



## ANISHINABEK GIMAAG-MAAWNJIIDIWAAD

Hosted by Lake Huron Region, Sault Ste Marie, ON  
Baashkaakodin Giizis 4 – 6, 2025

### NAAKNIGAN - #2025 - 25

**Debaachigaadeg** Nuclear Waste Transportation and Burial in Anishinabek Nation Lands  
(Subject)

**E-gaandinang** Chief Michele Solomon, Fort Williams First Nation  
(Mover)

**E-ko-niizhing e-gaandinang** Chief Patsy Corbiere, Aundeck Omni Kaning First Nation  
(Seconder)

**Be-minidag** Carried  
(Status)

**Niigaan bebemkaan enakiing** Lands and Resources  
(Lead Department)

**Naadamaage bebemkaan enakiing** None  
(Support Department)

**Nendowendizig** None  
(Opposed)

**Gegoo e-kidsig** None  
(Abstained)

### MANOO-DA-KIDOOMGAD:

(LET IT BE SAID)

1. The peoples of Anishinabek Nation have occupied their territories since time immemorial and exercise responsibility and authority for the protection of the land, water and inhabitants of their territories;
2. Anishinabek Nation has collectively, and as individual First Nations, repeatedly expressed their opposition to the transportation and burial of nuclear waste in their territories over many years, including in a 2017 Joint Declaration between the Anishinabek Nation and the Iroquois Caucus on the transport and abandonment of radioactive waste;
3. In 2024 the Nuclear Waste Management Organization (NWMO) announced that it had selected the Revell site between Ignace and Dryden in northwestern Ontario as the site for a deep geological repository to store all of Canada's nuclear fuel waste;
4. In their Reconciliation Policy the NWMO commits to "seeking free, prior, and informed consent of impacted Indigenous peoples before proceeding with development of a deep geological repository" but are proceeding without having sought or received the consent of Anishinabek First Nations;



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5. Neither the NWMO nor the Crown have sought or received the consent of the First Nations of Anishinabek Nation along the transportation route for the shipment of radioactive waste through their territory;
6. In their 2021 Deep Geological Repository Transportation System Conceptual Design Report Crystalline/Sedimentary Rock, the NWMO estimated 2-3 shipments per day for a period of fifty (50) years transporting the high-level nuclear waste by truck from the 5 nuclear reactor stations and the Chalk River nuclear laboratory;
7. The average distance between the current location of the waste and the proposed Revell site is 1,700 km and the transportation route will put the territories of Anishinabek Nation at serious risk;
8. The transportation risks include low level emissions of radiation from each transportation shipment under “normal” conditions, higher levels of exposure to radiation from the transportation packages when bystanders, passengers in other vehicles or workers are in proximity to the shipments for longer periods of time (such as delays due to traffic congestion, or stoppages due to road construction, road accidents, or road closures due to events such as fire or flooding), the risk of significant radiation exposure if a container is breached during an accident;
9. A Federal Impact Assessment Process and a licensing process under the Canadian Nuclear Safety Commission is expected to commence in 2026, through which the NWMO will be seeking approval for their project
10. Since 2005, the NWMO has described transportation as being part of their nuclear waste project, including in the NWMO’s 2005 Choosing a Way Forward report, which set out their recommendations to the federal government for the long term management of nuclear fuel waste, as per the Nuclear Fuel Waste Act numerous reports, statements and publications issued by the NWMO between 2005 and 2025;
11. Despite NWMO’s consistent position that transportation is part of the nuclear waste project, in August 2025, the NWMO went on record during a public webinar, announcing their intention to exclude transportation from the upcoming impact assessment process;
12. The NWMO’s attempt to exclude transportation from the impact assessment process contradicts its own position which it has held and publicly shared for the past 20 years;
13. Transportation is a key concern for the First Nations of Anishinabek Nation and other First Nations and communities along the transportation route; and



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14. The project could not be carried out at the NWMO's selected location without transporting the wastes an average of 1,700 kilometers from the reactor stations to the selected location.

**BIGIDNAMOG DASH GIINWI ANISHINAABE GIMAAG-MAAWANJIDIWAAD:**

(LET IT BE ACTED UPON THAT WE, THE ANISHINABEK CHIEFS-IN-ASSEMBLY:

1. Restate our opposition to the transportation and burial of radioactive wastes including the transportation of high-level nuclear fuel waste through our territories;
2. Direct the Grand Council Chief to call upon the federal Minister of the Environment and Climate Change, the federal Minister of Energy and Mines and the Impact Assessment Agency to ensure that the transfer, transportation, and processing of nuclear fuel waste – which is integral and incidental to the NWMO's nuclear waste project – is fully described and examined as part of the federal Impact Assessment Process; and
3. Support the Anishinabek Nation to call upon the federal crown, and its agents, including the Impact Assessment Agency, to ensure that Anishinabek Nation and the 39 First Nations are adequately resourced and supported to participate in all stages of the Impact Assessment and licensing processes, with sufficient technical and administrative capacity to engage its membership, technical experts, and the Crown and its agencies.



Linda Debassige  
Grand Council Chief



Chris Plain  
Deputy Grand Council Chief