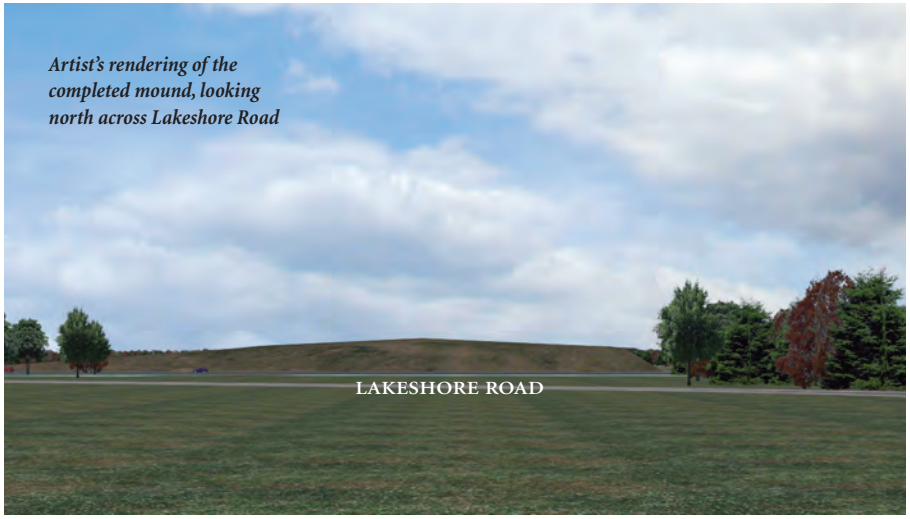

Artist's rendering of the completed mound, looking north across Lakeshore Road

Looking Ahead

continued from page 11

PGWMF and construction of the new long-term waste management facility – including the installation of the Lakeshore Road tunnel underpass. The third contract is anticipated to take five to six years from start to finish (green area of map on page 6 / 7).

3. Establish end-use

Following the infrastructure development and clean-up work, a separate scope of work will be tendered to establish the final appearance and uses of the lands at the new facility and the former PGWMF. A report completed in 2009 by the community End-Use Committee recommended that the aboveground mound be designed to blend in with the natural topography, surrounded by trees and vegetation.

The final end-use design will be resolved by the Municipality of Clarington and the federal government closer to the end of the construction contract.

Project Information Exchange and Property Value Protection Program

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Summer 2011

Port Granby Project

News

CNSC SETS PORT GRANBY LICENCE HEARING FOR SEPTEMBER: story on page 11

New trees described as "wonderful" — see story page 4

Studying the Local Environment

EA follow-up program assures that potential impacts will be minimized

Since last fall, the Port Hope Area Initiative Management Office (PHAI MO) environmental team has been collecting samples and analyzing the air, water, creek bed sediment and soil in the Port Granby area to update the baseline data that will be used to measure the actual effects of the project on the natural environment.

The 12-month program to refresh the data is part of the follow-up requirements to the Environmental Assessment (EA) that was approved by federal authorities in August 2009, following seven years of detailed scientific study and review.

continues on page 2

In This Issue

Studying the Local Environment *continued from page 1*

Collecting surface water samples in Port Granby Creek

Technician changing filter in high-volume air sampler

The EA Screening Report concluded that the Port Granby Project would have no significant environmental effects with mitigation measures taken into account. It required the PHAI MO to undertake further monitoring to verify the predictions of project impacts and to implement actions to minimize potential negative effects of construction and waste remediation activities on human health and the environment.

Technician collects samples from radon box

Analyzing the air, noise and weather

Atmospheric monitoring stations operate continuously, including a weather station tracking wind and precipitation, three high-volume air samplers measuring dust and nine radon boxes. Four local residents have volunteered to have noise monitoring equipment set up on their properties for two measuring campaigns planned for this summer and fall.

Specialists analyze the data collected from these sources to understand current conditions. When the construction phase begins, this information will permit the project team to anticipate, identify and quickly respond to changes to protect the community as the project progresses.

Monitoring stations have now been set up in and around the current and future long-term waste management facilities and in "control" locations outside the study area, as seen on the map on the next page.

Sampling water, sediment and soil

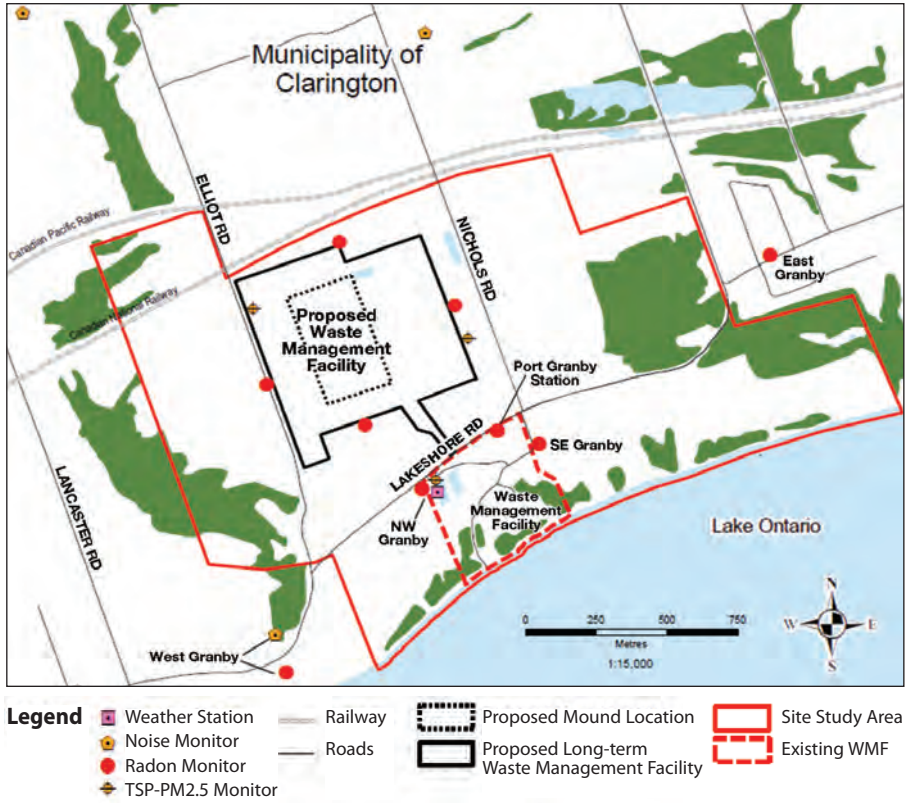
Environmental specialists have also been gathering information on the flow rate, water volume, water quality and sediment of Port Granby Creek. Water samples are collected upstream, downstream, and in Lake Ontario.

Surveying the surface

This spring the PHAI MO conducted surface gamma-radiation surveys on the four properties closest to the corners of the future long-term waste management facility (no measurements were found above normal background levels). The surveys, requested by the community, will establish a baseline prior to the construction phase of the project, allowing comparisons with future readings. *continues page 4*

Sediment sampling at Port Granby Creek

Atmospheric monitoring stations measure air quality, noise and weather



Studying the Local Environment *continued from page 3*

Tree planting

As recommended in the EA, trees have been planted on selected properties along Concession Road 1 – the future transportation route for clean construction materials. Intended to help minimize the nuisance effect of increased traffic during the construction phase of the project, these trees – 181 mature spruce and maple – also enhance the natural beauty of the community and have been very well received.

"I just wanted to drop you a line to say how wonderful the trees look that were planted along the property," one resident recently wrote. "People driving by slow down to take a look. The neighbours have commented on how nice it looks."

Crews planting mature maple and spruce trees on Concession Road 1

Community studies

The project also performs socio-economic monitoring – through road and traffic studies, property value tracking and public attitude surveys – to help identify and manage potential impacts on the community.

Road condition assessments, conducted in 2010, analyzed the surface and load capacity of local routes to determine the extent of upgrades required to accommodate the increase in truck traffic during the construction phase. Studies were also performed to measure current traffic levels and help predict and manage changes.

Property values are tracked and analyzed as part of the Property Value Protection (PVP) Program. This program protects property owners in parts of southeast Clarington from loss at the time of sale due to project effects.

The opinions of local residents about the PVP Program, the Port Granby Project and life in the community are measured through independent public attitude research (see below for details).

Understanding Community Needs

The Port Granby Project public attitude survey – conducted in May and June by Intellipulse, an independent research company – shows an increase in the number of residents who believe the movement of the low-level radioactive waste to be one of the most important issues facing the community.

Significantly more residents are "very" or "somewhat" familiar with the project and the proposal to move and store the waste at the new long-term management facility and a greater number are also concerned about the current proximity of contaminated soil to Lake Ontario and its effect on the environment, including wildlife.

Not surprising, many more residents see daily and long-term monitoring as an important action that would provide more confidence in the safety of the facility, while lessening concerns. The survey also showed that more residents are satisfied with the PHAI MO's efforts to provide information about the project and confirmed that newsletters and brochures distributed by mail, along with personal contact with staff, remain the preferred methods of communicating.

A total of 138 Port Granby area residents responded to this latest survey, an increase of 14 percent over the previous one conducted in 2007.

"We are encouraged by the increase in response to this survey," said Mark Giles, stakeholder relations and communications manager for the PHAI MO. "The more responses we receive, the better we can understand and address community needs and concerns."

A summary of the results will soon be available on the project website – www.phai.ca. Full survey results will be available by contacting the PHAI Project Information Exchange.

Examining Every Detail

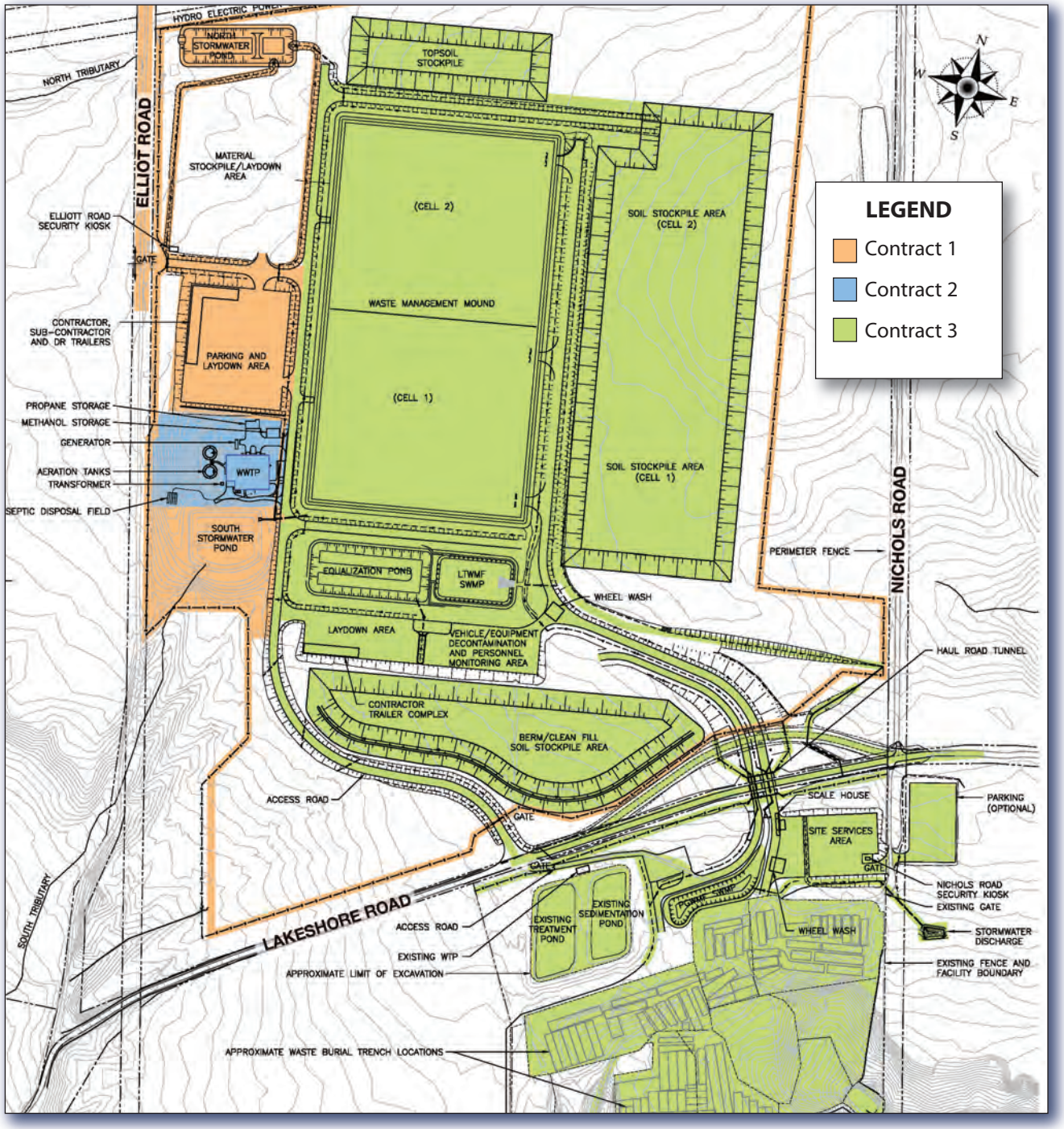
Hundreds of design drawings and thousands of pages of specifications detail every aspect of the project

The major activity of the Port Granby Project over the past year has been the painstaking development and review of detailed designs. The prime design consultant, AECOM, has completed the designs of the engineered mound, the excavation and transportation process, the new water treatment plant, and all of the infrastructure and facilities required to support the operation of the proposed long-term waste management facility.

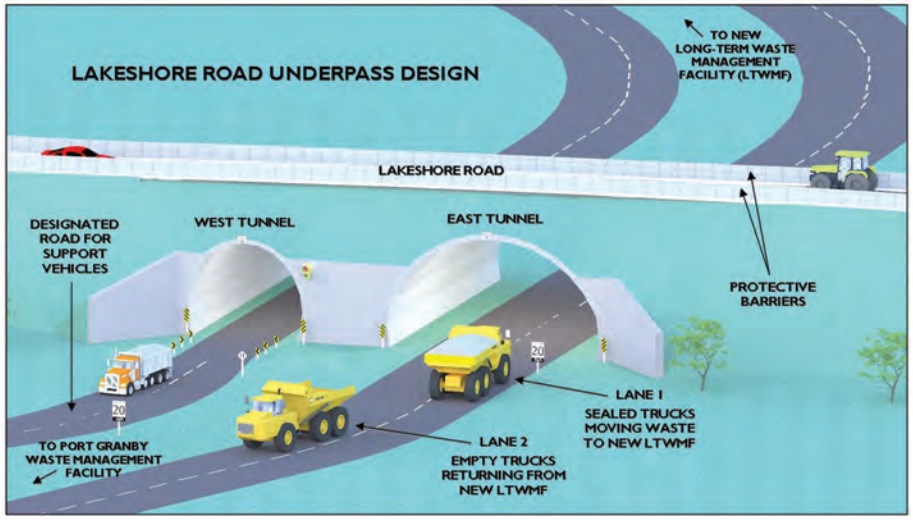
Throughout the year-long design development process, representatives from the Municipality of Clarington and its peer review team – as well as subject-matter experts from Atomic Energy of Canada Limited and Public Works Government Services Canada – provided extensive feedback through a structure review process.

"The Municipality and our consultants are satisfied with the quality of the detailed engineering design drawings and the responsiveness of the PHAI MO," said Janice Szwarz, senior planner for the Municipality of Clarington. "The review process was quite rigorous and has confirmed the municipality's confidence in the safety and integrity of the Port Granby Project."

Once the design documents are finalized contracts will be tendered through the MERX system – the federal government's electronic tendering service (www.merx.com).



Proposed layout of the of the main construction and remediation site in southeast Clarington



Reducing Project Impacts

Design reflects community suggestions for safety and minimal disruption

To transport waste from the existing waste management facility to the new site – avoiding public roads – project engineers have designed a temporary tunnel underpass system. The design addresses the needs of the community by ensuring that Lakeshore Road is not disrupted.

For the safety of Lakeshore Road users, barriers and guardrails will be installed above the underpass. These barriers – and the entire underpass – will be removed after the project is complete.

Only trucks carrying clean construction material will travel on public roads. They will be routed south from Highway 401 on Newtonville Road, east along Concession Road 1, and then south on Elliott Road to the main construction site entrance.

Upgrading Elliott Road

The 1.8 kilometre section of Elliott Road between Concession Road 1 and the construction site entrance will be upgraded to a nine metre wide, two-lane, asphalt surface roadway with gravel shoulders, suitable for the movement of dump trucks and heavy equipment.

As part of this upgrade, new post-and-wire farm fencing will be installed along the east and west sides of Elliott Road to provide separation and protection for adjacent farms and livestock. To restrict unauthorized use – while still allowing access for property owners, emergency response and utilities personnel – gates with lock-boxes will be installed at the entrance to Elliott Road from Concession Road 1, and at the south limit of the proposed facility.

CN Rail level crossing

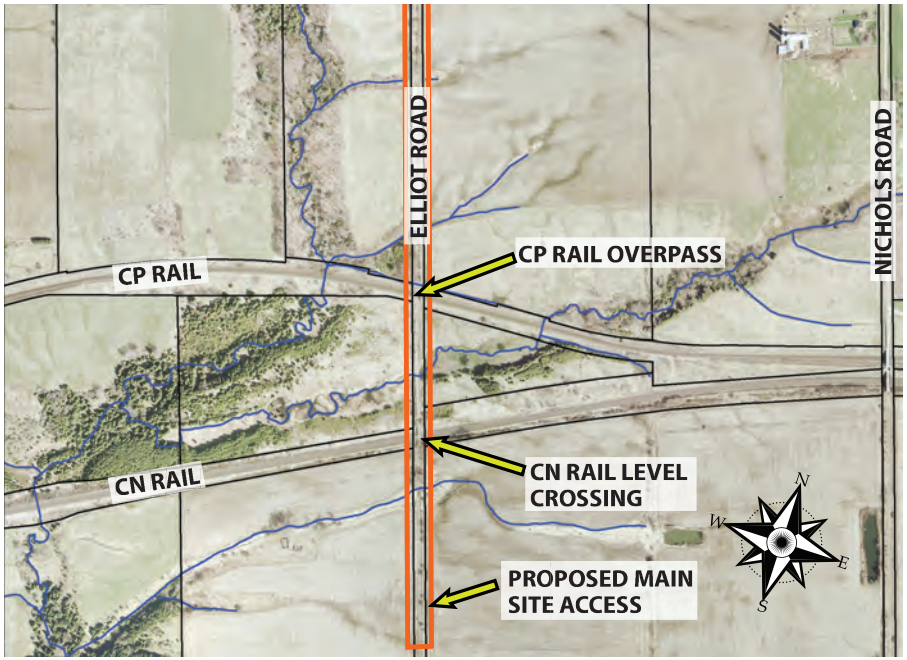
Improving CN level crossing

As part of the Elliott Road upgrade, the CN Rail level crossing will also be improved, including an automatic warning system with flashing lights, gates and bell. Other features such as flattening approach grades and installing signage, will increase visibility for vehicles and trains – further enhancing safety.

CP Rail underpass

Upgrades at CP Rail underpass

Along Elliott Road, on the north and south of the CP Rail underpass, "lay-by" lanes will be developed to allow vehicles that cannot pass through the underpass to off-load materials and equipment safely — with no interruption to traffic. Restrictions for over-height vehicles will be posted on both approaches to the underpass.



Gary Vandergaast, senior project specialist, presents project plans

Engaging the Community

May 4th meeting updates residents on project details

For the past six years, the Port Granby Discussion Group has encouraged open dialogue among members of the community, the municipality and the project team.

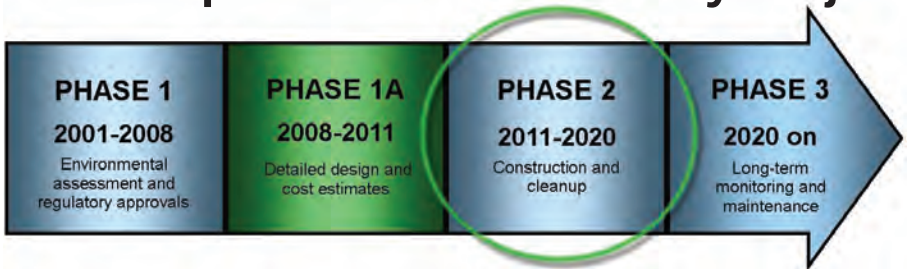
Representatives of all three groups gathered at Newtonville Hall on May 4, where they discussed the latest facility designs, the plans for Phase 2 construction and remediation, environmental monitoring systems, water treatment improvements, and other topics important to residents.

"It has been very important to have the perspective of residents participating in the Port Granby Discussion Group," said Dave Hardy, manager of Clarington's Municipal Peer Review Team. "We look forward to their ongoing participation as the project moves forward."

The group will continue to meet regularly throughout the construction phase of the project to share information and ideas.

Looking Ahead

Next steps for the Port Granby Project



1. Complete the Transition Phase 1A

From now through September, the PHAI MO will finalize the design and construction tender documents and prepare for the Port Granby Project licensing hearing.

The one-day public hearing to consider the application to implement the project has been scheduled by the Canadian Nuclear Safety Commission (CNSC) for:

Tuesday, September 27,
at the
Hope Fellowship Church in Courtice.

Local residents are encouraged to participate in the hearing. Further details can be found on the **CNSC website (www.nuclearsafety.gc.ca)** or by calling **1-800-668-5284.**

2. Start Phase 2: Construction and Remediation

After a licence is issued and federal authorities are obtained, Phase 2 of the project can begin. The federal government will purchase the lands required to accomplish the project, including the existing Port Granby Waste Management Facility (PGWMF). When the transaction has been completed, the PHAI MO will assume operating responsibility for the PGWMF.

This fall and winter tenders will be called for two major contracts, including:

- Upgrades to Elliott Road, construction and preparations at the long-term waste management facility site (orange area of map on page 6/7); and
- Construction and commissioning of a new water treatment plant (blue area of map on page 6/7).

These two contracts are expected to take approximately three years to complete. When they are well advanced, a tender will be called for the third contract to undertake the remediation of the

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