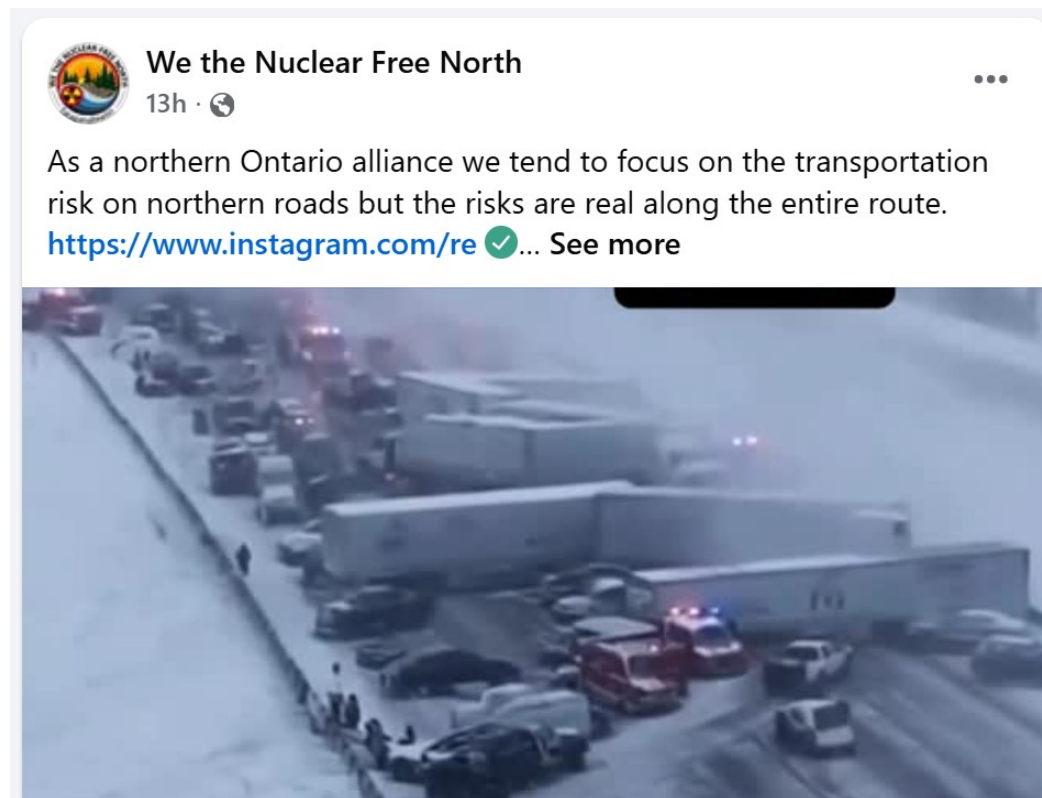


Further Comments on the transport issue, in particular Revell site daily commuting of NWMO employees versus nuclear fuel transport.

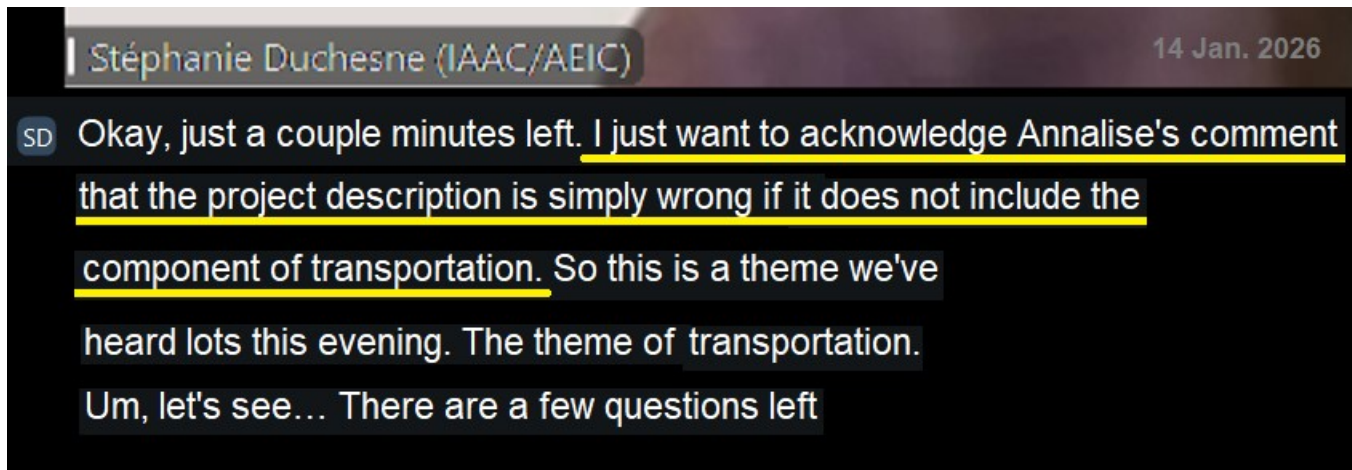
Jaro Franta, 3 February 2026

Thanks to the Impact Assessment Agency of Canada and the Canadian Nuclear Safety Commission for inviting comments on the Initial Project Description for the Deep Geological Repository for Canada's Used Nuclear Fuel Project, proposed by the Nuclear Waste Management Organization (the NWMO), per Canadian Impact Assessment Registry reference number 88774.

Submissions to the IAAC to-date have been largely to demand that used nuclear fuel transport be included in the impact assessment and, by extension, in NWMO's Initial Project Description (IPD). That shouldn't surprise anyone, since this campaign was organized by WTNFN ("We the nuclear free north"), as seen in a number of their posts in social media:



Evidently, this campaign will not be influenced by the fact that IAAC has already stated, two weeks ago, the transport must be included in the impact assessment: Towards the end of their webinar of 14 January 2026, evening session, IAAC's Stéphanie Duchesne confirmed that NWMO was wrong to exclude transportation from their Initial Project Description (IPD) for a DGR, as we could see in the closed-captioning (auto-transcript) screen grab:



It is also evident that WTNFN have no intention of ever respecting the fact that nuclear transport is highly regulated, regardless of whether it's impact is assessed separately or included in a revised IPD: The objective is to block the project any way possible, not to ensure minimal impact.

A simple contrast of WTNFN posts on social media, with a recent incident involving nuclear transport, illustrates that the priority is scare mongering, rather than verifiable information.

These are drums or barrels:

Ignace Discussion Group

Wendy WoodsWalker

KENORA - OCT 30 @ 4-7pm @ Super 8 Minis Hall
 ☆☆☆ TO LEARN ABOUT THE NUCLEAR INDUSTRY AND THE PROPOSED NUCLEAR WASTE STORAGE PROJECT ☆☆☆
 ALL ARE WELCOME!
 Join Judy Da Silva, Land Defender and Grass Roots Community from Grassy Narrows F.N., with Guest Speaker Chief Jeff Copenace of Sabaskong F.N.
 [Refreshments will be offered and other guest speakers TBA]... See more

NUCLEAR WASTE FORUM
 TO BEGIN CREATING AWARENESS

OCTOBER 30TH
 4-7PM
 LOCATION: TBA
 Kenora Ontario

SPEAKERS:
 CHIEF JEFF COPENACE -
 SABASKONG FN
 (OTHERS: TBA)

REFRESHMENTS WILL BE SERVED

CONTACT INFO:
 GWAWICH@HOTMAIL.COM
 TIKIP62@GMAIL.COM



Standard 55-gallon steel drum, with 18-gauge wall: 1.2mm thick steel.

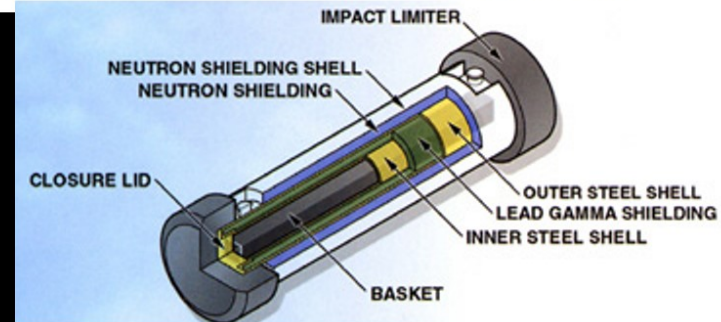


These are certified nuclear transport casks:

A major winter storm led to a series of multi-vehicle collisions on Highway 401 near Lansdowne on Thursday, Jan. 15, leaving one child seriously injured and several others hurt.

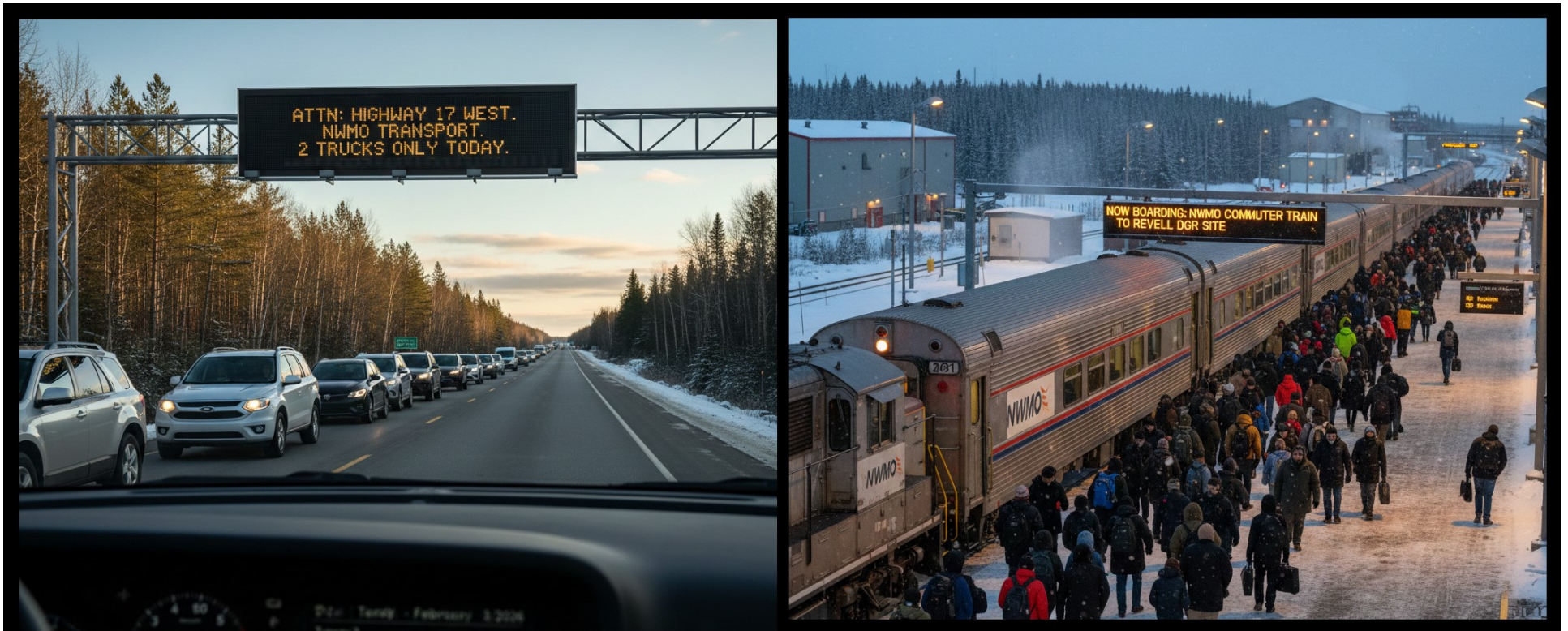


The nuclear materials are held within the cylindrical containers pictured here. – MTO photo



However, this misinformation campaign by WTNFN **detracts from a more serious transport issue**, which is the daily commute of NWMO employees between their residences in Ignace and the Revell DGR site: NWMO estimates that about 600 people will be working at the DGR, which obviously means that they will all have to get there every morning, and return home in the evening.

There are two transport modes to be considered, with very different impacts, as illustrated in these AI renders:

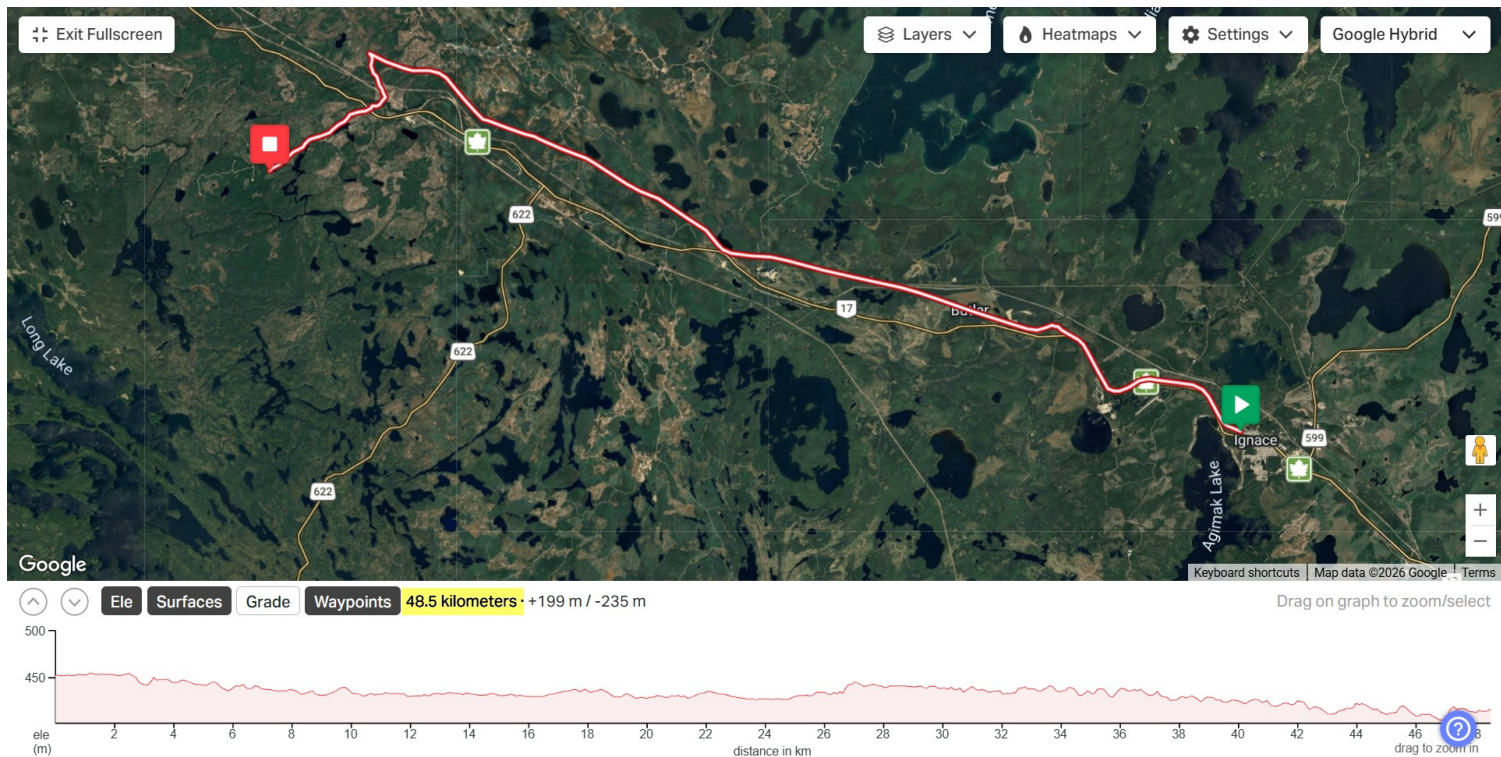


NWMO apparently prefers to ignore the rail option for used nuclear fuel transport, focusing on truck transport instead, both in their “public engagement” campaign (on social media and elsewhere), as well as in their technical and cost estimation reports, available on their website.

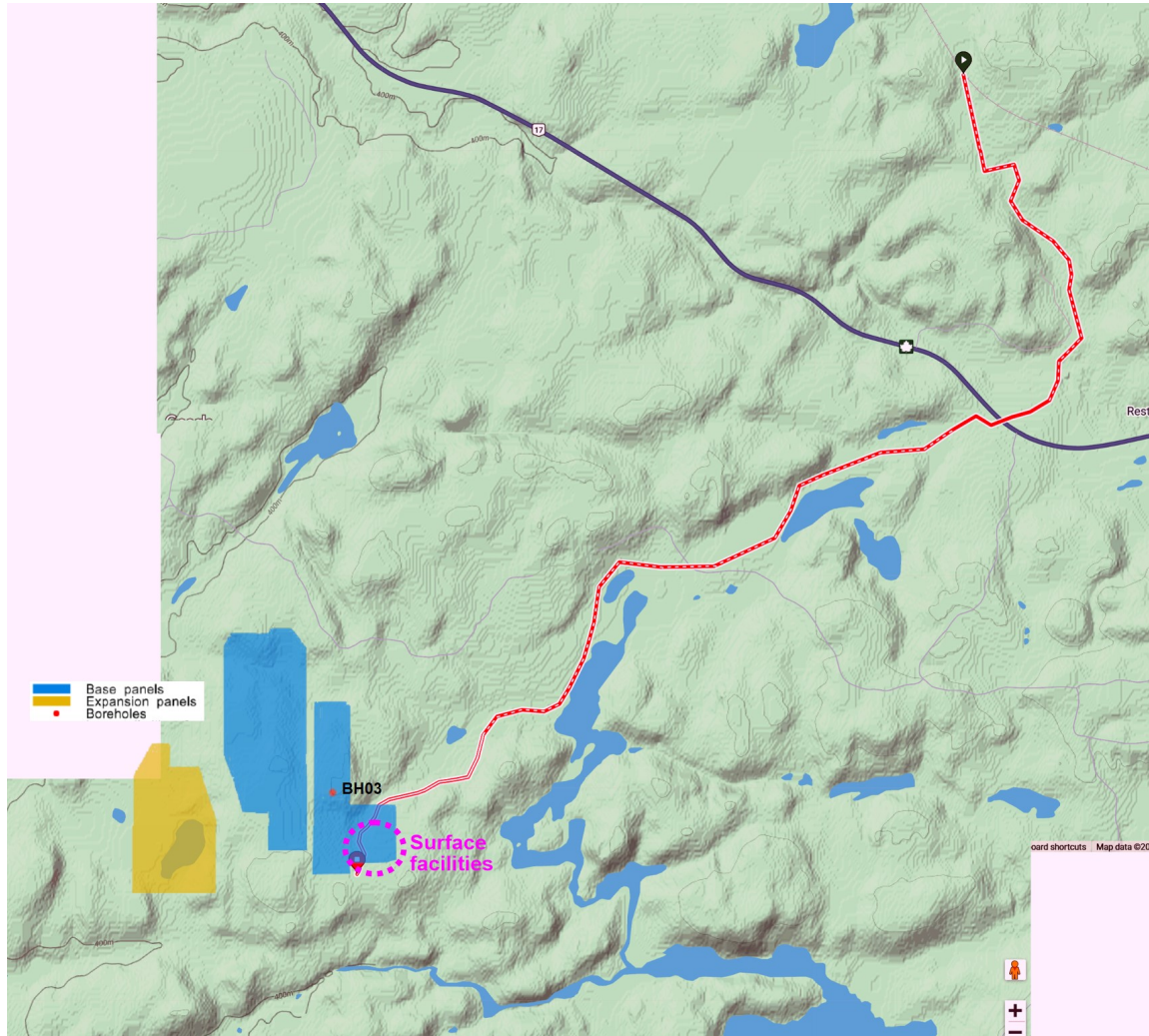
The desire to exclude the rail transport option may also be one reason why NWMO decided to exclude transport as such from the IPD submitted to IAAC in the first place.

And while everyone is focusing on the used nuclear fuel transport, the far more serious issue of commuting by NWMO employees is being ignored.

But the obvious fact is that if NWMO were directed to use the rail option for used nuclear fuel transport, then the same rail “spur” that they would have to build for accessing the Revell site from the CP mainline, could also be used for daily commutes by employees residing in Ignace. The twice-daily commute is not trivial by automobile, especially in winter, but the train ride would be, at approximately 48½ kilometers distance, as shown here:



Only about 9 of the total one-way 48½ kilometer commute distance would be on the new rail spur from the CP mainline to the Revell site (Optimal rail route “alignment” to be determined from detailed computer-assisted topographical and cost analyses using GIS – Geographic Information System).



As for using the rail option for used nuclear fuel transport, that has actually been the preferred way many years ago, because this mode of transport would use hundreds of existing DSC-TP units (“Dry Storage Containers as Transport Packages”), which are already loaded with used nuclear fuel, thus avoiding re-packaging into truck transport packages (UFTPs) at every nuclear power plant – meaning construction and licensing of a DSC-to-UFTP repackaging facility at every nuclear plant.

PATRAM 2019 August 4 – 9, 2019 New Orleans, Louisiana, USA

Transportation Risk Assessment – An Early Look at the Canadian Program

Paper No. 1226

U. Stahmer

Nuclear Waste Management Organization, Toronto, Canada

Two certified Type B(U) transportation package designs exist for the transport of used fuel in modules. The Used Fuel Transportation Package (UFTP) is designed to transport two modules containing 192 used fuel bundles. A fully loaded UFTP weighs approximately 35 tonnes and was designed for permit-free road transport. The Dry Storage Container Transportation Package (DSC-TP) is designed to transport one Dry Storage Container (DSC) which holds four modules containing 384 used fuel bundles. A fully loaded DSC-TP weighs approximately 100 tonnes and was designed for rail transport. Road transport of the DSC-TP over short distances is possible, however the gross vehicle weight (GVW) of a tractor-trailer combination carrying a single DSC-TP exceeds normal GVW limits and must be classified as a superload. Superloads have specific transport requirements set by the Ontario Ministry of Transportation.

