

# Indigenous Engagement Workshop Report: Draft Transportation Planning Framework

**NWMO-REP-06310-0204**

**August 2021**

**Maawandoon Inc.**

**nwmo**

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**ABSTRACT**

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**Report No.:** NWMO-REP-06310-0204  
**Author(s):** Darren Harper, President & CEO; Stacy Gan, Environmental Lead  
**Company:** Maawandoon Inc  
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**Abstract**

In June 2020, the NWMO commissioned Maawandoon Inc. to support the NWMO's Indigenous Engagement on the draft Transportation Planning Framework by facilitating workshops to discuss the framework content, identify potential issues or questions and provide recommendations for refinement. NWMO is committed to understanding views of citizens and Indigenous Communities and Groups as they relate to developing a socially responsive transportation planning framework. The scope of these engagement workshops in 2020-2021 were intended for all Indigenous Communities and Groups, however due to the current public health situation most Indigenous Communities were unable to attend. As such, this report outlines the research gathered from the engagement workshops conducted which were delivered to Métis Nation of Ontario participants only. The NWMO carried out additional virtual and in-person engagement with First Nations communities upon request. The results of these engagements with First Nation communities are documented in NWMO's What We Heard Report.

Maawandoon Inc. objectives of the 2020-2021 draft Transportation Planning Framework engagement workshops were to:

1. With NWMO, jointly develop a workplan for facilitation and delivery of engagement workshops regarding the NWMO draft Transportation Planning Framework.
2. Develop ten (10) workshops with Indigenous Communities and Groups with materials and facilitate workshops with and as identified by NWMO.
3. Prepare a report outlining the activities and finding Research to support and enhance NWMO's understanding of transportation-related issues and questions.
4. Present findings to Senior NWMO Management and discuss transportation-related issues and questions from the workshops.
5. Provide recommendations for revisions to the draft Transportation Planning Framework.

This Indigenous Engagement Workshop Report presents research findings from the workshops discussing the draft Transportation Planning Framework and information and recommendations can be used to support revisions to the Transportation Planning Framework.

# Indigenous Engagement Workshop Report

## Draft Transportation Planning Framework



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## **Indigenous Engagement Workshops Report: draft Transportation Planning Framework**

**EGM-14-2020**

August 2021

Maawandoon Inc.

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## ABSTRACT

TITLE: Indigenous Engagement Workshops Report: draft Transportation Planning Framework  
Report#: EGM-14-2020  
Author(s): Darren Harper, President & CEO; Stacy Gan, Environmental Lead  
Company: Maawandoon Inc. *"Bringing People Together"*  
Date: May 2021

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## Table of Contents

<b>1.0</b>	<b><i>Background, Objectives and Methodology</i></b> .....	<b>1</b>
1.1	<b>Background</b> .....	<b>1</b>
1.2	<b>APM Transportation</b> .....	<b>1</b>
1.3	<b>Dialogue Objectives</b> .....	<b>2</b>
1.4	<b>Methodology</b> .....	<b>3</b>
<b>2.0</b>	<b><i>Detailed Findings</i></b> .....	<b>6</b>
2.1	<b>Introduction with Workshop Participants</b> .....	<b>6</b>
2.2	<b>Reflection of PAR Findings</b> .....	<b>6</b>
2.3	<b>Thoughts on the draft Transportation Planning Framework prompted</b> .....	<b>8</b>
2.4	<b>Recommendations for NWMO’s Transportation Planning Framework</b> .....	<b>11</b>
<b>3.0</b>	<b><i>Conclusions</i></b> .....	<b>12</b>

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## 1.0 Background, Objectives and Methodology

### 1.1 Background

Adaptive Phased Management (APM) is Canada’s plan for the long-term management of used nuclear fuel which requires containment and isolation of used nuclear fuel in a central repository. It also requires used fuel to be transported from 7 interim storage facilities to the repository site. In 2010, the Nuclear Waste Management Organization (NWMO) launched a siting process to identify a willing host for the APM facility – a deep geological repository. Originally, 22 communities expressed interest in learning about the project and entered the siting process. Through an iterative screening process, work in 2019 focused activities on 5 of these communities and the surrounding area including Indigenous communities and neighboring municipalities. Between November 2019 and January 2020, the study areas were subsequently narrowed to two (2) potential areas as part of the advancement of Canada’s plan. The Township of Ignace in Northwestern Ontario and the Community of South Bruce will continue to be considered potential host areas of the project.<sup>1</sup>

It is expected that a preferred site will be selected by 2023; however, the transportation of used nuclear fuel, from interim storage sites where the fuel is currently stored to this site, will not commence until or about before 2040. Although the transportation of used nuclear fuel will not begin for many years, it is an integral part of APM. Indigenous communities exploring their interest in this project, and those who may be affected should the community and area proceed in the siting process, are beginning to ask questions about the transportation of used nuclear fuel, including its safety and how transportation planning decisions will be made.

### 1.2 APM Transportation

The NWMO is responsible for establishing safe, secure, and socially acceptable plans for transporting used nuclear fuel from the current interim storage sites to the used fuel repository. As part of the process of selecting a site, transportation routes must be identified or have the potential to be developed. Transportation planning and evaluations must fully address regulatory requirements for safely transporting used nuclear fuel through different provinces. From a technical perspective, used nuclear fuel can be transported safely and securely with radiological safety assured using robust transportation packages.

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<sup>1</sup> NEWS RELEASE: The NWMO advances Canada’s plan for safe, long-term management of used nuclear fuel: siting process continues to two areas. <https://www.nwmo.ca/en/More-information/News-and-Activities/2019/11/19/00/02/The-NWMO-advances-Canadas-plan-for-safe-long-term-management-of-used-nuclear-fuel>



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In addition to technical requirements, social and community well-being are important considerations in identifying transportation routes. Therefore, the NWMO will need to demonstrate the safety and security of any transportation system to regulatory authorities and citizens, including Indigenous Communities and Groups, before transportation to the repository can begin. Transportation is an important focus of public engagement, leading to a better understanding of societal considerations.

In the period 2021 to 2023, the NWMO continues:

- ⇒ Undertake transportation logistics studies and risk assessments;
- ⇒ Develop transportation packages designed for road and/or rail depending on location selected for the deep geological repository;
- ⇒ Seek Canadian Nuclear Safety Commission design approval certificates for road and rail transport packages as appropriate;
- ⇒ Continue ongoing dialogue in municipalities, and First Nation and Métis communities, and with municipal associations and Indigenous organizations, regarding ways to communicate about transportation plans. We will engage with communities that may be on a transportation corridor for used nuclear fuel;
- ⇒ Conduct dialogue and use Public Attitude Research (PAR) to explore public understanding, questions and concerns;
- ⇒ Continue to share the draft Transportation Planning Framework with communities unable to attend workshops in 2020 and early 2021;
- ⇒ Based on workshop findings, consider feedback and recommendations for refinement of Transportation Planning Framework; and
- ⇒ Continue review of experience and best practices with transportation of hazardous materials, including transportation of nuclear waste in Canada and internationally, to identify lessons that apply to APM.

### **1.3 Dialogue Objectives**

In 2017, the NWMO initiated PAR based on a discussion document prepared by the NWMO. The goal of this research was to understand the basic requirements the public believes should be addressed in the NWMO's transportation plan, objectives and values the public believes should inform the NWMO's transportation plan and concerns and questions about the dimension of Canada's APM plan.

In 2019/2020, the NWMO continued with PAR to further understand perspectives of citizens, Indigenous Communities and Groups and Metis organizations as they relate to transportation planning. The goal of this research was to understand the elements of a socially acceptable transportation plan to assist with defining guiding principles, process requirements, planning considerations/criteria/questions. Obtaining this input to develop a draft Transportation Planning Framework document and understand Indigenous



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perspectives is an important component to transportation planning within the APM. The PAR program has complemented NWMO's ongoing dialogue with communities involved in the siting process to learn about and explore the project. This dialogue is expected to continue and broaden over the coming years as the transportation planning efforts progress and the preferred site with a willing host is identified by 2023.

The draft Transportation Planning Framework and supporting documents can be found on NWMO's website: <https://www.nwmo.ca/en/A-Safe-Approach/Transportation/Transportation-Planning>  
PAR reports related to transportation can be searched on the NWMO website: <https://www.nwmo.ca/en/Reports>.

NWMO is committed to understanding views of citizens and Indigenous Communities and Groups as they relate to developing a socially responsive transportation planning framework. In 2020-2021, facilitated engagement workshops with individuals from Indigenous Communities and Groups were held with the objective of:

- Seeking perspectives and feedback on the draft Transportation Planning Framework document.
- Identifying points of refinement or enhancement for document revision.
- Understanding Indigenous perspective to support next steps in the transportation planning and implementation progress.

The scope of these engagement workshops in 2020-2021 were intended for all Indigenous Communities and Groups. However, due to the current public health situation and the Covid-19 pandemic, most Indigenous Communities were unable to attend. This resulted in limited participation of Indigenous Groups and communities due to the fact that face-to-face meetings would not be held and the limited capacity of Broadband was also a key issue with facilitating dialogue sessions. As such, this report outlines the research gathered from the engagement workshops conducted which were delivered to Metis Nation of Ontario participants only.

## **1.4 Methodology**

The facilitated engagement workshops were designed to identify people's perspectives as they related to NWMO's draft Transportation Planning Framework. Maawandoon collaborated with the NWMO Transportation Manager to develop a standardized workshop agenda that led people through certain phases of reflection and rational discussion points. In a conversational setting, discussion was facilitated to gather perspective on the framework objectives, general content, and values presented. Participants were encouraged to share questions, concerns and/or areas of refinement within the draft document.



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The topics covered during engagement workshops focused on areas of interest relating to transportation as identified during previous PAR and a reflection on how they were captured within the draft Transportation Planning Framework. Specifically, areas of interest in the engagement workshop included:

- ⇒ Knowledge and awareness of nuclear waste, its management and environmental considerations.
- ⇒ Initial thoughts on transportation of nuclear waste in Canada, including modes and containment.
- ⇒ Feedback regarding the overarching principles and objectives of the draft Transportation Planning Framework that will be used for implementation.
- ⇒ Perceived challenges and points of interest are associated with the draft Transportation Planning Framework as they relate to safety and security.
- ⇒ Opinion on whether NWMO is on the right track when it comes to transportation planning.
- ⇒ Advice and recommendations for revision and refinement of the document.

In total, nine (9) engagement workshops were held, each with a Métis Nation of Ontario region. Approximately 190 people participated in the engagement workshops, all of which followed a structured agenda delivering the same content. The engagement workshops consisted of opening exercises, introduction and presentation of the draft Transportation Planning Framework based on the PAR activities conducted to date, and a feedback session that guided participants to reflect on the information provided, discuss points of interests, and ask questions in a conversational setting. The methodology used was further developed with NWMO to ensure consistency of the facilitated workshop and dialogue.

Maawandoon and NWMO had presented the findings of engagement with Indigenous peoples, communities, and organizations as well as the Métis regions in Ontario. The presentation is a result of conversations to date and are based on lessons learned, people's concerns and ideas and questions that were asked to form the draft planning framework for the transportation of used nuclear fuel. A sample of the NWMO Transportation Framework workshop dialogue focus questions and guide are below:

### **TOP MINDED VIEWS**

1. To start, please make a list of your top 5 thoughts or what stood out from these introduction points
  - a. Facilitator asks for participants to give their top 3 most important thoughts (3 – 5 minutes)
  - b. Facilitator goes around and hears the lists and makes notes on a flip chart (10 minutes)
  
2. Now, do you see any challenges that come to mind from what people have said with the introduction points?
  - a. Facilitator asks for 2 – 4 points from the group individually to write down (2 – 3 minutes)
  - b. Facilitator goes around and hears the lists and makes notes on a flip chart (10 minutes)



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Following the introduction and Top Minded Views, NWMO presented the Transportation Framework findings from the 2019 PAR Transportation Planning Framework with Indigenous communities, groups, and Metis Organizations. The dialogue sessions included points we should or may consider, while probing a sequence of facilitated questions from objectives, reflection, interpretive, decisional outcomes, and feedback. This section of the dialogue was to hear feedback on the Transportation Planning Framework. Below is a sample of questions that were facilitated from points of consideration through to developing key points for future revisions to the transportation framework:

Points that we may/might consider include:

- The very long-term nature of the project (I.e. transportation won't start until the 2040's)
- The project will span many generations from planning to completion
- The use of technology / science
- Routes will go by and through many different communities across three provinces

Maawandoon then asked the participants some questions regarding the Transportation Planning Framework and from the presentation just heard, keeping in mind that it's important to develop key points from your participation today.

Probe Questions (Objective): Is this your first experience with this topic?  
As you think about this, what are your initial thoughts/points and or what stood out?

Probe Questions (Reflective): What feelings do you associate with this topic?  
What aspects of it do you enjoy?  
What don't you like about it?  
What is the most challenging thing about it?

Probe Questions (Interpretive): Why do you think this topic is so important?  
What are major questions in this area?

Probe Questions (Decisional): How can we help each other learn about this topic?



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## 2.0 Detailed Findings

### 2.1 Introduction with Workshop Participants

The engagement workshops began with welcoming to all participants and an introduction of the NWMO and Maawandoon team facilitating the workshop. Before any of the workshop information was to commence, an elder from the Indigenous Community or Group would provide a customary opening prayer as per the traditions. This was followed up by an opening of the agenda for the workshop, ground rules and expectations of information to be gathered along with the importance of an open dialogue where questions and comments were encouraged.

### 2.2 Reflection of PAR Findings

Following opening exercises, PAR findings were presented to highlight the lessons learned, people's concerns, ideas and questions identified to date and used to develop the draft Transportation Planning Framework. Participants were invited to share their thoughts and questions on points presented from the introduction presentation of the PAR findings. Thoughts and questions shared could include all aspects of the PAR including general content regarding nuclear power in general, Canada APM, Indigenous Rights, Human Rights and Treaties as it relates to development of a deep geological repository and associated transportation requirements.

This section of the workshop allowed for questions about current practices and planning to be clarified. Similar themes were identified that encompassed safety, the environment and rationale as to why storage and shipment of nuclear material is required based on Canada's plan. Several participants understood the purpose of developing a repository for the spent nuclear fuel, with several participants having been present in previous PAR sessions. Questions shared by participants centered around repository site selection, design and spent nuclear fuel in general as the topic was new to some and still of great interest.

Further feedback of the presentation found that several participants were interested in obtaining more information regarding the deep geological repository, employment opportunities, communication plans with communities, and how respect for members and traditional values will be incorporated:

- ⇒ In one engagement workshop, there was great interest in the details of the deep geological repository.
  - Some participants still have curiosity about technical attributes being reviewed in selection of the deep geological repository. Apprehension was heard about the potential



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- impacts to the surrounding environment of the selected location, specifically relating to potential issues of rock and groundwater contamination.
- In one engagement workshop, a participant questioned the need for a centralized location for nuclear storage and wanted to understand more about other country's experiences with deep geological repositories.
  - Several participants inquired about the pros and cons associated with each proposed deep geological repository site (Ignace and South Bruce) and asked about how the selection process could change with technological advancement and if host community's opinions change.
- ⇒ There is considerable interest regarding employment opportunities associated with both the deep geological repository site and transportation.
- Participants in one workshop questioned whether permanent employment opportunities would be available for local or regional residents at the repository and for associated services, such as transportation services.
  - Apprehension was noted regarding employment opportunities being situated far away in city-center headquarters or filled by people outside the region of the selected site.
- ⇒ Participants voiced that Metis Rights and traditional values need to be respected.
- One participant commented "MNO have to ensure section 35 right holders living elsewhere are part of the conversation". Another participant questioned "How does this initiative support Mino-Bimaadiziwin?"
  - Amongst the Metis participation, the understanding and respect for rights stretches across a historic view of the project and potential adverse impacts on rights with transporting planning and decision making. Listening and inclusion of elders' perspectives are to continue and an approach to have involvement of youth and students for the future is needed.

Overall, it's important to note that most participants had knowledge about nuclear energy, proposed deep geological repository and transportation planning efforts conducted by NWMO to-date. This was in part due to the continued relationship that the Indigenous Relations team has with the Indigenous Communities, Groups and organizations.



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## 2.3 Thoughts on the draft Transportation Planning Framework

NWMO delivered a presentation that introduced participants to the draft Transportation Planning Framework. Background information relating to nuclear energy in Ontario, current operations and practices, along with the APM in Canada was included. NWMO highlighted how the findings of the PAR were gathered and then used to develop the draft Transportation Planning Framework document. Directly following the presentation, time was available for discussion and feedback regarding the content presented.

Participants were invited to review the draft Transportation Planning Framework document independently with emphasis on the section that presented the “Readiness Checklist”. Participants were asked to reflect on the document and share thoughts on challenges, successes and areas for refinement for future revision of the Transportation Planning Framework.

Following the presentation, facilitative questions were used to promote sharing of thoughts. In some cases, where appropriate, the facilitator probed discussion using a series of Objective, Reflective, Interpretative and Decision based questions which prompted contemplation of the draft Transportation Plan Framework. Participants were provided time to express their opinions regarding the draft Transportation Planning Framework. Main themes associated with participants opinions were related to highway and rail infrastructure concerns, emergency response situations and training of workers and residents. The majority of the participants were surprised and appreciative by the level of engagement to date, however still expressed the significance of clear and timely communication with Indigenous Communities, Groups and organizations throughout the life of the project.

Common perspectives held about the draft Transportation Plan Framework included:

- + Concerns with transportation infrastructure inadequacies in northern Ontario and uneasiness of highly used transportation corridors in the vicinity of highly populated areas in southern Ontario.
- + Unanimous agreement that the plan must include extensive and continued safety training and upgrading particularly in Emergency Response as many rural communities only have volunteer teams.
- + Safety and security should be the priority item for transportation by exceeding regulatory requirements for all employees, volunteers and vendors.
- + Transparent, timely and mutually acceptable modes of communication with communities.

Through these discussions, some key opinions, questions and comments commonly shared as the main point of interest in the draft Transportation Planning Framework included the following:

- ⇒ Apprehensions of transportation infrastructure and potential accidents.



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- One comment from a participant included “I heard concerns about car accidents on the road with transporting this nuclear waste. Make sure to add a lot of information in the future to ease and explain this I hear this concern for many people almost everyone I talk to about this NWMO project”.
  - Current infrastructure conditions, specifically in northern locations and during the winter months when highway accidents are more frequent. The need for upgrading and maintenance was identified in several engagement workshops. One participant also stated their opinion regarding highway transportation in Southern Ontario and concern associated with an accident or incident if the proximity to highly populated and congested areas.
  - Participants provided pros and cons to both road and rail modes of transportation. One participant specifically commented that “track conditions are not perfect” in the north while other participant suggested that rail would be a better mode of transportation versus the highway anticipated weight of the loads and further strain on infrastructure. Several participants commented that the highway in the vicinity of Ignace is only single lane and often exhibits accidents related to terrain, weather conditions and lack of driver experience in the north. Few participants questioned the weight associated with transportation containers and if current infrastructure (both road and/or rail) were able to accommodate loads. These concerns and comments pertaining to infrastructure were similar to those shared during the PAR.
- ⇒ Concerns regarding route selection in the proximity of waterbodies.
- Avoidance the Great Lakes/Lake Superior route due to proximity to water and challenging terrain for both road and rail was expressed. Participants agree that water resources need to be protected and despite transportation container engineering, there is fear of board-scale impacts if an accident were to occur directly in or adjacent to waterbodies.
  - Transport container details, durability and longevity was of great interest. Participants were interested in hearing and seeing more about transport container testing, specifically in scenarios where containers maybe submerged in water or exposed to cold temperatures for extended periods of time.
- ⇒ Further details regarding Emergency Response resources, timing and situations.
- There was an emphasis from participants that escorts should be provided with transport therefore having the resources and support present for responding to emergencies. Most communities are sparsely located along existing northern transportation routes and only have volunteer responders. One participant commented “You need to have your own safety equipment and tools for emergency responders and that they are maintained and you need emergency management response teams and committees dedicated to such emergencies and responding effectively”.
  - One statement was “the citizens want to know what the risk management plan now for emergency response”. There is apparent trepidation regarding the probability of an



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- emergency and how a response would be executed. Another participant indicated that providing citizens with the safety protocols in advance will provide some reassurance about safety.
- Several participants in various engagement workshops suggested that providing a video to demonstrate response scenarios would assist with their understanding. Reference to a previous presentation on spills was highlighted by one participant and suggested that this presentation be delivered again with future workshops.
- ⇒ Understanding of the training, experience and accountability of potential transportation companies.
- Reoccurring query about appropriate and sufficient driver training relative to Canada standards and transportation challenges experienced in Canada. One participant comment included, “Citizens that have voiced their concerns are more in detail to the transportation. The company that is transporting the used fuel bundles, do they have a good track record like very little accidents and the drivers must have 10 years of driving experience in Canada and experienced with winter driving with no accidents.”
- ⇒ Continual, transparent communication regarding with the public and Indigenous Communities and Groups.
- There was interest in knowing the process how communities would be notified if there is an accident or incident. One participant shared opinion regarding previous unsatisfactory notification by other ministries and organization to communities, commenting “What is the process to notify Metis communities if there is an incident or accident? A structured plan of notification is requested to be developed between MNO and NWMO.”
  - One participant indicated that “The most challenging part is making the citizens feel comfortable with communication... NWMO needs to be transparent, re-iterate and reassure with messaging”.
  - In some engagement workshops, there was a great appreciation for the information, effort to address questions and requests to share the material with citizen or hold another engagement session. In one workshop, there was participant emphasis on having youth and students involved as the APM involves their economy and well-being.
  - During one engagement workshop, it was commented that some MNO locations are experiencing hostility from members as a result of support NWMO. Participants indicated that communication regarding the thoroughness of the planning, willingness to teach and for people to learn will reduce misconceptions and having people living in the area more willing to participate in discussions and host. One participant comment included “They need to understand and feel safe as safety is the biggest concern”.



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## 2.4 Recommendations for NWMO's Transportation Planning Framework

The outcomes of these engagement workshops resulted in identifying the following elements that would benefit from greater emphasis in revisions of the Transportation Planning Framework:

- + Safety/Security of Transportation Containers
- + Emergency Response Plan and Protocol Development and Execution
- + Transportation Infrastructure Upgrades and Maintenance
- + Communication and Transportation Notification

From the engagement workshops, Maawandoon has identified the following recommendations pertaining to point of interest for further inclusion/consideration in the refinement of NWMO's Transportation Planning Framework that would address the questions, concerns and priorities identified.

- ⇒ Environmental protection plans – provide reference to examples, case studies and/or specific scenarios to illustrate how such plans, specifically those involving bodies of water, would be executed to avoid impact.
- ⇒ Transporter Credentials – defining the regulatory and NWMO mandated credentials that will be required of a transportation company and drivers for the project.
- ⇒ Emergency response plan and safety – outlining how first responder resources and support will be available along the transportation route and how communities will be involved; providing safety protocols details in advance to communities to review and understand how they will be affected in the event of an incident in their area.
- ⇒ Communication – providing a draft framework outlining how communication will flow with transportation commencement (specifically in the event of an incident) to reduce apprehension, mitigate misconceptions and allow reassurance that Treaties, Indigenous Rights and Human Rights will be respected.



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## 3.0 Conclusions

The engagement workshops concluded similar results from NWMO's earlier PAR efforts in a number of areas. Specifically, areas of alignment between the PAR and feedback regarding the draft Transportation Planning Framework are as follows:

- + Safety is without a doubt the most significant factor, this includes the environment, workers and the general population, economics and public policy.
- + NWMO's transportation plan must meet or exceed regulations.
- + The environment, specifically water, must be protected.
- + Treaties, Indigenous Rights and Human Rights must be honoured within the plan.
- + Comprehensive emergency response planning is a high priority and presenting protocol plans to Indigenous Communities and Groups encompassing various potential scenarios will assist with assuring that safety will be addressed.
- + Communication must be transparent, followed protocols and is inclusive of elders' perspectives and youth/student involvement.

Overall, participants were open minded about the draft Transportation Planning Framework. Many were curious of the details and criteria that would define the key points of interest but understood that this information would come in time as the APM evolved. In closing out the engagement workshops, one comment stood out, *"In terms of engagement, NWMO is getting it right"*.



### 3.2 Summary of Questions Received During Engagement Workshops

Below is a table of common themes from the Engagement Workshops and comments, questions and opinions for NWMO to consider.

<p>Logistics and Transportation (Design and Infrastructure)</p>	<p>Deep Geological Repository</p> <ul style="list-style-type: none"> <li>⇒ Is the announcement for the project still on schedule due to the pandemic?</li> <li>⇒ Has drilling started drilling in South Bruce?</li> <li>⇒ What if both Ignace and South Bruce change their minds about being interested in hosting the facility?</li> <li>⇒ How deep will the repository be and how much will it be able to store? Will there be multiple levels?</li> <li>⇒ Will there be any mining in close proximity to the deep geological repository?</li> <li>⇒ As several communities expressed interests, what kind of opposition are being discussed/raised?</li> <li>⇒ Will there be building space below ground? What will be above ground?</li> <li>⇒ What is the longevity of the deep geological repository?</li> <li>⇒ What would change the outlook in the selection of the facility site?</li> <li>⇒ Do you know if the percentage of nuclear energy used in Canada will increase or decrease?</li> <li>⇒ What about lower radiation? Does that have nothing to do with NWMO?</li> </ul> <p>Transportation Infrastructure</p> <ul style="list-style-type: none"> <li>⇒ Twinning of Highway 17 should be completed before transportation starts if the selected site is Ignace. So many accidents in that area.</li> <li>⇒ Is there any discussion around transporting by air?</li> <li>⇒ What is the daily truck traffic number for the highways?</li> <li>⇒ Has the road been tested for the equivalent load weight? During the winter season?</li> <li>⇒ Are there any plans to upgrading the highway or rail infrastructure to the facility?</li> <li>⇒ Will the rail system be able to handle the weight?</li> </ul> <p>Transportation Containers</p> <ul style="list-style-type: none"> <li>⇒ Request for more information regarding the transportation containers design and how they will be monitored.</li> <li>⇒ How many fuel bundles are in one container? How many containers will there be each year?</li> <li>⇒ Is there real-time monitoring of where the containers are during transport?</li> <li>⇒ Can the containers be stationary if the highway is closed due to weather or an accident?</li> <li>⇒ What is the durability of these containers? Is it guaranteed and long-term?</li> </ul>
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<p>Spent Fuel and Nuclear Material</p>	<ul style="list-style-type: none"> <li>⇒ Would the source of the used nuclear material be only from Ontario nuclear plants, or would our Ontario sites store waste material from other provinces or countries, as well?</li> <li>⇒ Is the used nuclear fuel in the Whiteshell above ground or is it underground?</li> <li>⇒ What about the future? What is the plan for the rest of Canada's nuclear waste?</li> <li>⇒ What uranium is used? What is the half-life of it? Please explain half-life.</li> <li>⇒ Will the deep geological repository just store spent fuel or will be designed to store all of Canada's used nuclear fuel? There are SMR's being discussed in Canada at the moment to use the spent nuclear fuel. NWMO is working with Canada's SMR companies. Natural Resource of Canada Minister wrote to NWMO to prepare a report informing on the storage of Canada's low radioactive waste.</li> <li>⇒ Why not put the deep geological repository close to the current storage facility?</li> <li>⇒ Is there any value to the used nuclear fuel? Will it become useful in the future?</li> <li>⇒ Is there any heat produced by the bundles during transportation?</li> <li>⇒ With the amount of nuclear waste, surprised no one has come up with a use for it.</li> <li>⇒ Where do pellets come from? Where are they made?</li> <li>⇒ Is Uranium city in northern Saskatchewan closed? At what percentage does uranium become lethal? Very dangerous?</li> <li>⇒ Is there a decommissioning date for Bruce Power?</li> </ul>
<p>Environment</p>	<ul style="list-style-type: none"> <li>⇒ If an opened container released the pellets into the water during an accident, what are the long-term effects?</li> <li>⇒ Have there been any studies regarding the historical impact, or potential impact or earthquakes on the safety of storage containers?</li> <li>⇒ What are the risks of contamination to the area and groundwater as a result of the deep geological repository?</li> <li>⇒ If there is no radiation in the pellets, why the need for underground storage and containment units?</li> <li>⇒ What are the potential risks to community health and the environment?</li> <li>⇒ What about carbon footprint?</li> <li>⇒ At point in the process does it get into the food chain and become dangerous?</li> </ul>



<p>Safety and Security</p>	<p>Transportation Route and Operators</p> <ul style="list-style-type: none"> <li>⇒ We have numerous transport accidents in our area due to weather conditions, rock cuts, unskilled drivers, etc. If an accident happens and the container is opened, describe the clean-up procedures and long-term effect.</li> <li>⇒ The citizens want to know what the risk management plan now for emergency response.</li> <li>⇒ What kind of different training will the truck driver require for this transportation? We want to be mindful of the Humboldt accident.</li> <li>⇒ The company that will be transporting the material, will they have adequate experience (&gt; 10 years), experience transporting in winter conditions and clean record?</li> <li>⇒ If Ignace was selected, would the railed be used alongside the Great Lakes? Same with truck transportation?</li> <li>⇒ We have concerns about not knowing when it's moving through out area. If there are security issues with knowing the time, we need to re-assure people with safety protocols.</li> <li>⇒ Will there be escort vehicles for transport?</li> <li>⇒ Will transport to site be non-stop?</li> <li>⇒ Will communities get notification of the transport through their area?</li> </ul> <p>Containers</p> <ul style="list-style-type: none"> <li>⇒ What safeguards will be in place in the case of a leak?</li> <li>⇒ Has there been any storage containers that have failed? How many and how often?</li> <li>⇒ Has there been testing under extreme cold temperatures?</li> <li>⇒ Has there been any incidents of transporting nuclear material in recent history in Canada?</li> <li>⇒ Can a transportation storage unit take the impact of a rail car and be submerged for 8 hours?</li> </ul> <p>General</p> <ul style="list-style-type: none"> <li>⇒ What about security of the spent fuel during transport?</li> <li>⇒ A major derailment would be a nightmare back in the bush to get there and do the clean-up.</li> <li>⇒ What type of accidents can happen? Are you testing for different types of accidents?</li> <li>⇒ What security and safety protocols are put into place for transportation of this nuclear waste? Knowing these protocols will give us reassurance.</li> <li>⇒ After reviewing the draft, will we have more opportunity for feedback?</li> </ul>
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Emergency Response	<ul style="list-style-type: none"> <li>⇒ Emergency Response Plan will need to have a plan regarding how to retrieve a submerged transportation container.</li> <li>⇒ Will there be safety people if there is an accident, or you will be relying on volunteer departments?</li> <li>⇒ How do we ensure first responders are prepared for these situations?</li> <li>⇒ Do emergency response teams have the equipment to deal with these kinds of accidents?</li> <li>⇒ Emergency response plan - does that include having the things actually needed to deal with an emergency?</li> </ul>
Communication, Jobs and other comments	<p>Communication:</p> <ul style="list-style-type: none"> <li>⇒ Has there been a feasting of this project? To acknowledge the importance of the project and offering a feast for the project and recognizing the project moving forward? Has it been acknowledged by grandmothers and grandfathers? Offerings to ancestors?</li> <li>⇒ MNO has to ensure section 35 right-holders living elsewhere are part of the conservation.</li> <li>⇒ How does this initiative support Mino-Bimaadiziwin?</li> <li>⇒ What is the transportation planning process review process and frequency of review? Specifically with Metis?</li> <li>⇒ What is the process to notify Metis communities if there is an incident or accident? A structured plan of notification requested to be developed between MNO and NWMO.</li> <li>⇒ Threats made against local MNO office due to supporting of NWMO. Suscept inaccurate messaging occurring and need to get correct facts out to people.</li> </ul> <p>Jobs:</p> <ul style="list-style-type: none"> <li>⇒ How far do you look ahead where are the possibilities to have people that live here to be retained to work on the project? The people that live here, are they going to be trained for these jobs?</li> <li>⇒ When do you anticipate the Socio-economic plan is going to be available for the location near Ignace? Presumably it would include spin-offs to local communities and the region?</li> <li>⇒ How many jobs will be permanent when the project is built?</li> <li>⇒ Of those numbers on employment, how many are actually local or regional? Not just drivers but head office?</li> </ul>



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