

Port Granby Project reaches final stages



Port Granby Long-Term Waste Management Facility

Construction at the Port Granby Project Long-Term Waste Management Facility is reaching the final stages as capping and closing of the aboveground storage mound continues.

With the completion of excavation and transfer of approximately 1.3 million tonnes of historic low-level radioactive waste away from the Legacy Waste Management Facility on the Lake Ontario shoreline for safe, long-term storage at the new facility, focus has shifted to closing the mound. Installation of an interim cap is complete, and capping will progress through the 2021 construction season. Final layers will be installed on the mound by the end of this year.

Now that the site of the former waste facility has been restored, construction of the East Gorge groundwater collection system at the Lake Ontario shoreline site is scheduled for completion in summer 2021. The system will capture and pump groundwater from the gorge to the dedicated waste water treatment plant at the new facility. The resulting clean water is then released to Lake Ontario.

This year, the Lakeshore Road detour that was built to accommodate local traffic will be returned to its original alignment. The detour was required for the underpass that was built at Lakeshore Road so that no trucks carrying waste traveled on the public road. Internal site infrastructure will be removed over the fall and winter with final landscaping and contractor demobilization expected to take place in summer 2022.

Transferring Port Granby low-level waste to Port Hope facility

Canadian Nuclear Laboratories (CNL) recently received approval from the Canadian Nuclear Safety Commission and concurrence from the Municipality of Port Hope to transfer a limited amount (6,500 m³) of solid waste generated by the Port Granby Waste Water Treatment Plant to the Port Hope Long-Term Waste Management Facility.



PG Waste Water Treatment Plant

The Port Granby storage mound is being capped and closed and can no longer accept waste from the treatment plant, which will continue to operate. Safely trucking the material to the Port Hope facility minimizes environmental risks associated with transporting waste over long distances to other storage facilities.

The Port Granby solids represent less than 0.5% of the total capacity of the Port Hope facility, and strict measures are already in place for the protection of the environment and for public safety.

CNL Licence Extension Application

CNL has applied to the Canadian Nuclear Safety Commission for a one-year extension of the Port Granby licence to continue the capping and closing of the storage mound and demobilization of infrastructure. The hearing will be held in writing, with a decision from the Commission anticipated in October 2021.

Visit PHAI.ca for information on how you can participate in this regulatory process.



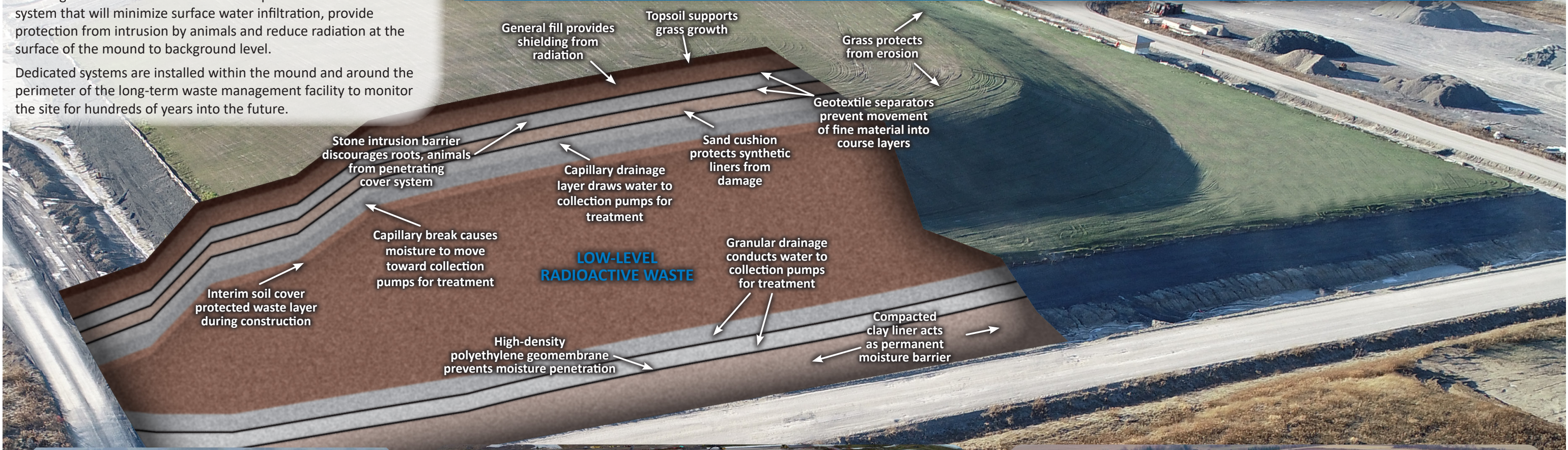
How the mound was built

The Port Granby engineered aboveground storage mound is designed to isolate the waste from the environment using a multi-layered baseliner and cover system of natural and manufactured materials.

Construction began in 2016 with the installation of the baseliner layers. Upon completion of waste placement in 2020, interim cover layers were placed on each of the two cells. Final layers are being placed over the entire mound as it is being capped and closed, after which it will be covered with clean fill and grass.

The diagram below shows the multi-component base and cover system that will minimize surface water infiltration, provide protection from intrusion by animals and reduce radiation at the surface of the mound to background level.

Dedicated systems are installed within the mound and around the perimeter of the long-term waste management facility to monitor the site for hundreds of years into the future.



Meet the new General Manager



CNL is pleased to announce that Markis (Mark) Hughey was appointed General Manager of the Historic Waste Program Management Office in February 2021. Hughey is responsible for overseeing work on all projects and programs delivered through CNL's Port Hope office, including the Port Hope Area Initiative (PHAI).

"With PHAI cleanup activities underway, Mark's extensive experience makes him uniquely positioned to lead this team through the next phase, which includes working closely and collaboratively with stakeholders and Indigenous communities and organizations," said Mike Gull, CNL Vice-President of Environmental Remediation Management.

Mark is a strategic leader with more than 30 years of diverse experience in managing people, projects, and programs in the field of nuclear environmental management and safety. His skill set includes leadership and mentoring, mission execution, regulatory interface, and stakeholder communications.

"I am honoured to have the opportunity to be part of this effort to help create a cleaner environment for the benefit of future generations. I am enjoying working with the team on this unique environmental project in the heart of such scenic communities," said Hughey.

Hughey replaces Scott Parnell, who completed his tenure at CNL in February.

Clarington considers future of Elliott Road



Elliott Road before PHAI construction



Elliott Road after PHAI construction

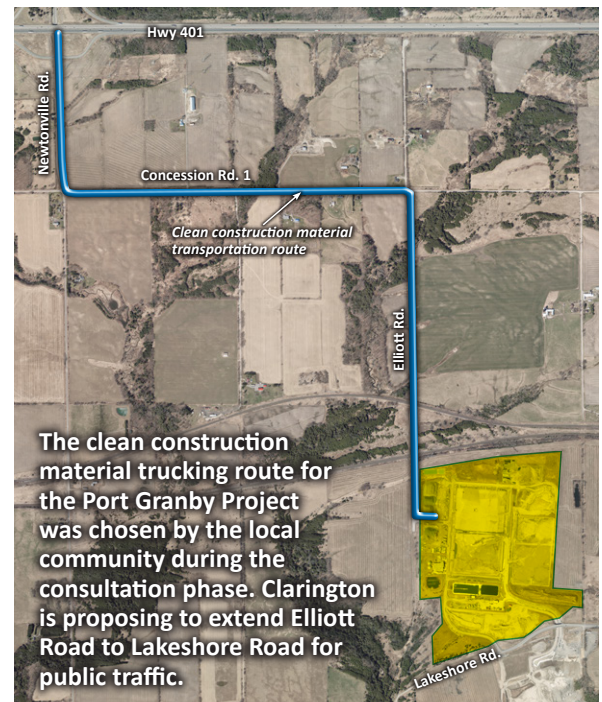
The Municipality of Clarington is undertaking an Environmental Assessment (EA) to investigate how its local transportation network can best serve the community as the Port Granby Project nears completion.

As part of the PHAI, substantial upgrades to Elliott Road were completed in 2013 to allow for transportation of clean construction materials to the long-term waste management facility.

The Legal Agreement between the Government of Canada and Clarington specifies that once the Port Granby Project is complete and the road is no longer required, Clarington has several options: request removal of the road between the facility and Concession Road 1; initiate closure of the road; or re-establish the road as a public highway.

The EA includes public consultation and information sharing; once the process is complete, CNL will work with Clarington to implement the chosen option.

For more information visit www.clarington.net.



The clean construction material trucking route for the Port Granby Project was chosen by the local community during the consultation phase. Clarington is proposing to extend Elliott Road to Lakeshore Road for public traffic.