. This same information is available at open house events, community briefings, and on the NWMO website including through a virtual exhibit.

Over the course of conversations, there is both broad interest in learning and also beginning to plan for transportation decisions in the future. To help support this learning and discussion, the NWMO published a discussion document in late 2016. Designed as a complement to information materials (Safe and Secure Transportation of Used Nuclear Fuel, and Safe and Secure Transportation of Canada’s Used Nuclear Fuel—Questions and Answers), the discussion document focuses on the areas of key interest we have heard from conversations. It encourages reflection on the strong safety track record and oversight already in place, as well as what more we need to know and have in place to move forward together.

Through discussions with transportation specialists and the introduction of a discussion document, learning and discussion opportunities in 2016 included a broad range of activities. Here is a list of public engagement events conducted by the NWMO in 2016 for which transportation was a key discussion point.
The following table highlights engagement activities where transportation was an important component of discussion.

<table>
<thead>
<tr>
<th>Date</th>
<th>Community</th>
<th>Event</th>
</tr>
</thead>
<tbody>
<tr>
<td>February 10</td>
<td>Elliot Lake</td>
<td>Fire Department Club transportation presentation</td>
</tr>
<tr>
<td>February 21-24</td>
<td>Rural Ontario Municipal Association / Ontario Good Roads Association Combined Conference</td>
<td></td>
</tr>
<tr>
<td>April 29-May1</td>
<td>Elliot Lake</td>
<td>UFTP Visit</td>
</tr>
<tr>
<td>May 3</td>
<td>Huron-Kinloss</td>
<td>NWMO technical presentation on transportation to CLC</td>
</tr>
<tr>
<td>May 5</td>
<td>South Bruce</td>
<td>NWMO technical presentation on transportation to CLC</td>
</tr>
<tr>
<td>May 6</td>
<td>South Bruce</td>
<td>NWMO technical presentation on transportation to Fire Chief</td>
</tr>
<tr>
<td>May 17</td>
<td>Elliot Lake</td>
<td>NWMO technical presentation on transportation to CLC</td>
</tr>
<tr>
<td>May 18</td>
<td>Blind River</td>
<td>NWMO technical presentation on transportation to CLC</td>
</tr>
<tr>
<td>June 14</td>
<td>Ignace</td>
<td>Presentation of transportation discussion document to CLC &amp; UFTP Visit</td>
</tr>
<tr>
<td>June 15</td>
<td>Wabigoon Lake Ojibway Nation</td>
<td>Learning &amp; Sharing gathering &amp; UFTP Visit</td>
</tr>
<tr>
<td>June 16</td>
<td>Village of Wabigoon</td>
<td>UFTP Visit</td>
</tr>
<tr>
<td>July 6</td>
<td>Central Huron</td>
<td>Transportation planning update at Open Office event</td>
</tr>
<tr>
<td>July 8-10</td>
<td>Blind River</td>
<td>UFTP Visit</td>
</tr>
<tr>
<td>July 13</td>
<td>White River</td>
<td>Presentation of transportation discussion document to CLC</td>
</tr>
<tr>
<td>July 14</td>
<td>Manitouwadge</td>
<td>Presentation of transportation discussion document to CLC</td>
</tr>
<tr>
<td>July 15-16</td>
<td>Manitouwadge</td>
<td>UFTP Visit at ATV Jamboree</td>
</tr>
<tr>
<td>July 26</td>
<td>Hornepayne</td>
<td>NWMO presentation on transportation planning to CLC</td>
</tr>
<tr>
<td>August 20</td>
<td>All</td>
<td>Public briefing to East Coast First Peoples Alliance</td>
</tr>
<tr>
<td>August 23</td>
<td>Elliot Lake</td>
<td>Presentation of transportation discussion document to CLC</td>
</tr>
<tr>
<td>August 24</td>
<td>Blind River</td>
<td>Presentation of transportation discussion document to CLC</td>
</tr>
<tr>
<td>August 26-28</td>
<td>North Bay</td>
<td>Métis Nation of Ontario Annual General Assembly</td>
</tr>
<tr>
<td>September 6</td>
<td>Huron-Kinloss</td>
<td>Presentation of transportation discussion document to CLC</td>
</tr>
<tr>
<td>September 9</td>
<td>South Bruce</td>
<td>Presentation of transportation discussion document to CLC</td>
</tr>
<tr>
<td>September 10</td>
<td>South Bruce</td>
<td>UFTP Visit at Mildmay Fair</td>
</tr>
<tr>
<td>September 11</td>
<td></td>
<td>Presentation and dialogue on the transportation discussion document to Municipal Forum</td>
</tr>
<tr>
<td>September 11-14</td>
<td></td>
<td>Canadian Nuclear Society 3rd Annual Conference on Nuclear Waste Management, Decommissioning and Environmental Restoration – technical and engagement presentations and tradeshow booth with transportation materials</td>
</tr>
<tr>
<td>September 17</td>
<td>Huron-Kinloss</td>
<td>UFTP Visit at Lucknow Fall Fair</td>
</tr>
<tr>
<td>September 24</td>
<td>Huron-Kinloss</td>
<td>UFTP Visit at Ripley Fall Fair</td>
</tr>
<tr>
<td>September 25-28</td>
<td>Toronto</td>
<td>Transportation Association of Canada conference – Panel presentation, tradeshow booth with transportation materials, and UFTP Visit</td>
</tr>
</tbody>
</table>
In 2016, the NWMO engaged in dialogue with people living in and around potential siting communities as part of our ongoing preliminary assessment studies. Hundreds of thoughtful discussions took place in community offices, at open house events at local community centres, and through resident interviews with third-party consultants contracted to support engagement and assessment. Community Liaison Committees and other discussion groups in interested communities were also involved in exploring community questions, information gathering and reflection.

The NWMO continued to build relationships and the opportunity for dialogue with local emergency management authorities, and at higher levels of government through meetings with ministries and departments responsible for transportation safety. To ensure we are taking a broad and inclusive approach to understanding public perspectives, the NWMO also scanned traditional and social media channels for substantive public input and to be aware of and consider the perspectives of local, provincial and national environmental and non-governmental organizations.

We continue to observe that questions and concerns about transportation tend to be consistent among different communities, groups and individuals. However, the NWMO has also observed that conversations have evolved and become more specialized and detailed, especially when talking with people who have maintained an ongoing interest and participation in this topic.

For example, there continues to be considerable public interest in the associated Used Fuel Transportation Package (UFTP) exhibit trailer, which is a focus of attention at NWMO Open Houses and community festivals and visits in interested communities. Repeat visitors to NWMO events have found the trailer display helpful in contextualizing current and planned transportation methods, and the ability for visitors to see and touch an actual transportation package has allowed for a more comprehensive discussion of emergency planning and response.

Dedicated NWMO transportation specialists have had many conversations with those interested in physically inspecting a real transportation package, and people continue to consistently note the size and robustness of the 30 tonne steel package. Many people tell us that following their visit to the UFTP they had a greater understanding of how the package is designed to keep used fuel safe while being transported. This exhibit has now visited many of the communities involved in the siting process more than once, allowing the conversation and engagement to continue to develop in those communities.

At the local level, concerns about how transporting used nuclear fuel might impact waterways along transportation routes, and the safety measures in place, is a frequent point of conversation. The NWMO has engaged in many conversations with residents about risk and management strategies, and discussed the overall potential effects of transportation on waterways, including potential effect on local creeks, rivers, lakes, and the Great Lakes. Water safety (including within the Great Lakes Basin) has been the focus of some environmental and non-governmental organizations. This includes groups and individuals opposed to building any repository for nuclear materials who are raising questions about transportation and who have drawn the attention of the public and lawmakers through protests, letter-writing and social media campaigns, as well as petitions circulated around the world via social media.
Generally, as people get more information, they become more comfortable. We have had many conversations with people who, more confident after receiving information, are anxious to find ways for the NWMO to share information with others who are fearful, or do not have accurate information. They see challenges for the NWMO in reaching out to people who may be on transportation routes and providing them with information to involve them in the conversation and correct misunderstandings. In particular, we have heard it is important to help people understand that used nuclear fuel is a solid material (not liquid or gas), that the transportation package is robust and able to withstand extreme testing, and that there is comprehensive regulatory oversight in place.

Many people have spoken with the NWMO about their own knowledge and experience in moving commodities along long stretches of rural highway, or by railroads that traverse isolated natural environments that can experience intense weather so that the NWMO can plan for this. This often includes discussion of transportation incidents involving other commodities that have happened in the area. With this experience as a backdrop, there is strong interest in knowing more about the transportation package and testing transportation planning, as well as the potential effects of an accident on the local environment, including waterways.

The discussion on priorities and objectives for transportation planning is only beginning. Early comments received have suggested the following kinds of considerations may be important in transportation planning:

- Educate and engage First Responders in the community and along the route, ensure they have the training they need and ensure needed equipment is accessible;
- Ensure a good understanding of local road ways and local conditions when making plans;
- Consider the use of two or more drivers to ensure safety;
- Ensure a balance between transparency/openness in reporting when shipments will occur and operational security; and
- Put the transportation of used nuclear fuel in broader context of shipment of other dangerous goods on road ways and rail lines, which takes place every day.
Dialogue continues on this important topic. The NWMO has observed that bringing accurate and balanced information into the discussion is important as there is substantial misunderstanding and misinformation on this topic. It also invites deeper conversation and greater reflection on the choices which face us as a society, and how we will ensure safety at every point in the long-term management of used nuclear fuel.

The NWMO has observed that as conversations continue, and more communities, individuals and groups become involved, there is substantial agreement on the themes and questions that need to guide and be addressed in transportation planning. However more conversation is needed to establish the social foundation for Adaptive Phased Management transportation.

The NWMO looks forward to continuing with this dialogue. We invite all interested Canadians to become involved by attending an open house, drop by a community Learn More office, provide input to the questions posed in the transportation discussion document, or share your thoughts through visiting the NWMO website (nwmo.ca).