



BURNSIDE



# Peer Review Report

## Road Conditions Effects Study Report (I24)

Municipality of South Bruce

July 12, 2022

# Executive Summary

The Nuclear Waste Management Organization (NWMO) has been engaged in a multiyear, community driven process to identify a site where Canada's used nuclear fuel can be safely contained. The site selection process involves nine steps, with the process currently at Step 3 (Phase 2). The NWMO is now in its final screening process, and the two remaining siting areas currently being assessed under Step 3, Phase 2, are the Municipality of South Bruce (MSB) and the Township of Ignace, and their surrounding areas. The NWMO plans to complete all preliminary assessment work and to select one community/area to host the Adaptive Phased Management (APM) Project (Project) by 2023.

Building on previous work, engagement completed to-date, and MSB's 36 Guiding Principles, NWMO and MSB are working together to prepare a suite of studies which will be shared broadly with the community. The studies are being undertaken by NWMO or MSB, with some being joint efforts. The MSB has retained consultants (R.J. Burnside & Associates Limited, Deloitte, Tract Consulting) to develop a number of studies and to peer review others (GHD Limited [GHD] team) developed by NWMO and their consultants (DPRA Canada [DPRA] team). The information acquired through the studies is expected to aid MSB make informed decisions about whether the APM Project is suitable for their community, and if they are willing to consider hosting it and under what circumstances and terms.

The Road Conditions Effects Study (I24) is one of the studies being carried out by NWMO with the overall objective to assess the existing municipal, county, and provincial road conditions and provide options for any improvements and/or monitoring associated with the Project. The Road Conditions Effects Study Draft Report was peer reviewed by Subject Matter Experts (SME) at R.J. Burnside & Associates Limited (R.J. Burnside) in combination with GHD Leadership's Team (Peer Review Team [PRT]) in accordance with the Peer Review Protocol process established jointly by MSB and NWMO. The PRT considered several documents and information in the peer review of the Road Conditions Effects Study Draft Report to aid in their understanding, focus the peer review, and develop their findings. The PRT findings and resolution of those findings are outlined in this Peer Review Report.

Overall, the PRT is of the view that the Road Conditions Effects Study has met the Work Plan at a preliminary study level. The Study provides a good initial assessment of the roads, bridges, and intersections within the Study Area, identifying the existing conditions of these assets and the potential effects of the Project on these conditions. In addition, the Study identifies potential improvements to specific roads, intersections, bridges, and culverts, that may be impacted by the Project. The Study acknowledges that this initial study has been based on cursory visual observations and that more refined cost estimates for improvements can be developed in future studies, once additional detailed information is available, to reflect site-specific conditions.

However, the Study has insufficient information to make conclusive statements relative to the overall impact of the Project on the Study Area's roads, bridges and intersections. A more thorough review and detailed analysis of the existing structural condition of this infrastructure (e.g., via geotechnical study of the roads and structural assessment of the bridges), particularly as it relates to Municipal roads is recommended for future studies. The impact of the significant increases of truck traffic, to facilitate construction, requires a more detailed review as well and should be included as part of any future studies. Details such as haul routes, access locations and internal circulation roads should also be defined in these future studies, to assess the external road and bridge impacts of the Project. In addition, further definition to the movement of the excavated rock should be included in future studies. The Study does inform Guiding Principles 2, 3, 7, 30, 31, and 36 and the recommended future studies should further meet the principles.

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## Acronyms

APM	Adaptive Phased Management
CNSC	Canadian Nuclear Safety Commission
CWB	Community well-being
DPRA	DPRA Canada
GHD	GHD Limited
MSB	Municipality of South Bruce
NWMO	Nuclear Waste Management Organization
PRT	Peer Review Team
SME	Subject Matter Expert

## Scope and limitations

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**Respectfully submitted by:**

**On behalf of Jeremy Taylor, P.Eng.,**

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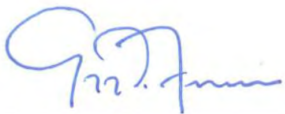
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# 1. Introduction

This report documents the peer review undertaken of the Road Conditions Effects Study (I24) prepared by Morrison Hershfield dated April 8, 2022 (Draft) and June 14, 2022 (Final Draft). The Nuclear Waste Management Organization (NWMO) has been engaged in a multiyear, community driven process to identify a site where Canada's used nuclear fuel can be safely contained. The site selection process involves nine steps, with the process currently at Step 3 (Phase 2). Step 3 is defined by two phases of preliminary assessments for each interested community. Phase 1 involved primarily desktop studies documenting the current socioeconomic conditions in the communities and then considering what might be the possible implications of the Adaptive Phased Management (APM) Project on community wellbeing (CWB) for each community and the wider area. For interested communities that successfully completed the initial screening in Phase 1, Phase 2 (the current phase) involves additional work to support conducting a preliminary assessment of potential suitability and narrowing the number of communities that have expressed an interest in partnering with NWMO.

The NWMO is now in its final screening process, and the two remaining siting areas currently being assessed under Step 3, Phase 2, are the Municipality of South Bruce (MSB) and the Township of Ignace, and their surrounding areas. The NWMO plans to complete all preliminary assessment work and to select one community/area to host the APM project by 2023, which then marks the beginning of the fourth step of APM implementation<sup>1</sup>. The selection of a final site will trigger the regulatory approvals phase of the APM project. Federal approval under the *Impact Assessment Act* and licensing by the Canadian Nuclear Safety Commission (CNSC) under the *Nuclear Safety and Control Act* will be required. Meeting federal regulatory standards is imperative to achieve approval, and to withstand intense public and regulatory scrutiny.

Building on previous work, engagement completed to-date, and MSB's 36 Guiding Principles, NWMO and MSB are working together to prepare a suite of studies which will be shared broadly with the community. The list of studies is included in **Appendix A** grouped by similar topic area (MSB led, environment, infrastructure, and socio-economic). The studies are being undertaken by NWMO or MSB, with some being joint efforts. The MSB has retained consultants (R.J. Burnside, Deloitte, Tract Consulting) to develop a number of studies and to peer review others (GHD Limited [GHD] team) developed by NWMO and their consultants (DPRA Canada [DPRA] team). The information acquired through the studies is expected to aid MSB to make informed decisions about whether the APM Project is suitable for their community, and if they are willing to consider hosting it and under what circumstances and terms.

The Road Conditions Effects Study is one of the socio-economic studies being carried out by NWMO with the overall objective to assess the existing municipal, county, and provincial road conditions and provide options for any improvements and/or monitoring associated with the Project. The Road Conditions Effects Study was peer reviewed by Subject Matter Experts (SME) at R.J. Burnside & Associates Limited (R.J. Burnside; Jeremy Taylor and Henry Center) in combination with the GHD Leadership Team (Greg Ferraro and Ian Dobrindt) (Peer Review Team [PRT]) in accordance with the Peer Review Protocol process established jointly by MSB and NWMO. **Section 2** elaborates on the Peer Review Protocol process followed including the steps specifically followed and discussions held with NWMO and the DPRA team. As described in **Section 3**, the PRT considered several documents and information in the peer review of the Road Conditions Effects Study to aid in their understanding, focus the peer review, and develop their findings.

The results and resolution of the PRT findings are outlined in **Section 4** starting with how the Final Draft Report has been revised to address the PRT comments on the Draft Report. We note that to the extent possible most of the PRT comments have been addressed where information is available. This is followed by a review of how the Study complies with the approved Work Plan and how the Study informs the applicable Guiding Principles.

The Work Plan was generally followed with some deviations based on the availability of data. Detailed geometric and geotechnical road information, likely truck routes, access locations, detailed information on the construction activities, including maintenance and monitoring requirements, as well as special transport requirements required for the

transport of used nuclear fuel, were not available as part of this initial baseline study work. As a result, the current study is a beneficial initial assessment in understanding baseline conditions and setting the foundation for further study/assessment of the condition of the roads, in future studies carried out by NWMO.

The Study does inform Guiding Principles 2, 3, 7, 30, 31, and 36. Finally, the conclusions from the peer review are provided.

## 2. Peer Review Protocol

### 2.1 Objectives and Overview of the Peer Review Protocol Process

As mentioned, the peer review of the Road Conditions Effects Study Draft Report was undertaken in accordance with the Peer Review Protocol established jointly by the MSB and the NWMO. The Peer Review Protocol had the following established objectives:

1. To provide the community of the MSB with an independent review by qualified SMEs
2. To complete a peer review of NWMO's assessment of potential impacts and proposed benefits of locating the APM Project in MSB in comparison to existing conditions
3. To review how the potential impacts and proposed benefits adhere to the 36 principles that will guide the MSB's assessment of willingness to host the APM Project

With these objectives in mind, the Peer Review was conducted in a collaborative manner between the NWMO/DPRA team and the MSB/GHD team while maintaining independence during the process. **Appendix B** includes the Peer Review Protocol established in June 2021 and **Figure 2.1** summarizes the process followed.

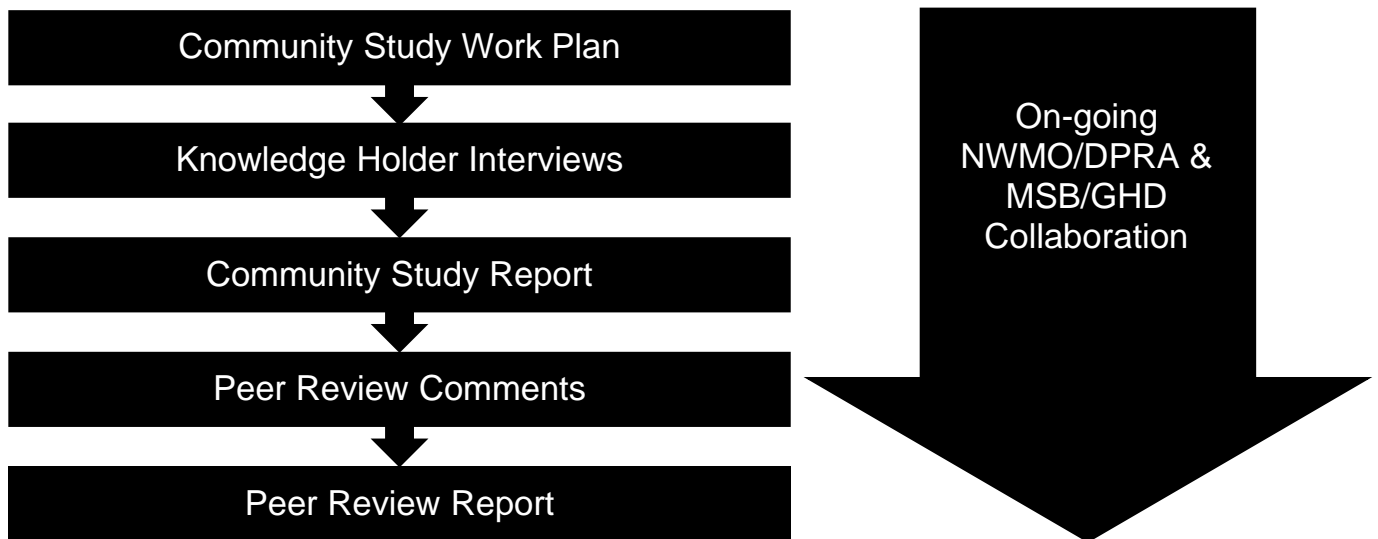


Figure 2.1 The Peer Review Protocol Process

With **Figure 2.1** in mind, the following identifies the primary activities carried out by the PRT:

#### Community Study Work Plan

- Review the Statement of Work associated with the Community Study (CS) prepared by MSB (May 2021) to better understand the stated objectives

- Gain a greater understanding of the APM Project and area conditions including reviewing and providing comments on NWMO’s Project design reports and considering responses received from NWMO
- Hold on-going discussions as required with the NWMO/DPRA team providing input where appropriate (e.g., data sources to be reviewed, study area boundaries, knowledge holders to be interviewed, etc.)
- Review and provide comments on the draft Work Plan associated with the CS prepared by the NWMO/DPRA team and consider responses received from the NWMO/DPRA team as part of them finalizing the Work Plan before its implementation

### ***Knowledge Holder Interviews***

- Attend Knowledge Holder interviews organized by NWMO to listen firsthand, ask questions, and seek clarifications. Review and provide comments on draft meeting minutes prepared by NWMO.
- Hold on-going discussions as required with the GHD Leadership Team (e.g., receive Project updates and information, ask questions, seek clarification, etc.)

### ***Community Study Report***

- Attend CS Draft Report Status Update Meetings organized by the NWMO/DPRA team
- Review the CS Draft Report prepared by the NWMO/DPRA team
- Review the CS Final Report prepared by the NWMO/DPRA team

### ***Peer Review Comments***

- Develop a preliminary list of comments including initial impressions, observations, and any potential issues and/or concerns with the CS Draft Report based on several documents and information as described in **Section 3**
- Attend a CS Draft Report Check-in Meeting with the GHD Leadership Team and MSB to discuss the preliminary list of comments and confirm those to be provided to the NWMO/DPRA team
- Provide the preliminary list of comments on the CS Draft Report to the NWMO/DPRA team for their understanding of the PRT’s initial impressions, observations, and any potential issues and/or concerns
- Attend a CS Draft Report Working Session with the NWMO/DPRA team to discuss the preliminary list of comments and work through them collectively in a collaborative manner. Through the Working Session some comments were determined not to be applicable to the CS based on the clarifying discussions. In addition, through the Working Session it was agreed that those comments associated with the Draft Report’s structure, or to such items like how sources or exhibits are referenced, or spelling and grammar, would be excluded and the focus would be more on content and substance as it related to the final Work Plan.
- In some situations, it was agreed to between the GHD Leadership Team/MSB and the NWMO/DPRA team that certain sections of the CS Draft Report or the entire document itself should be revised and resubmitted for review because of the nature and extent of the preliminary comments provided. In the situations of the entire document, the formal set of comments were held pending receipt of the revised CS Draft Report. Upon receipt, the revised CS Draft Report was reviewed, the preliminary comments updated accordingly for submission, and further discussions were held between the GHD Leadership Team/MSB and the NWMO/DPRA team prior to formal comments being submitted.
- Submit the formal set of comments on the CS Draft or revised Draft Report to the NWMO/DPRA team for their review and responses
- Review the responses from the NWMO/DPRA team to the formal set of comments and ensure there were no significant outstanding issues and/or concerns

### ***Peer Review Report***

- Prepare the draft Peer Review Report and submit to MSB for review
- Finalize the draft Peer Review Report based on any comments received and provide to MSB



## 2.2 Key Activities Associated with the Peer Review of the Road Conditions Effects Study

With the preceding process in mind, **Table 2.1** lists the key activities associated with the Peer Review carried out by the PRT comprising the SMEs at R.J. Burnside (Jeremy Taylor and Henry Centen) in combination with the GHD Leadership Team (Greg Ferraro and Ian Dobrindt) for the Road Conditions Effects Study prepared by Morrison Hershfield. The Road Conditions Effects Study was initiated by Morrison Hershfield following finalization of the Work Plan in October 2021 and culminated in the Final Draft Report being submitted to GHD on June 14, 2022.

**Table 2.1** Key Activities Associated with the Peer Review of the Road Conditions Effects Study

Key Activities	Date	Parties Involved
Interviews with Road Authorities (Bruce County, MSB, Huron County, Huron-Kinloss)	October 13, 2021	R.J. Burnside (Henry Centen), Morrison Hershfield (Brad Hewton and Andres Baez Rodriguez)
Review of the Draft Southwestern Ontario Road Conditions Study Work Plan (I24) issued by DPRA (August 11, 2021)	August 2021 – October 2021	R.J. Burnside (Jeremy Taylor and Henry Centen), GHD (Greg Ferraro and Ian Dobrindt)
Issuance of the Peer Review Team comment disposition table on the Draft Work Plan	September 14, 2021	R.J. Burnside (Jeremy Taylor and Henry Centen), GHD (Greg Ferraro and Ian Dobrindt)
Review of the Final Southwestern Ontario Road Conditions Study Work Plan (I24) issued by DPRA (October 8, 2021)	October 2021 – April 2022	R.J. Burnside (Jeremy Taylor and Henry Centen), GHD (Greg Ferraro and Ian Dobrindt)
Peer Review Team and DPRA Project Status Update Meeting for the Aggregate Resources, Infrastructure, Roads, and Traffic Studies	October 28, 2021, December 13, 2021, January 12, 2022	R.J. Burnside (Jeremy Taylor and Henry Centen), GHD (Greg Ferraro and Ian Dobrindt), NWMO (Charlene Easton), DPRA (Vicki McCulloch), Morrison Hershfield (Brad Hewton and Andres Baez Rodriguez), Keir Corp. (Andy Keir)
Review of Road Conditions Study Report (I24) Draft – Southwestern Ontario Community Study issued by Morrison Hershfield (April 8, 2022)	April 2022 – June 2022	R.J. Burnside (Jeremy Taylor and Henry Centen), GHD (Greg Ferraro and Ian Dobrindt)
Peer Review Team Check-in Meeting to review/confirm preliminary comments	April 29, 2022	R.J. Burnside (Jeremy Taylor and Henry Centen), GHD (Greg Ferraro and Ian Dobrindt), MSB (Catherine Simpson)
Issuance of the Peer Review Team preliminary comment disposition table on the Draft Report to DPRA	May 5, 2022	R.J. Burnside (Jeremy Taylor and Henry Centen), GHD (Greg Ferraro and Ian Dobrindt)
Peer Review Team and DPRA Project Update Meeting to discuss/understand the preliminary comments	May 10, 2022	R.J. Burnside (Jeremy Taylor and Henry Centen), GHD (Greg Ferraro and Ian Dobrindt), MSB (Catherine Simpson), NWMO (Charlene Easton), DPRA (Vicki McCulloch), Morrison Hershfield (Brad Hewton and Andres Baez Rodriguez), Keir Corp. (Andy Keir)
Issuance of the Peer Review Team formal comments disposition table on the Draft Report	June 2, 2022	R.J. Burnside (Jeremy Taylor and Henry Centen), GHD (Greg Ferraro and Ian Dobrindt)
Review of the Road Conditions Study Report Final Draft – Southwestern Ontario Community Study issued by Morrison Hershfield (June 14, 2022)	June 14 - 20, 2022	R.J. Burnside (Jeremy Taylor and Henry Centen), GHD (Greg Ferraro and Ian Dobrindt)

### 3. Key Documentation and Information Reviewed

As stated, several documents and information were considered by the PRT in carrying out the Peer Review Protocol. **Table 3.1** lists the key documents and information considered by the PRT in the review of the Road Conditions Effects Study.

**Table 3.1** Key Documents and Information Considered in the Peer Review of the Road Conditions Effects Study

Document Name/Information	Author/Source/Date	Description/Application
Implementing Adaptive Phased Management 2021 to 2025	Nuclear Waste Management Organization (NWMO) (March 2021)	Reviewed to understand the Project planning timelines. The PRT provided comments (November 18, 2021) for NWMO's consideration and response (January 27, 2022).
Road Conditions Effects Study - Statement of Work	Municipality of South Bruce (MSB) (May 2021)	Reviewed to understand the objectives and scope of work including inputs to the Road Conditions Effects Study and its relationship to other Community Studies as envisioned by the Municipality of South Bruce (MSB).
Knowledge Holder Interviews (Bruce County; MSB Public Works; Huron County; Township of Huron-Kinloss)	NWMO (October 2021)	Attended in-person to listen firsthand, ask questions, and seek clarifications as part of gaining an understanding of key knowledge holders' perspectives on the Project. Reviewed and provided comments on draft meeting minutes prepared by NWMO prior to their issuance to meeting attendees.
Deep Geological Repository Conceptual Design Report – Crystalline / Sedimentary Rock (APM-REP-00440-0211-R000)	NWMO (September 2021)	All members of the PRT reviewed the Executive Summary to obtain an understanding of the below ground facility. Subsequently, additional sections of the Report were reviewed, by certain members of the PRT as appropriate, to obtain a greater level of understanding specific to their areas of study (e.g., Facility Design and Operation, Aggregate Resources Study, Road Conditions Effects Study, Waste Management, etc.). The PRT provided comments (November 18, 2021) for NWMO's consideration and response (January 27, 2022).
Deep Geological Repository Transportation System Conceptual Design Report - Crystalline / Sedimentary Rock (APM-REP-00440-0209-R001)	NWMO (September 2021)	Reviewed if the transportation of used fuel was applicable to the areas of study (e.g., Aggregate Resources Study, Road Conditions Effects Study, etc.). The PRT provided comments (November 18, 2021) for NWMO's consideration and response (January 27, 2022).
APM 2021 DGR Lifecycle Cost Estimate Update Summary Report (NWMO-TR-2021-11 R001)	NWMO (September 2021)	Reviewed to better understand the scope and magnitude of the Project components. The PRT provided comments (November 18, 2021) for NWMO's consideration and response (January 27, 2022).
Community Studies Planning Assumptions	NWMO (October 18, 2021)	Reviewed to understand certain parameters for the Project. The PRT provided comments (November 18, 2021) for NWMO's consideration and response (January 27, 2022).

Document Name/Information	Author/Source/Date	Description/Application
Southwestern Ontario Road Conditions Study Work Plan (I24)	DPRA Canada Inc. (October 8, 2021)	Reviewed to understand the purpose and outcome of the Road Conditions Effects Study including its linkages to other Community Studies, scope and assumptions, approach, and key information sources/data collection.
Road Conditions Study Report (I24) Draft – Southwestern Ontario Community Study	Morrison Hershfield (April 8, 2022)	The draft output/deliverable from completing the final Work Plan for review by the PRT.
South Bruce and Area Growth Expectations Memo	metroeconomics (February 7, 2022)	Reviewed to understand the assessment of the potential for economic and demographic growth over the period from 2022 to 2046 of the Core Study Area including MSB both from the perspectives of growth independent of the Project as well as the result of the Project.
Road Conditions Study Report (I24) Final Draft – Southwestern Ontario Community Study	Morrison Hershfield (June 14, 2022)	The final output/deliverable from completing the final Work Plan for confirmation by the PRT.

## 4. Peer Review Findings and Resolution

### 4.1 Comments on the Road Conditions Effects Study

The PRT provided their formal comments to NWMO/DPRA team on June 2, 2022, in the form of a memo and comment disposition table (**Appendix C**). As per on-going discussions between the PRT and the NWMO/DPRA team, the focus of the peer review and resolution of comments was to be on those of a more substantive nature. As a result, while **Appendix C** lists all the formal comments on the Road Conditions Effects Study, **Table 4.1 (3rd column)** lists only those comments of a more substantive nature in the Comment Disposition Table. In reply, NWMO/DPRA provided a documented response describing how and where the formal comments were to be addressed in the Final Draft Report (**Table 4.1, 4th column**). Upon receipt, the PRT reviewed the Final Draft Report to ensure the documented responses were, in fact, incorporated into the Road Conditions Effects Study (**Table 4.1, 5th column**).

As stated in **Table 4.1**, the PRT acknowledges that the Final Draft Report has been updated in response to PRT comments, but there are still several comments remain that were only partially addressed. As a result, the PRT recommends that the following should be considered as part of any future follow up studies undertaken by NWMO to advance the assessment of the Project impacts to road conditions:

- Expand upon the preliminary high-level condition review to a more detailed condition review of the structural adequacy (roads, bridges, culverts) of the potential haul routes and commuter routes that connect the Project site to the arterial road networks. The condition criteria related to the “Last Mile” municipal local roads should address the specific needs of that subset of the road network, including its ability to accommodate the increased truck and commuter traffic.
- Identify the impacts on condition of the potential roads used as haul routes, particularly to/from aggregate pits that will be chosen to supply the Project, with consideration of increased truck traffic in the initial period of construction operations
- Confirm the location and strategy related to the movement of the excavated rock and its impact on the condition of the affected roads
- Undertake a detailed review of the structural and geotechnical condition requirements of the road network to accommodate traffic to/from the Project, including the transport of the Used Nuclear Fuel, emergency response requirements, and impacts to non-vehicular travel (e.g., agricultural equipment, horse and buggy, cyclists, pedestrians)

- Develop a maintenance and monitoring program providing the requirements of road conditions, particularly during the heavier construction periods, to ensure that the conditions for safe travel are maintained on the road network and that agreements/funding for timely response to condition issues are developed
- Consider including the findings of the Local Traffic Effects Study, and future traffic studies, in the Road Conditions Effects Study, particularly as it related to the road cross sectional needs (e.g., paved shoulders) and road and bridge structural design requirements, as well as right-of-way needs

Table 4.1 Road Conditions Effects Study Draft Report Comment Disposition Table

Comment number	Report section reference	Formal Substantive Comments from Peer Review on the Draft Report	How and Where Comments are Addressed	Peer Review Responses to DPRA Comments based on the Final Draft Report
1	General	It would be beneficial that reference throughout the report as to how the Guiding Principles have been considered and / or can be met with future work and other studies.	<p>The principles that MSB identified as having alignment with the <i>Road Conditions Study</i> were provided in February 2022, As requested by MSB, the relevant principles are included in the report; refer to Sub-section 1.3. The <i>Road Conditions Study</i> is relevant to MSB Guiding Principles (2020) #2, #3, #7, #30, #31 and #36. The <i>Road Conditions Study</i> provides information directly relevant to Principles #30 and #31 and contributes more generally to Principles #2, #3, #7 and #36.</p> <p>MH can add text in the revised report to indicate linkages with future work/studies. For example, in Section 1.3 will add:                      “The <i>Road Conditions Study</i> provides information that the NWMO and MSB can use to inform agreements and funding arrangements (as described by Principles #30 and #31) in the future as part of negotiations of a draft hosting agreement and/ or subsequent studies/ discussions if the South Bruce Area is ultimately selected as the Project location. For clarity, development of these types of agreements/arrangements is not part of the objectives / work plan for this study.”</p> <p>Similar text can also be added to the Section 6 Options Assessment, and in the Section 7 Summary.</p>	Comment satisfactorily addressed in revised report.
2	General	Recommendations should include the need for future further studies to undertake analysis such as geotechnical review and structural design of Municipal Roads should be completed.	MH will include suggestions/ options for the types of future studies that may be required to confirm existing road structure/capacity and future design requirements if the Project is located in the South Bruce Area.	Comment satisfactorily addresses in final report. The report recommends that future geotechnical studies be performed on roads contemplated for improvements to confirm their structural capacity to carry increased heavy traffic.

Comment number	Report section reference	Formal Substantive Comments from Peer Review on the Draft Report	How and Where Comments are Addressed	Peer Review Responses to DPRA Comments based on the Final Draft Report
3	1.3.2 Figure 1-1 and Figure 1-2	The Last Mile Area should be extended further south and aligned with the Core Area in the <i>Traffic Effects Study</i> .	Extending the “Last Mile” area further south would not meet the intent of the term, given the study’s focus is on roads with greater likelihood of needing upgrades in close proximity to the potential Project site (where Project-related traffic will be concentrated). There is no provincial highway in proximity to the south. While not all are considered to be within the “Last Mile,” our study covers the roads included in the established study network for this study.	The established study road network includes roads to the south, since they connect to Wingham and to arterial County Roads (e.g., County Road 86). These roads are in close proximity to the Project and should be included in future studies to assess upgrade needs.
4	1.3.3	Provide an outline of activities in the construction phase.	The temporal boundaries described in Section 1.3.3 are common to all of the community studies reports, and were agreed to by both NWMO and the MSB/GHD in the October 2021 work plans.	The temporal boundaries are acceptable. For context of the 10-year timeframe allocated to construction, it is suggested that reference be made to other studies that outline the construction activities and periods of more intense on-site activities (e.g., aggregate supply in the first 2 years of construction). Local Traffic Study (Morrison Hershfield, June 2022) has provided additional information on the phasing of construction activities.
5	2.2.2	Expand on the Pavement Condition Rating (PCR) methodology (i.e., high-level, 1 to 100 subjective visual assessment) and that an objective assessment (i.e., geotechnical work) is recommended for future studies to provide a more detailed assessment of the structural adequacy of the roads.	MH will elaborate on the methodology for determining the PCR.  MH will include identify options for the types of studies that will be required to confirm existing road structure/capacity and future design requirements if the Project is located in the South Bruce Area.	Comment satisfactorily addressed in revised report. The report recommends that future geotechnical studies be performed on roads contemplated for improvements to confirm their structural capacity to carry increased heavy traffic.
8	3.0	Based on the preliminary assessment it is premature to consider the timing or extent of road work or the sufficiency of existing conditions for Project needs. The structural adequacy of the roads to accommodate the traffic volumes and traffic types should be an important consideration.  Some quantification of the impacts of the Project on the life cycle of the roads and on their design requirements should be provided, beyond their existing condition rating.	MH will add context/clarification for the reader that existing road conditions do not necessarily reflect structural adequacy or that this is the primary determinant for needed upgrades to accommodate the Project or other long-term use.  MH will include general discussion about how incremental equivalent single axle loads (ESAL) and typical roadway deterioration curves could be used in future studies to quantify life cycle impacts. At this time, MH cannot quantify these impacts considering the uncertainty about access &	Comment satisfactorily addressed in revised report. The report recommends that future geotechnical studies be performed on roads contemplated for improvements to confirm their structural capacity to carry increased heavy traffic.

Comment number	Report section reference	Formal Substantive Comments from Peer Review on the Draft Report	How and Where Comments are Addressed	Peer Review Responses to DPRA Comments based on the Final Draft Report
			haul routes which may be used for the Project, if it were to be located in the South Bruce Area, and the unknown existing pavement structures.	
10	3.3	Load restrictions are an important consideration in establishing the haul routes to the Site. Additional review and mapping of load restrictions should be provided.	MH will provide an additional figure to depict known load restrictions for roads within the study network.	Comment satisfactorily addressed in revised report. Future studies to identify haul routes should also include load restriction on County Roads in the study area.
11	3.5	The review only includes a preliminary review of a limited number of structures in the immediate area of the Project Site. Future detailed review should be recommended for structures along all roads that have significant truck traffic resulting from the Project, or where road widening improvements are required to accommodate the Project.	MH will incorporate suggestions/ options for future study of structure improvements that may be required due to future traffic/loading and/or potential road widenings.	Comment satisfactorily addressed in revised report.
12	3.5	Structure 009 should be included in the structures identified, assuming Sideroad 25N is extended between Concession 8 and Concession 10. This structure is not currently in service and a new bridge would be required at this location.	The segment of Side Road 25N from Concession Road 8 to Concession Road 10 is not part of the established road network to be included in this study. However, given South Bruce's interest in replacing this Structure 009 and reopening this segment of road, as well as its potential use for access to the Project site (if opened), we will include discussion on the structure.	Comment satisfactorily addressed in revised report.
13	3.5.2	Major rehabilitation of Structure 0008 will not likely achieve sufficient structural capacity to accommodate heavy vehicle traffic and therefore should likely be replaced.	MH will add commentary on the need to determine if rehabilitation would meet needs of Project, or if replacement would be required.	Comment satisfactorily addressed in revised report.
14	4.1 Figure 4-2	A platform width of 13.0 m is proposed for the Last Mile roads, considering the operational requirements for the potential Project Site. Comment should be provided on potential right-of-way widening requirements to accommodate this road section.	MH will incorporate discussion on potential right-of-way impacts associated with road widenings.	Comment satisfactorily addressed in revised report.

Comment number	Report section reference	Formal Substantive Comments from Peer Review on the Draft Report	How and Where Comments are Addressed	Peer Review Responses to DPRA Comments based on the Final Draft Report
15	5.1	It is noted that potentially warranted road improvements have been identified for roadways with Summer Average Daily Traffic (SADT) projected to be higher due to the Project. As noted in peer review of the Traffic Study, additional functionality and safety considerations beyond the SADT capacity should be considered for all Municipal Roads and County Roads 4 & 6.	MH will make reference to other considerations, including traffic volumes, road use, etc. that may influence the warrant for improvements. Note this study's recommendations are based on projected SADT percent increases associated with the Project, not traffic capacity.	Comment satisfactorily addressed in revised report.
16	5.1	Considering that there will be a 10-year construction period in advance of operations, further assessment of the phasing of road improvements should be provided. Multiple road improvements may be required accommodate the initial construction period and the subsequent Site operations.	Clarification of potential need to upgrade some roads prior to construction will be provided. Detailed phasing cannot be provided as part of this study as access plans for the potential Project Site are not yet established. This should be subject to future study if the Project is located in the South Bruce Area.	Comment satisfactorily addressed in revised report.
17	5.1	Future study should be recommended to identify specific road improvement locations to accommodate horse and buggy traffic, once access points and haul routes have been established.	MH will note that other potential access roads are located in proximity and can be evaluated further under future studies.	Comment satisfactorily addressed in revised report.
18	5.2 Table 5-1	Preliminary road improvement recommendations should be verified through future geotechnical study. It would be beneficial to summarize the bridges & culverts (structures) for improvements given the current condition and road widening required.	MH will include discussion on future geotechnical studies that may be required to validate the scope of potential improvements identified in this study. MH will summarize/reference potential structure modifications associated with the identified potential road improvements.	Comment satisfactorily addressed in revised report.
20	6.3	A new access road is presumed to be on Site, and it would be premature to assume improvements in the "Last Mile" would be avoided.	No alignment has been established for this hypothetical access road. The option was included based on previous working discussions between NWMO, MSB and the Peer Review Team. However, based on discussion between all parties on May 10, 2022, we will remove this option from the study. Instead, we will comment on the potential for establishment of haul routes internal to the Project site.	Comment satisfactorily addressed in revised report.



Comment number	Report section reference	Formal Substantive Comments from Peer Review on the Draft Report	How and Where Comments are Addressed	Peer Review Responses to DPRA Comments based on the Final Draft Report
21	6.3.3	Concession Road 8 is identified for potential reconstruction as a haul or access road and was also recommended for reconstruction in the Municipality's <i>Road Condition Assessment Report</i> . It should be noted that the reconstruction design would likely be quite different with the Project, than without the Project.	MH can clarify that the potential reconstruction scope contemplated in this study includes potential structural upgrades and widening, which may exceed the reconstruction scope contemplated in the <i>MSB Road Condition Assessment Report</i> .	Comment satisfactorily addressed in revised report.
22	6.4 Table 6-2	The intersection improvements are based on truck turning paths only and should be coordinated with capacity and operational improvements, where required.	MH will identify intersections recommended for improvements in the <i>Local Traffic Study</i> . MH will also elaborate on how intersection improvements may be influenced by other factors including use by UFTS and truck volumes.	Comment satisfactorily addressed in revised report.

## 4.2 Comments on Adherence to the Work Plan

The PRT is of the view that the Work Plan was generally followed with some deviations based on the availability of data (**Table 4.2**). Detailed geometric and geotechnical road information, likely truck routes, access locations, detailed information on the construction activities, including maintenance and monitoring requirements, as well as special transport requirements required for the nuclear fuel transport, were not available as part of this initial baseline study work. As a result, this preliminary study is a beneficial initial assessment in understanding baseline conditions and setting the foundation for further study/assessment of the roads and bridges in future studies carried out by NWMO.

**Table 4.2** Adherence to the Work Plan

Step #	Step	Description of Activities	Peer Review Comments	How and Where Comments are Addressed	Peer Review Responses to DPRA Comments
Step 1	Data Collection – Secondary/ Primary; updated Project assumptions; information from other related community studies	<ul style="list-style-type: none"> <li>a. Confirm extents and roadway needs</li> <li>b. Obtain relevant roadway classification information (e.g., classification maps from the Ontario Ministry of Transportation (MTO))</li> <li>c. Obtain required Road Characteristics from NWMO</li> <li>d. Assessment of data including existing road structure, roadway</li> </ul>	<p>As-built drawings for roads not available. Future studies should obtain geometric and geotechnical data.</p> <p>Haul routes for truck traffic to/from the Project site have not been defined.</p> <p>It is recommended that future studies assess road improvement requirements once access locations and haul routes to/from the Project Site have been established by NWMO.</p>	Reflected in Sections 1, 2 and 3.	Comment satisfactorily addressed in revised report.

Step #	Step	Description of Activities	Peer Review Comments	How and Where Comments are Addressed	Peer Review Responses to DPRA Comments
		<p>geometrics, roadside elements (ditching, roadside safety, illumination)</p> <p>e. Assess demands impacts (with traffic study team) to confirm extents of their proposed operational improvements and future operational improvement requirements. Evaluate swept path analysis for truck/commercial traffic accommodation along anticipated routes</p> <p>f. Field work</p>	The recommended future studies need to confirm that Project site operations will meet the special transport requirements set out in the regulations for Safe and Secure Transportation of Canada's Used Nuclear Fuel		
Step 2	Provide Inputs to and take Outputs from Other Studies	<p>a. Share data and findings with other community studies</p> <p>b. Take into considerations data and findings from other studies that are pertinent to the subject study</p>		Data from other studies including <i>Municipality of South Bruce Road Condition Assessment</i> was taken into account.	Acknowledged.
Step 3	Analysis and assessment, identification of effects management options	<p>a. Analysis of data</p> <p>b. Draft reporting and drawings, sketches</p> <ul style="list-style-type: none"> <li>Provide potential options for potential improvements including preliminary prioritization based on existing conditions (baseline study) and future needs)</li> </ul> <p>c. Preliminary costing for improvements as outlined in the reporting. Cost estimate shall be Class D (or parametric estimates) using available costing data</p>	<p>Study provides a high-level assessment of strategy for improving roads in the study area. Future studies are recommended to adequately confirm the road improvement needs and options.</p> <p>Preliminary costing was provided for the structures, but not for the road improvements.</p>	<p>Recommendations included in Section 5 and costing included in Section 6.</p> <p>See response to comment 7, above.</p> <p>Reflected in Section 6 of report.</p>	Comment satisfactorily addressed in revised report.

Step #	Step	Description of Activities	Peer Review Comments	How and Where Comments are Addressed	Peer Review Responses to DPRA Comments
Step 4	Observations and Conclusions	<ul style="list-style-type: none"> <li>a. Summarize findings</li> <li>b. Set out observations and conclusions</li> </ul>	<p>Observations and Conclusions are preliminary and future studies are recommended to further evaluate the specific haul routes, structural condition of existing roads and incorporate further inputs from the future traffic studies.</p>	<p>Reflected in Section 7.1 Key Findings.</p>	<p>Comment satisfactorily addressed in revised report.</p>

### 4.3 Municipality of South Bruce’s Guiding Principles

The Road Conditions Effects Study informs select principles of the 36 guiding principles established by MSB. The Municipality published a Project Visioning report based on community workshops held in January 2020 that identified areas of community concern and opportunities. Based on the Project Visioning report and further public consultation, MSB passed a Council resolution endorsing the 36 principles that will guide their assessment of willingness to host the APM Project. In light of their importance to MSB, the principles have been individually linked to each of the studies as appropriate to ensure that they were fully considered or accounted for in completing the work (**Appendix D**).

Six of the 36 principles are linked to the Road Conditions Effects Study: numbers 2, 3, 7, 30, 31, and 36. **Table 4.3** lists the six principles and how the Road Conditions Effects Study informs those principles.

**Table 4.3** The Principles Associated with the Road Conditions Effects Study

Principle # and Description	Consideration of the Principle in the Study
<p>2. The NWMO must demonstrate to the satisfaction of the Municipality that sufficient measures will be in place to ensure the natural environment will be protected, including the community’s precious waters, land and air, throughout the Project’s lifespan of construction, operation and into the distant future.</p>	<p>The Road Conditions Effects Study informs Guiding Principle # 2 by providing a subjective visual assessment of the condition of the roads that may be used by the Project for goods movement and for commuter travel, describing the adequacy of the roads to accommodate these requirements and identifying options for potential road improvements and other mitigation measures. The Study acknowledges the need for future detailed studies, by NWMO, to further identify the upgrading needs for the roads and bridges to accommodate the Project, as well as costing for such work.</p> <p>The options for a monitoring program for road condition should be further developed in future studies, once additional information is available (e.g., haul routes, access locations).</p> <p>Future studies should further elaborate on the environmental protection measures (e.g., erosion and sedimentation control, stormwater management etc.) that will be included in the road maintenance / construction works.</p>
<p>3. The NWMO must demonstrate to the satisfaction of the Municipality that used nuclear fuel can be safely and securely transported to the repository site.</p>	<p>The Road Conditions Effects Study identifies the existing condition of the roads to accommodate goods movement to/from the DGR site, based on a subjective visual assessment of the condition of the roads.</p> <p>Specific routes for the transport of Used Nuclear Fuel (UNF) are not available and will be subject to regulatory approval. The PRT recommends that future detailed traffic operational studies be completed to ensure that potential routes are adequately designed and maintained to accommodate the transport of UNF.</p>
<p>7. The NWMO must commit to preparing construction management and operation plans that detail the measures the NWMO will implement to mitigate the impacts of construction and operation of the Project.</p>	<p>The Road Conditions Effects Study incorporates the results of the forecasts of the Local Traffic Effects Study, including project-specific travel demand for both the work force and construction materials traffic loads, including key findings from other NWMO Community Studies.</p> <p>The PRT recommends that future studies be completed to identify specific haul routes and the mitigation of construction and operation of the Project, on these routes.</p>
<p>30. The NWMO will prepare a review of the existing and projected capacity of South Bruce’s road network and will commit to providing appropriate funding for any required upgrades to the road network.</p>	<p>The Road Conditions Effects Study begins to inform Guiding Principle #30 by providing a visual assessment of the condition of the MSB roads and bridges in the study area. The PRT recommends that future studies be completed to fully identify the upgrade requirements to the roads and bridges and the funding of such upgrades, based on more detailed geotechnical and distress studies, as well as to identify specific haul routes and operating routes for the Project.</p>
<p>31. The NWMO will enter into a road use agreement with the Municipality that identifies approved transportation routes during construction and operation of the Project and ensures proper funding for maintenance and repair of municipal roads and bridges used for the Project.</p>	<p>The Road Conditions Effects Study provides a preliminary review of the potential routes to be used for construction and operation of the Project. The PRT recommends that future studies be completed to identify specific haul routes and operating routes, together with monitoring requirements, to ensure that proper approvals / funding / agreements are implemented for maintenance and repair of roads and bridges used for the Project.. The monitoring program should be sufficient to identify the causative factors necessitating the maintenance and</p>

Principle # and Description	Consideration of the Principle in the Study
	repairs of the municipal roads and bridges, together with the responsibilities for implementing appropriate responses.
36. The NWMO must demonstrate to the satisfaction of the Municipality that the Project will benefit the broader region outside of the community of South Bruce, including local Indigenous communities.	The Road Conditions Effects Study provides a preliminary review of potential road improvement requirements, including those in the broader region, based on a visual condition assessment of the roads. The PRT recommends that future detailed condition studies be completed to further develop and coordinate the details of mitigation works required along the routes in these broader areas. The Road Conditions Effects Study, together with more detailed future studies, can provide information that may be used in other Community Studies to assess the costs (e.g., road improvements, growth challenges) versus benefits (e.g., Development Charges, additional tax revenue from growth etc.).

## 4.4 Conclusions of the Peer Review

The PRT is of the view that the Road Conditions Effects Study, subject to available information, was carried out in accordance with the approved Work Plan. The Study provides a preliminary assessment of the existing roads, bridges and intersections in the study area, identifying the existing conditions of these assets and the potential effects of the Project on these conditions. In addition, the Study identifies potential improvements to specific roads, intersections, bridges and culverts, that may be impacted by the Project. The Study acknowledges that this initial study has been based on cursory visual observations and that more refined cost estimates for improvements can be developed in future studies, once additional detailed information is available, to reflect site-specific conditions.

The comparative analysis of the improvement needs of the roads, with and without the Project, has been largely based on a subjective visual assessment of the condition of the roads, rather than a detailed assessment of the severity and extent of distresses and geotechnical studies. The need for more detailed future studies is of particular importance on the local Municipal roads, considering the potential for impact of the additional construction and truck traffic on roads that may not have been designed to accommodate such traffic.

The following items should be considered as part of any future related study work, as additional information becomes available:

- Expand upon the preliminary high-level condition review to a more detailed condition review of the structural adequacy (roads, bridges, culverts) of the potential haul routes and commuter routes that connect the Project site to the arterial road networks. The condition criteria related to the “Last Mile” municipal local roads should address the specific needs of that subset of the road network, including its ability to accommodate the increased truck and commuter traffic.
- Identification of the impacts of haul routes, particularly to/from aggregate pits that will be chosen to supply the Project, with consideration of increased truck traffic in the initial period of construction operations
- Confirm the location and strategy related to the movement of the excavated rock and its impact on the condition of the affected roads
- Undertake a detailed review of the structural and geotechnical condition requirements of the road network to accommodate traffic to/from the Site, including the transport of the Used Nuclear Fuel, emergency response requirements, and impacts to non-vehicular travel (e.g., agricultural equipment, horse and buggy, cyclists, pedestrians)
- Develop a maintenance and monitoring program providing the requirements of road conditions, particularly during the heavier construction periods, to ensure that the conditions for safe travel are maintained on the road network and that agreements/funding for timely response to condition issues are developed
- Consider including the findings of the Local Traffic Effects Study, and future traffic studies, in the Road Conditions Effects Study, particularly as it related to the road cross sectional needs (e.g., paved shoulders) and road and bridge structural design requirements, as well as right-of-way needs

The PRT has found that the Study informs Guiding Principle, specifically 30 and 31, however future studies are recommended to fully identify the upgrade requirements to the road network and the funding of such upgrades, as well as to identify specific haul routes and operating routes of the Project, along with the required road use agreement and funding for maintenance and repair of such routes.

# Appendices

# **Appendix A**

**List of Socio-Economic Community Studies**



## Appendix A. List of Socio-Economic Community Studies

ID	Study Name	Study Proponent	Lead Consultant
E01	Local Economic Development Study & Strategy	MSB	Deloitte
E02	Economic Development Program - Youth	MSB	Deloitte
E03	Local Hiring Effects Study & Strategy	MSB	Deloitte
E04	Demographics	MSB	Keir Corp.
E05	Agricultural Task Force/Agricultural Business Impact Study	MSB	Deloitte
E06	Fiscal Impact and Public Finance	MSB	Watson & Associates Economists
E07	Tourism Industry Effects & Strategy	MSB	Deloitte
E08	Housing Needs and Demand Analysis Study	NWMO, MSB	Keir Corp.
E09	Labour Baseline Study	NWMO	Keir Corp.
E10	Workforce Development Study	NWMO	Keir Corp.
E11	Regional Economic Development Study	NWMO	Keir Corp.
E12	Property Value Monitoring Program		
I21	Aggregate Resources Study	NWMO, MSB	Keir Corp.
I22	Infrastructure Baseline and Feasibility Study	NWMO	Morrison Hershfield
I23	Local Traffic Effects Study	NWMO	Morrison Hershfield
I24	Road Conditions Effects Study	NWMO	Morrison Hershfield
S13	Effects on Recreational Resources	MSB	Tract Consulting
S14	Local/Regional Education Study	NWMO, MSB	DPRA
S15	Land Use Study	NWMO, MSB	DPRA
S16	Social Programs Study	NWMO, MSB	DPRA
S17	Emergency Services Study	NWMO	DPRA
S18	Vulnerable Populations Baseline and Effects Study	NWMO	DPRA
S19	Effects on Community Safety		
S20	Community Health Programs and Health Infrastructure Study	NWMO	DPRA

# **Appendix B**

## **Peer Review Protocol**

## **South Bruce Consultants Peer Review Protocol**

### **Protocol for Peer Review Process**

1. The scope of the peer review is variable for each NWMO study (Study). The scope and objective of each Study is variable. The Study may include development of information, data and documents in the form of a:

- Statement of Work
- Work plan
- Baseline conditions
- Modeling/prediction/forecast of future conditions
- An assessment of impact/benefits

Not all NWMO studies will include each of the above listed elements. While a collaborative peer review approach is to be used, it is important to maintain independence during the peer review process.

2. Develop an initial understanding of NWMO inputs to conducting the Study including timing, availability and sources of information.
3. Meet with NWMO and their consultants to
  - compile a list of information/documents that will need to be reviewed as part of the Peer Review
  - compile a list of parties/agencies providing information for use in preparing the Study
  - identify additional information/sources that may be pertinent to the Study
4. Undertake an initial review of the information/documents assembled and developed for the Study
  - Peer review of the SoW will include information and data pertaining to some or all of the following elements:
    - i.) Statement of Work (SoW)
    - ii.) Work plan
    - iii.) Baseline conditions
  - Provide questions/comments to NWMO on the available information/documents and ensure they have been adequately addressed with the community in mind.
5. Conduct peer review of the Study findings as they are developed which may include the following:
  - i.) Project design(s)
  - ii.) Modeling of future conditions
  - iii.) Impact assessment approach
  - iv.) Impact assessment findings
  - v.) Analysis of reliability
  - If warranted, work with NWMO and their consultants to conduct a site visit
6. Meet with NWMO and their consultants to:
  - Seek clarifications of the information/documents reviewed
  - Ensure a full understanding of the assessment approach and findings
  - Present the preliminary peer review findings (concurrences and concerns)



- Provide questions/comments and peer review findings and ensure they have been adequately addressed with the community in mind.
7. Review NWMO draft reports
    - Complete a detailed review of the draft reports
    - Identify omissions and/or inconsistencies if they occur with SOW and Work Plan
  8. Prepare draft Peer Review Report for submission to South Bruce for comments.
    - Include a summary of peer review observations, findings, and comments
  9. South Bruce will review with RedBrick for communications to public
  10. Finalize and present the Peer Review Report to South Bruce and NWMO
  11. Each consultant will need to provide a presentation of the findings of the peer reviews to the CLC.

## **Table of Contents for Peer Review Report**

1. Introduction
  - a. State the purpose of the Peer Review Report (Report)
  - b. Provide capsule summary of the proposed Project
  - c. Identify the NWMO Study that is being peer reviewed
  - d. Identify the NWMO Statement of Work for completing the Study (i.e., SOW from EOI or update)
  - e. Identify participants involved in conducting the Study
  - f. Identify the time period the Study work and Peer Review was carried out
2. Peer Review Objectives and Process
  - a. State objectives for conducting the Peer Review which include
    - i. To provide the community of SB with independent review by qualified subject matter experts
    - ii. To complete a peer review of the NWMO Assessment of potential impacts and proposed benefits in comparison to existing conditions
    - iii. To review how the potential impacts and proposed benefits adhere to the 36 principles that will guide the assessment of willingness to host the Project.
  - b. Describe the Peer Review Process Undertaken
    - i. Describe the Peer Review process that was carried out.
    - ii. List activities completed (e.g., site visits, work plan review, data review, report review, meetings, etc.)
3. Documentation and Information Reviewed
  - a. List NWMO study specific information reviewed which may include:
    - i. Scope of work
    - ii. Detailed work plan
    - iii. Baseline Conditions
    - iv. Assessment Approach
    - v. Assessment Findings
  - b. List parties/agencies involved in providing information into the study
  - c. List all documents/meetings/data/additional information and include a short summary of each
4. Peer Review Findings and Resolution
  - a. Baseline Conditions Report (concurrences and concerns and resolution)

- b. Impact Assessment (IA) Report
    - i. IA approach (concurrences and concerns and resolution)
    - ii. IA findings (concurrences and concerns and resolution)
  - c. Conclusions of peer review
  - d. Adherence to the 36 principles which are pertinent to the study
5. Summary

# **Appendix C**

**Peer Review Comments Memo**



# Memorandum

June 02, 2022 – updated June 23, 2022

<b>To</b>	Dave Rushton/Catherine Simpson, Municipality of South Bruce		
<b>Copy to</b>			
<b>From</b>	Greg Ferraro and Ian Dobrindt/AD/mm	<b>Tel</b>	+1 519 884 0510
<b>Subject</b>	Road Conditions Study (I24) Draft Report – Peer Review Comments	<b>Project no.</b>	11224152-MEM-24

## 1. Introduction

This memo provides the Municipality of South Bruce (South Bruce) peer review team’s comments on the Road Conditions Study (I24) Draft Report (Draft Report) prepared by Morrison Hershfield (April 8, 2022) for your consideration and internal circulation as per the South Bruce Nuclear Exploration Project joint study review flow process. In addition, the memo will be submitted to the Nuclear Waste Management Organization (NWMO) and their consultants (DPRA Canada, Morrison Hershfield) by GHD Limited (GHD) as per the peer review protocol process.

## 2. Peer review approach

The peer review of the Draft Report was carried out by R.J. Burnside and GHD. The peer review process was completed in alignment with the peer review protocol that was developed to support a collaborative approach between NWMO and South Bruce while maintaining independence during the process. In accordance with the peer review protocol process, R.J. Burnside (Subject Matter Expert) and GHD (Lead Consultant) considered the following information during our individual reviews of the Local Traffic Effects Study Draft Report:

- Road Conditions Effects Study - Statement of Work (May 2021)
- Southwestern Ontario Road Conditions Study Work Plan (I24), prepared by DPRA Canada Inc. (October 8, 2021)
- Knowledge holder interviews
- Peer review comments on NWMO’s draft project description for South Bruce community studies memo prepared by GHD Limited (November 18, 2021) and responded to by NWMO (January 27, 2022)
- South Bruce and area growth expectations memo prepared by metroeconomics (February 7, 2022)

Both R.J. Burnside and GHD reviewed the Draft Report having the following questions in mind:

- Are there any significant concerns, issues, and/or omissions with the Draft Report?
- What are our initial observations/impressions on the Draft Report?
  - Has the work plan been complied with?

- Has pertinent information gained from knowledge holder interviews been included?
- Has a previous NWMO response of deferring a peer review team comment to the Draft Report task been complied with?
- Have peer review comments made during the community study workshops been addressed?
- Does the Draft Report reflect the most current information available?

R.J. Burnside and GHD held an internal 10-day Peer Review Check-In Meeting working through the preceding questions. Following this, we shared our initial observations/preliminary comments with NWMO and their consultant during a discussion on May 10, 2022, where questions were asked, clarifications were sought, and suggestions were offered. Following this discussion, our substantive comments were finalized as listed in the Comment Disposition Table (**Table 1**).

### 3. Peer review comments

As stated, **Table 1** lists our combined comments on the Draft Report. It is understood that NWMO and their consultants will provide responses to these comments and address each comment where appropriate as part of finalizing the report.

Based on completion of the peer review and follow up discussions with NWMO and their consultants, it is concluded the Draft Report provides a preliminary assessment of existing road conditions within the Core Study Area. Selection of the designated haul routes to/from the Project site have not been finalized and further study is required once they have been determined by NWMO. Future further study is required to assess the structural condition of the existing municipal, county, and provincial roads and structures that are identified as designated haul routes and commuter routes associated with the Project. Specific objectives of the future studies are included in **Table 1** to align and advance the preliminary information provided in the current Study.

The PRT is of the view that based on the findings of the preliminary assessment it is premature to assess the timing or extent of road work to accommodate the needs of the proposed Project and concluding existing road conditions being sufficient for Project needs.

The Road Conditions Study as described in the Draft Report provides a preliminary assessment that aligns with the objectives of NWMO's Work Plan in terms of identifying existing road conditions. Certain activities from the Work Plan remain outstanding as identified in **Table 2**. As certain information is not currently available at this point in the Project planning/design certain outstanding activities are recommended to be addressed in the future recommended studies where appropriate.



Table 1 Road Conditions Study Comment Disposition Table

Comment number	Report section reference	Formal Substantive Comments from Peer Review on the Draft Report	How and Where Comments are Addressed	Peer Review Responses to DPRA Comments based on the Final Draft Report
1	General	It would be beneficial that reference throughout the report as to how the Guiding Principles have been considered and / or can be met with future work and other studies.	<p>The principles that MSB identified as having alignment with the <i>Road Conditions Study</i> were provided in February 2022, As requested by MSB, the relevant principles are included in the report; refer to Sub-section 1.3. The <i>Road Conditions Study</i> is relevant to MSB Guiding Principles (2020) #2, #3, #7, #30, #31 and #36. The <i>Road Conditions Study</i> provides information directly relevant to Principles #30 and #31 and contributes more generally to Principles #2, #3, #7 and #36.</p> <p>MH can add text in the revised report to indicate linkages with future work/studies. For example, in Section 1.3 will add:</p> <p>“The <i>Road Conditions Study</i> provides information that the NWMO and MSB can use to inform agreements and funding arrangements (as described by Principles #30 and #31) in the future as part of negotiations of a draft hosting agreement and/ or subsequent studies/ discussions if the South Bruce Area is ultimately selected as the Project location. For clarity, development of these types of agreements/arrangements is not part of the objectives / work plan for this study.”</p> <p>Similar text can also be added to the Section 6 Options Assessment, and in the Section 7 Summary.</p>	Comment satisfactorily addressed in revised report.
2	General	Recommendations should include the need for future further studies to undertake analysis such as geotechnical review and structural design of Municipal Roads should be completed.	MH will include suggestions/ options for the types of future studies that may be required to confirm existing road structure/capacity and future design requirements if the Project is located in the South Bruce Area.	Comment satisfactorily addresses in final report. The report recommends that future geotechnical studies be performed on roads contemplated for improvements to confirm their structural capacity to carry increased heavy traffic.
3	1.3.2 Figure 1-1 and Figure 1-2	The Last Mile Area should be extended further south and aligned with the Core Area in the <i>Traffic Effects Study</i> .	Extending the “Last Mile” area further south would not meet the intent of the term, given the study’s focus is on roads with greater	The established study road network includes roads to the south, since they connect to Wingham and to arterial County Roads (e.g.,

Comment number	Report section reference	Formal Substantive Comments from Peer Review on the Draft Report	How and Where Comments are Addressed	Peer Review Responses to DPRA Comments based on the Final Draft Report
			likelihood of needing upgrades in close proximity to the potential Project site (where Project-related traffic will be concentrated). There is no provincial highway in proximity to the south. While not all are considered to be within the "Last Mile," our study covers the roads included in the established study network for this study.	County Road 86). These roads are in close proximity to the Project and should be included in future studies to assess upgrade needs.
4	1.3.3	Provide an outline of activities in the construction phase.	The temporal boundaries described in Section 1.3.3 are common to all of the community studies reports, and were agreed to by both NWMO and the MSB/GHD in the October 2021 work plans.	The temporal boundaries are acceptable. For context of the 10-year timeframe allocated to construction, it is suggested that reference be made to other studies that outline the construction activities and periods of more intense on-site activities (e.g., aggregate supply in the first 2 years of construction). Local Traffic Study (Morrison Hershfield, June 2022) has provided additional information on the phasing of construction activities.
5	2.2.2	Expand on the Pavement Condition Rating (PCR) methodology (i.e., high-level, 1 to 100 subjective visual assessment) and that an objective assessment (i.e., geotechnical work) is recommended for future studies to provide a more detailed assessment of the structural adequacy of the roads.	MH will elaborate on the methodology for determining the PCR. MH will include identify options for the types of studies that will be required to confirm existing road structure/capacity and future design requirements if the Project is located in the South Bruce Area.	Comment satisfactorily addressed in revised report. The report recommends that future geotechnical studies be performed on roads contemplated for improvements to confirm their structural capacity to carry increased heavy traffic.
6	2.3	Truck traffic for construction period should also be considered as an important consideration for the identification of roads considered for improvement.	MH expect that used nuclear fuel routes also represent those that may be used as construction haul routes, particularly within Last Mile. This is reflected in Figure 1-1, but will be further clarified throughout the study report.	Comment satisfactorily addressed in revised report.
7	2.4	Some high-level costs should be provided to provide context to impacts of the proposed improvement to meet Guiding Principle #30 (i.e., commitment to providing appropriate funding for any required upgrades to the road network).	The revised report can provide some generic preliminary cost estimate information, e.g., on a per kilometre basis for roads, or for bridges, with clear planning assumptions and limitations stated. Detailed cost estimates cannot be made at this point in the planning process but can be developed in future studies following the	Comment satisfactorily addressed in revised report.

Comment number	Report section reference	Formal Substantive Comments from Peer Review on the Draft Report	How and Where Comments are Addressed	Peer Review Responses to DPRA Comments based on the Final Draft Report
			site selection decision, when a detailed design is complete.	
8	3.0	Based on the preliminary assessment it is premature to consider the timing or extent of road work or the sufficiency of existing conditions for Project needs. The structural adequacy of the roads to accommodate the traffic volumes and traffic types should be an important consideration. Some quantification of the impacts of the Project on the life cycle of the roads and on their design requirements should be provided, beyond their existing condition rating.	MH will add context/clarification for the reader that existing road conditions do not necessarily reflect structural adequacy or that this is the primary determinant for needed upgrades to accommodate the Project or other long-term use. MH will include general discussion about how incremental equivalent single axle loads (ESAL) and typical roadway deterioration curves could be used in future studies to quantify life cycle impacts. At this time, MH cannot quantify these impacts considering the uncertainty about access & haul routes which may be used for the Project, if it were to be located in the South Bruce Area, and the unknown existing pavement structures.	Comment satisfactorily addressed in revised report. The report recommends that future geotechnical studies be performed on roads contemplated for improvements to confirm their structural capacity to carry increased heavy traffic.
9	3.1.8	Side Road 25N / Holmes Line is identified as a commuter route to North Street / CR4, but is only evaluated from Concession 8 to Concession 4.	MH will include discussion of our findings relating to the full length of this road within the study network.	Comment satisfactorily addressed in revised report.
10	3.3	Load restrictions are an important consideration in establishing the haul routes to the Site. Additional review and mapping of load restrictions should be provided.	MH will provide an additional figure to depict known load restrictions for roads within the study network.	Comment satisfactorily addressed in revised report. Future studies to identify haul routes should also include load restriction on County Roads in the study area.
11	3.5	The review only includes a preliminary review of a limited number of structures in the immediate area of the Project Site. Future detailed review should be recommended for structures along all roads that have significant truck traffic resulting from the Project, or where road widening improvements are required to accommodate the Project.	MH will incorporate suggestions/ options for future study of structure improvements that may be required due to future traffic/loading and/or potential road widenings.	Comment satisfactorily addressed in revised report.
12	3.5	Structure 009 should be included in the structures identified, assuming Sideroad 25N is extended between Concession 8	The segment of Side Road 25N from Concession Road 8 to Concession Road 10 is not part of the established road network	Comment satisfactorily addressed in revised report.

Comment number	Report section reference	Formal Substantive Comments from Peer Review on the Draft Report	How and Where Comments are Addressed	Peer Review Responses to DPRA Comments based on the Final Draft Report
		and Concession 10. This structure is not currently in service and a new bridge would be required at this location.	to be included in this study. However, given South Bruce's interest in replacing this Structure 009 and reopening this segment of road, as well as its potential use for access to the Project site (if opened), we will include discussion on the structure.	
13	3.5.2	Major rehabilitation of Structure 0008 will not likely achieve sufficient structural capacity to accommodate heavy vehicle traffic and therefore should likely be replaced.	MH will add commentary on the need to determine if rehabilitation would meet needs of Project, or if replacement would be required.	Comment satisfactorily addressed in revised report.
14	4.1 Figure 4-2	A platform width of 13.0 m is proposed for the Last Mile roads, considering the operational requirements for the potential Project Site. Comment should be provided on potential right-of-way widening requirements to accommodate this road section.	MH will incorporate discussion on potential right-of-way impacts associated with road widenings.	Comment satisfactorily addressed in revised report.
15	5.1	It is noted that potentially warranted road improvements have been identified for roadways with Summer Average Daily Traffic (SADT) projected to be higher due to the Project. As noted in peer review of the Traffic Study, additional functionality and safety considerations beyond the SADT capacity should be considered for all Municipal Roads and County Roads 4 & 6.	MH will make reference to other considerations, including traffic volumes, road use, etc. that may influence the warrant for improvements. Note this study's recommendations are based on projected SADT percent increases associated with the Project, not traffic capacity.	Comment satisfactorily addressed in revised report.
16	5.1	Considering that there will be a 10-year construction period in advance of operations, further assessment of the phasing of road improvements should be provided. Multiple road improvements may be required accommodate the initial construction period and the subsequent Site operations.	Clarification of potential need to upgrade some roads prior to construction will be provided. Detailed phasing cannot be provided as part of this study as access plans for the potential Project Site are not yet established. This should be subject to future study if the Project is located in the South Bruce Area.	Comment satisfactorily addressed in revised report.
17	5.1	Future study should be recommended to identify specific road improvement locations to accommodate horse and buggy traffic, once access points and haul routes have been established.	MH will note that other potential access roads are located in proximity and can be evaluated further under future studies.	Comment satisfactorily addressed in revised report.

Comment number	Report section reference	Formal Substantive Comments from Peer Review on the Draft Report	How and Where Comments are Addressed	Peer Review Responses to DPRA Comments based on the Final Draft Report
18	5.2 Table 5-1	Preliminary road improvement recommendations should be verified through future geotechnical study. It would be beneficial to summarize the Bridges & Culverts (structures) for improvements given the current condition and road widening required.	MH will include discussion on future geotechnical studies that may be required to validate the scope of potential improvements identified in this study. MH will summarize/reference potential structure modifications associated with the identified potential road improvements.	Comment satisfactorily addressed in revised report.
19	6.2 Figure 6-1	Add high truck traffic, as well as construction haul route, as additional criteria for considering roads for improvement. Clarify how the criterium "change in SADT > background" is applied. Suggest this criterium should be "structural adequacy of the road to accommodate traffic volumes / types", as well as functional & safety requirements.	MH will clarify in the flowchart that use as an access/haul route is also a primary criteria used to identify potential improvements (as noted in the text). Structural adequacy of existing roads would need to be determined by a future study. This flowchart reflects how we determined potential road improvements based on currently available info & parameters. Under this study, roads identified for potential use as used nuclear fuel transport routes or other access/haul routes, which currently are subject to load restrictions, are assumed to be structurally inadequate for that purpose. The "change in SADT" parameter indicates if a road is experiencing additional traffic associated with the Project.	Comment satisfactorily addressed in revised report.
20	6.3	A new access road is presumed to be on Site, and it would be premature to assume improvements in the "Last Mile" would be avoided.	No alignment has been established for this hypothetical access road. The option was included based on previous working discussions between NWMO, MSB and the Peer Review Team. However, based on discussion between all parties on May 10, 2022, we will remove this option from the study. Instead, we will comment on the potential for establishment of haul routes internal to the Project site.	Comment satisfactorily addressed in revised report.
21	6.3.3	Concession Road 8 is identified for potential reconstruction as a haul or access road and was also recommended for reconstruction in the Municipality's <i>Road Condition Assessment Report</i> . It should be noted that the reconstruction design would	MH can clarify that the potential reconstruction scope contemplated in this study includes potential structural upgrades and widening, which may exceed the	Comment satisfactorily addressed in revised report.

Comment number	Report section reference	Formal Substantive Comments from Peer Review on the Draft Report	How and Where Comments are Addressed	Peer Review Responses to DPRA Comments based on the Final Draft Report
		likely be quite different with the Project, than without the Project.	reconstruction scope contemplated in the <i>MSB Road Condition Assessment Report</i> .	
22	6.4 Table 6-2	The intersection improvements are based on truck turning paths only and should be coordinated with capacity and operational improvements, where required.	MH will identify intersections recommended for improvements in the <i>Local Traffic Study</i> . MH will also elaborate on how intersection improvements may be influenced by other factors including use by UFTS and truck volumes.	Comment satisfactorily addressed in revised report.

Table 2 Assessment of the study work plan – Table 1. Road Conditions Study Approach

Step #	Step	Description of Activities	Peer Review Comments	How and Where Comments are Addressed	Peer Review Responses to DPRA Comments
Step 1	Data Collection – Secondary/ Primary; updated Project assumptions; information from other related community studies	<ul style="list-style-type: none"> <li>a. Confirm extents and roadway needs</li> <li>b. Obtain relevant roadway classification information (e.g., classification maps from the Ontario Ministry of Transportation (MTO))</li> <li>c. Obtain required Road Characteristics from NWMO</li> <li>d. Assessment of data including existing road structure, roadway geometrics, roadside elements (ditching, roadside safety, illumination)</li> <li>e. Assess demands impacts (with traffic study team) to confirm extents of their proposed operational improvements and future operational improvement requirements. Evaluate swept path analysis for truck/commercial traffic accommodation along anticipated routes</li> <li>f. Field work</li> </ul>	<p>As-built drawings for roads not available. Future studies should obtain geometric and geotechnical data.</p> <p>Haul routes for truck traffic to/from the Project site have not been defined.</p> <p>It is recommended that future studies assess road improvement requirements once access locations and haul routes to/from the Project Site have been established by NWMO.</p> <p>The recommended future studies need to confirm that Project site operations will meet the special transport requirements set out in the regulations for Safe and Secure Transportation of Canada’s Used Nuclear Fuel</p>	Reflected in Sections 1, 2 and 3.	Comment satisfactorily addressed in revised report.
Step 2	Provide Inputs to and take Outputs from Other Studies	<ul style="list-style-type: none"> <li>a. Share data and findings with other community studies</li> <li>b. Take into considerations data and findings from other studies that are pertinent to the subject study</li> </ul>		Data from other studies including <i>Municipality of South Bruce Road Condition Assessment</i> was taken into account.	Acknowledged.

Step #	Step	Description of Activities	Peer Review Comments	How and Where Comments are Addressed	Peer Review Responses to DPRA Comments
Step 3	Analysis and assessment, identification of effects management options	<p>a. Analysis of data</p> <p>b. Draft reporting and drawings, sketches</p> <ul style="list-style-type: none"> <li>• Provide potential options for potential improvements including preliminary prioritization based on existing conditions (baseline study) and future needs)</li> </ul> <p>c. Preliminary costing for improvements as outlined in the reporting. Cost estimate shall be Class D (or parametric estimates) using available costing data</p>	<p>Study provides a high-level assessment of strategy for improving roads in the study area. Future studies are recommended to adequately confirm the road improvement needs and options.</p> <p>Preliminary costing was provided for the structures, but not for the road improvements.</p>	<p>Recommendations included in Section 5 and costing included in Section 6.</p> <p>See response to comment 7, above.</p> <p>Reflected in Section 6 of report.</p>	<p>Comment satisfactorily addressed in revised report.</p>
Step 4	Observations and Conclusions	<p>a. Summarize findings</p> <p>b. Set out observations and conclusions</p>	<p>Observations and Conclusions are preliminary and future studies are recommended to further evaluate the specific haul routes, structural condition of existing roads and incorporate further inputs from the future traffic studies.</p>	<p>Reflected in Section 7.1 Key Findings.</p>	<p>Comment satisfactorily addressed in revised report.</p>



# **Appendix D**

**36 Guiding Principles**

# South Bruce Guiding Principles for NWMO's Site Selection Process


The Nuclear Waste Management Organization (NWMO) is seeking an informed and willing host for a deep geologic repository (DGR) to safely store Canada's used nuclear fuel, and a Centre for Expertise. To guide its work, South Bruce held a comprehensive visioning process in 2019 and 2020 to get input on what people cared about most in relation to the Project. The process, in addition to other community input and feedback resulted in the creation of 36 Guiding Principles which focus on safety for people and the environment, ensuring the Project brings meaningful benefits to the community, and ensuring the municipality has a voice in decision-making.

The principles were adopted by Council resolution and they have guided municipal activities and engagement related to the Project. South Bruce is seeking NWMO commitments on how it would meet or address these 36 expectations and aspirations for the Project. This is a key step in determining whether the Project is right for the community and will help people make an informed decision when a public referendum is held to measure willingness to be a host community.

## Safety and the Natural Environment

1. The NWMO must demonstrate to the satisfaction of the Municipality that the Project will be subject to the highest standards of safety across its lifespan of construction, operation and into the distant future.
2. The NWMO must demonstrate to the satisfaction of the Municipality that sufficient measures will be in place to ensure the natural environment will be protected, including the community's precious waters, land and air, throughout the Project's lifespan of construction, operation and into the distant future.
3. The NWMO must demonstrate to the satisfaction of the Municipality that used nuclear fuel can be safely and securely transported to the repository site.
4. The NWMO will ensure that the repository site will not host any nuclear waste generated by other countries.
5. The NWMO must commit to implementing the Project in a manner consistent with the unique natural and agricultural character of the community of South Bruce.
6. The NWMO will minimize the footprint of the repository's surface facilities to the extent it is possible to do so and ensure that public access to the Teeswater River is maintained, subject to meeting regulatory requirements for the repository.
7. The NWMO must commit to preparing construction management and operation plans that detail the measures the NWMO will implement to mitigate the impacts of construction and operation of the Project.

## People, Community and Culture

8. The NWMO must demonstrate to the satisfaction of the Municipality that it has built broad support for the Project within the community of South Bruce.
  9. The Municipality will, in collaboration with community members, develop and establish an open and transparent process that will allow the community to express its level of willingness to host the Project.
  10. The NWMO will identify the potential for any positive and negative socio-economic impacts of the Project on South Bruce and surrounding communities and what community benefits it will contribute to mitigate any potential risks.
  11. The NWMO, in consultation with the Municipality, will establish a property value protection program to compensate property owners in the event that property values are adversely affected by the NWMO's site selection process and the development, construction and/or operation of the Project.
  12. The NWMO, in consultation with the Municipality, will establish a program to mitigate losses to business owners in the event that their business is adversely affected by the NWMO's site selection process and the development, construction and/or operation of the Project.
  13. The NWMO, in partnership with the Municipality, will develop a strategy and fund a program to promote the agriculture of South Bruce and the surrounding communities.
  14. The NWMO, in partnership with the Municipality, will develop a strategy and fund a program to promote tourism in South Bruce and the surrounding communities.
  15. The NWMO, in partnership with the Municipality, will commit to implement programs to engage with and provide opportunities for youth in the community, including investments in education and the provision of scholarships, bursaries and other incentives for youth to remain in or return to the community.
  16. The NWMO will implement the Project in a manner that promotes diversity, equality and inclusion.
  17. The Municipality recognizes the important historic and contemporary roles Indigenous peoples have and continue to play in the stewardship of the lands we all call home and will, in the spirit of Reconciliation, work with the NWMO and local Indigenous peoples to build mutually respectful relationships regarding the Project.
  18. The NWMO will commit to relocate the working location of a majority of its employees to South Bruce as soon as it is reasonably practicable to do so after the completion of the site selection process.
  19. The NWMO will, in consultation with the Municipality, establish a Centre of Expertise at a location within South Bruce to be developed in conjunction with the Project.
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## Economics and Finance

20. The NWMO, in consultation with the Municipality, will commit to implementing a local employment and training strategy with the objective of ensuring that the majority of employees for the Project are located within South Bruce and surrounding communities.
21. The NWMO, in consultation with the Municipality, will commit to implementing a business opportunities strategy that will provide opportunities for qualified local businesses to secure agreements that support the Project and that requires the NWMO to take all reasonable steps to create opportunities for qualified local businesses to benefit from the Project.
22. The NWMO will commit to implementing a procurement strategy for the Project that gives preference to the selection of suppliers who can demonstrate economic benefit to South Bruce and surrounding communities.
23. The NWMO will enter into an agreement with the Municipality providing for community benefit payments to the Municipality.
24. The NWMO agrees to cover the costs of the Municipality's preparation for and participation in the Project's regulatory approval processes, including the Canadian Nuclear Safety Commission's licencing process and the assessment of the Project under the Impact Assessment Act (or other similar legislation), that are not otherwise covered by available participant funding.
25. The NWMO will fund the Municipality's preparation of a housing plan to ensure that the residents of South Bruce have access to a sufficient supply of safe, secure, affordable and well-maintained homes.
26. The NWMO will prepare a review of the existing emergency services in South Bruce and provide appropriate funding for any additional emergency services required to host the Project in South Bruce.
27. The NWMO will prepare an infrastructure strategy that addresses any municipal infrastructure requirements for the Project and will commit to providing appropriate funding for any required upgrades to municipal infrastructure required to host the Project in South Bruce.

## Capacity Building

24. The NWMO will cover the costs incurred by the Municipality in assessing community well-being and willingness to host the Project.
25. The NWMO will fund the engagement of subject matter experts by the Municipality to undertake peer reviews of Project reports and independent assessments of the Project's potential impacts on and benefits for the community as determined necessary by the Municipality.
30. The NWMO will prepare a review of the existing and projected capacity of South Bruce's road network and will commit to providing appropriate funding for any required upgrades to the road network.
31. The NWMO will enter into a road use agreement with the Municipality that identifies approved transportation routes during construction and operation of the Project and ensures proper funding for maintenance and repair of municipal roads and bridges used for the Project.

## Capacity Building (continued)

32. The NWMO, in consultation with the Municipality and other local and regional partners, will prepare a strategy to ensure there are sufficient community services and amenities, including health, child-care, educational and recreational facilities, to accommodate the expected population growth associated with hosting the Project in South Bruce.
33. The NWMO will comply with the Municipal Official Plan and zoning by-law and seek amendments to the Official Plan and zoning by-law as necessary to implement the Project.

## Regional Benefits

36. The NWMO must demonstrate to the satisfaction of the Municipality that the Project will benefit the broader region outside of the community of South Bruce, including local Indigenous communities.




## Governance and Community Engagement

34. The NWMO will provide the Municipality with an ongoing and active role in the governance of the Project during the construction and operation phases of the Project.
35. The NWMO will continue to engage with community members and key stakeholders to gather input on community vision, expectations and principles, including concerns, related to the Project.

Reach out anytime with your questions, comments, concerns, or if you are seeking more information. We would be happy to hear from you!

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