

EAST-WEST TIE TRANSMISSION PROJECT

Connecting Ontario's Northwest

August 2014

What's Inside? Answers to Frequently Asked Questions On:

- NextBridge Infrastructure and the East-West Tie Project
- Electricity in Northern Ontario
- Land issues
- Routing
- Project approval process
- Health and safety
- Environment
- Building and operating a transmission line
- How you can have your say

About NextBridge Infrastructure and the East-West Tie Transmission Project

Who is NextBridge Infrastructure?

NextBridge Infrastructure (NextBridge) brings together the extensive resources of its three corporate partners - NextEra Energy Canada, ULC, Enbridge Inc. and Borealis Infrastructure - in our plan for development, financing, construction, operation, and maintenance of the project, together with a well-aligned interest in owning and operating the new East-West Tie (EWT) over the course of its life.

NextBridge was chosen to develop this project through a competitive bid process. We are committed to increasing the competitiveness and cost effectiveness of providing electricity transmission service to the ratepayers of Ontario.

NextBridge is committed to timely and meaningful dialogue with governments, First Nations and Métis, regulators, stakeholders, and landowners, and believe that this input will be critical to a successful project that seeks to address the needs of those involved.

What is being proposed?

The project will consist of a double-circuit 230 kilovolt (kV) transmission line generally paralleling the existing double-circuit 230 kV transmission corridor connecting the Wawa Transformer Station (TS) to the Lakehead TS near Thunder Bay. The length of the line is currently anticipated to be approximately 430 km. For some sections of the corridor, route alternatives are being considered. The final length of the line will depend on which route alternatives, if any, are selected. The targeted in-service date is the first half of 2018.

Electricity in Northern Ontario

Why do we need a new transmission line?

Industrial activities in northwestern Ontario, particularly in the mining sector, are expected to drive strong electricity demand growth in the coming decade. Coupled with changes in the region's supply situation, the Ontario Power Authority (OPA) forecasts a need for new supply to meet demand in northwestern Ontario.

Why this project?

The OPA, the agency responsible for long-term electricity planning in the province, has recommended the new East-West Tie to ensure the long-term reliability of the electricity supply in northwestern Ontario, and has specified the timing and scope of this project. Industrial activities in northwestern Ontario, particularly in the mining sector, are expected to drive strong electricity demand growth in the coming decade. Coupled with changes in the region's supply situation, the OPA forecasts a need for new supply to meet demand in northwestern Ontario. The identified supply needs can be met with additional transmission or generation. The OPA analyzed these alternatives and recommended expansion of the East-West Tie based on technical, economic, and other considerations.

What are the benefits to northern Ontario?

The key benefits include:

- Providing needed electricity to ensure that future economic development in northwest Ontario can proceed;
- Creating employment opportunities during construction; and
- Enhancing the power system in northwestern Ontario by improving efficiency, flexibility and reliability.

Land Questions

How wide is the Right-of-Way (RoW)?

The proposed width of the RoW for the new line is typically 56 m (approx. 184 ft.). In some areas, temporary work space may also be required for activities such as materials staging, wire stringing, communication repeater sites, and general construction access. Temporary work space requirements are variable depending on need. In locations where the distance between towers is very long, additional RoW width may be required to allow for conductor movement.

NextBridge will ensure that all code required clearances to existing transmission and distribution line are met and that there is enough room in between our line and any line in the vicinity to safely and reliably construct, maintain, and operate all lines present.

Will the existing RoW have to be expanded to accommodate the new line?

Due to safety and reliability concerns, the East-West Tie Project towers won't fit within the existing Hydro One RoW, thus, a new RoW is needed. It is generally expected that a new RoW, adjacent to the existing Hydro One RoW, will have less environmental impact than new "greenfield" RoW located away from the existing corridor.

Will access to private lands be needed?

Access to private lands will be required for environmental studies, surveying, geotechnical work, clearing, road work, construction, inspection, and maintenance. NextBridge will discuss access to private lands with directly affected landowners and tenants.

Will land rights be required?

NextBridge will seek land rights for the footprint of the project including RoW, temporary workspace, stockpiles, additional lands for laydown areas and access requirements, on both Crown and private land for the construction, operations and maintenance of the line.

What are your proposed forms of agreement?

NextBridge will seek Clearances for Preliminary EWT Transmission Line Surveying (Right of Access Agreements) for the purposes of conducting initial investigative studies including but not limited to geotechnical, soil, environmental, historical and archaeological surveys. NextBridge does not anticipate any damages will result from these activities. However, in the event damages occur as a result of these activities, a Land Agent will meet with landowners to review and negotiate compensation, if required.

NextBridge will seek an Option Agreement for either applicable land rights for an easement interest; or mandatory total buyout land purchases where primary residences, farm buildings, and/or commercial or industrial buildings are located within the EWT Transmission Line Project ROW. This Option Agreement will grant NextBridge access to the lands for the purposes of initial field studies and with the sole and exclusive option to acquire an easement interest or a fee simple interest (mandatory total buyout) in the lands. A Grant of Easement or Fee Simple Purchase and Sale Agreement (mandatory total buyout) will be attached to the Option Agreement. The term of the option will be for a period of two years from the date of execution of the Option Agreement.

The option will be exercised once NextBridge has received the Ontario Energy Board's Section 92 Leave to Construct Approval and Environmental Assessment Approval for the proposed EWT Transmission Line Project from the Ontario Ministry of Environment. The balance of compensation due under the terms of the Option Agreement will be paid at the time the option is exercised.

How do you assess the value of land?

The generally accepted basis for the establishment of fair compensation relies upon the use of the Fair Market Value (FMV) of the lands. The FMV has been established by a benchmark market data valuation that analyzed recent land transactions in close proximity to the project area. This valuation was completed by an appraisal firm, a member of the Accredited Appraiser Canadian Institute (AACI) with a designation from the Appraisal Institute of Canada.

How will I be compensated?

NextBridge's Offer will value all easement interests based upon 75% of the appraised fair market value of the total acreage over which the intended easement applies.

Property owners will receive payment for merchantable timber that is removed from the proposed transmission line ROW located on their property. The owner will receive, at the time of exercise of the Option for Easement, consideration for the merchantable timber payment equivalent to that which an owner could expect to receive from a buyer of forest products for the trees on the stump based on highest and best use. NOTE: If property owners elect to retain the merchantable timber, the value of the trees will be deducted from the compensation Offer from the easement settlement between NextBridge and the landowner.

Compensation for injurious affection will be provided only when reductions in market value of the remaining lands are incurred as a result of construction and operation of the proposed EWT Transmission Line ROW.

Land Agents will be contacting affected property owners, to discuss the fair market value related to the proposed EWT Transmission Line Project and provide a formal Offer of Compensation and Option Agreement. NextBridge will provide property owners with a formal Offer of Compensation.

What if my land is damaged?

NextBridge commits to compensating property owners for all damages that arise out of the operations of NextBridge, including the proposed EWT Transmission Line RoW construction, operation and maintenance activities. The types of construction damages could include but are not limited to: damage to tile drains, crop loss, rutting of laneways, fence or gate damage, and removal of danger trees located outside of the proposed RoW limits. Property owners who grant NextBridge easement interests will be contractually indemnified from all liabilities, damages, claims, suits and actions arising out of

NextBridge's construction activities and the operation and maintenance of the EWT Transmission Line.

What if primary residences are located within the ROW?

If primary residences, farm buildings, and/or commercial/industrial buildings are located within the Project corridor, NextBridge will offer a one-time option to either acquire the landowner's entire property parcel on which the corridor is situated or to acquire only the portion of the property that is on the corridor and provide compensation for the loss of the primary residence or buildings, including reasonable relocation costs.

The fair market value of the property will be determined by a formal appraisal completed by an accredited AACI appraiser, in accordance with the provisions of the Expropriations Act. The landowner will be given the option to select an Accredited Appraiser (AACI) to complete the appraisal of his/her property. They will be reimbursed for the cost of the appraisal up to \$7500. An assessment by an accredited AACI appraiser will also be obtained for the establishment of the proper apportionment for the land value component and associated primary residences, recreational cabins or cottages, farm buildings, and/or commercial or industrial buildings that are located within the proposed EWT Transmission Line ROW.

What happens if I don't agree with the Offer?

NextBridge's preference is to reach mutually acceptable arrangements with property owners. Adoption and application of compensation principles provide real value for timely settlements and otherwise avoid potentially lengthier, less flexible and less certain outcomes associated with legislated expropriation procedures.

NextBridge also recognizes that in some cases, mutually acceptable resolutions with affected landowners may not always be possible. In these circumstances, NextBridge will rely upon the legislated expropriation process and an application will be filed with the Ontario Energy Board to seek expropriation authority pursuant to Section 99 of the Ontario Energy Board Act 1998. In such circumstances, a revised compensation Offer will be provided to the Property Owner pursuant to Section 25 of the Expropriations Act.

Mining Claims, Mining Licences of Occupation, and Mining Leases

NextBridge will be consulting with the Ministry of Northern Development and Mines to determine if Mining Claims, Mining Licenses of Occupation or Mining Leases are current and valid and if any compensation is due to eligible Claims holders.

Routing

How were the Reference Route and Alternative Routes selected?

A Reference Route was submitted after a review of potential routes based on environmental, socio-economic, technical and cost criteria, during the 2012/2013 competitive bid process conducted by the Ontario Energy Board (OEB) to designate the party that would develop the EWT Project.

Alternative routes were also developed for the Reference Route to avoid specific federal lands, including two First Nation Reserves and Pukaskwa National Park. The Reference Route generally parallels the existing Hydro One EWT corridor.

What criteria are being considered when identifying Alternative Routes?

Three main types of criteria are being used to identify alternative routes. These are:

1. Environmental
General criteria includes avoiding features such as wetlands, waterbodies, wildlife and species at risk and associated habitat, and protected areas.
2. Socio-economic
Includes criteria that avoids features such as residences, Aboriginal and traditional land uses, cultural heritage and historical resources, as well as commercial and industrial developments and other infrastructure.
3. Technical and Cost
Includes considerations such as the overall length of the project, number of infrastructure corridors crossed (which can cause security issues), angles or corners along the transmission line which require larger and more specialized tower structures as well as larger permanent land area, and avoiding rugged topography which may be challenging to access.

When is NextBridge going to assess the Alternative Routes?

NextBridge is currently conducting an alternative route assessment of potential route alternatives and refinements by comparing routes to a set of criteria and indicators submitted to the Ministry of Environment (MOE) in the Terms of Reference (ToR) for the Project. The objective when assessing routes is to identify a technically feasible route with the least physical, socio-economic, and natural potential negative impacts.

How are Alternative Routes and Route Refinements identified?

Alternative routes and route refinements are being identified using the following means:

1. identifying linear infrastructure in the EWT Project area between Shuniah, Marathon and Wawa;
2. desktop data;
3. orthophotographs;
4. information from Aboriginal communities regarding traditional land uses;
5. proposals by interested parties;
6. data provided by government agencies and other existing literature; and
7. feedback received through public engagement activities.

Once alternative routes and route refinements are identified, an analysis takes place that involves comparing the alternative routes to the Reference Route. This analysis utilizes the criteria and indicators that were submitted in the Terms of Reference, and determines which route will likely have the least potential for adverse physical, socio-economic, natural and technical effects, while meeting the requirements established by NextBridge and regulatory bodies. The criteria noted in the Terms of Reference have been selected based on the type of environment located in the area, and the indicators were selected and refined based primarily on available data and feedback from stakeholders and interested parties.

Are you going through Pukaskwa National Park?

NextBridge submitted an EWT Project Description to Parks Canada on December 12, 2013. On February 11, 2014, Parks Canada responded by letter that NextBridge's request to include Pukaskwa Park in the Environmental Assessment (EA) was denied and that Parks Canada did not support the EWT Project traversing the Park. Since proceeding with the EA through the Park was not possible at the time, NextBridge made the decision to focus its development work on alternate routes and further work through the Park has ceased at this time.

Are you going through provincial parks?

The Reference Route does pass through provincial parks. We have initiated discussions with Ontario Parks (Ministry of Natural Resources) and other stakeholders related to these lands. These discussions, which were had during the Terms of Reference phase and will continue during the Environmental Assessment, will assist us in the determination of a preferred route for the new transmission line. Mitigation measures may be required to ensure that conflicts between the construction of the transmission line and recreational activities are well managed and minimized.

Are any potential routes within close proximity to a school or a daycare centre?

Routing of the transmission line will be sensitive to school locations, parks and playgrounds.

On which side of the existing corridor will the new line be built?

At this time, it is anticipated that the majority of new line will be installed on the north side of the existing East-West Tie Line. In the section of new line proposed around Pukaskwa National Park, where the *new* line deviates away from the *existing* East-West Tie Line, it is anticipated that the new line will be located on the south side of the existing power transmission infrastructure.

Has the final route been established?

NextBridge is not in a position to establish a final route at this stage of the development. Through the EA process, NextBridge has identified numerous alternatives and route refinements, both as a result of internal investigation and through interactions with external parties, and are currently under various stages of review. However, NextBridge will endeavour to select the route that will result in the least overall impacts. It is important to note that several routes are considered viable alternatives at this time; however, only one transmission line will be built.

When will the route be finalized?

NextBridge is completing an alternatives assessment and continues to assess the Reference Route, remaining alternative routes and route refinements in further detail throughout the EA data collection and Leave to Construct (LTC) development, including natural environment and socioeconomic data collection, consultation, Aboriginal engagement and engineering design.

We are also working, through public engagement activity and Aboriginal consultation, to identify additional potential routes that will be analyzed as part of the EA. Local route refinements will be considered to avoid environmental, socioeconomic and technical constraints encountered along the Reference Route based on field studies and feedback received through public, agency, and Aboriginal consultation.

NextBridge notes that additional alternatives may be identified and subsequently analyzed at any time until the filing of the EA, and commits to reasonably completing that analysis as alternatives arise. The route will remain as "proposed" until the filing of the EA and LTC, at which point it will become the recommended route.

Project Approval Processes

What approval process will be followed?

This project is subject to the Ontario *Environmental Assessment Act* and an Individual Environmental Assessment will be completed. The Environmental Assessment process is a long established process that considers the needs of the people, businesses and the natural environment in the decision making process. There are two key parts to an Individual Environmental Assessment. The Environmental Assessment Terms of Reference which outlines the scope of work to be undertaken and the preparation of the Environmental Assessment.

What is a Terms of Reference (ToR)?

A Terms of Reference (ToR) guides how an Individual Environmental Assessment will be conducted. Every project that is going through an Individual Environmental Assessment must first develop a Terms of Reference with the input and review of the public and other stakeholders.

The Proposed Terms of Reference document was submitted to the Ministry of the Environment and Climate Change on February 28, 2014. The Proposed ToR document was amended in response to stakeholder feedback and resubmitted on May 22, 2014. Approval of the Proposed ToR by the Minister of the Environment is expected. In anticipation of ToR approval, NextBridge has initiated data collection for the EA and will be holding Open Houses in support of the EA as indicated in this Notice. The EA will be carried out according to the approved ToR and the requirements of the Environmental Assessment Act.

What is a Leave to Construct (LTC) Application?

In order to build the new East-West Tie, NextBridge must file a “Leave to Construct” application with the Ontario Energy Board. When the Ontario Energy Board receives a LTC application, it reviews the material, makes the information public and provides an opportunity for interested parties, including First Nations and Métis, to provide input. The Ontario Energy Board will grant a LTC if it believes the project is in the public interest.

What is an Environmental Assessment?

An Environmental Assessment is a process to identify, assess and address through mitigation management measures, potential effects of a project on the natural (plants and animals), social (people and places) and economic (business and the economy) environments. An Environmental Assessment is required for the East-West Tie project under the Ontario *Environmental Assessment Act*. An Individual Environmental Assessment is being conducted for the new East West Tie project. The project is not a designated project pursuant to the *Canadian Environmental Assessment Act, 2012* regulations, and therefore does not require the completion of a federal environmental assessment. However, certain federal agencies may be required to assess the environmental effects of the project in relation to specific federal lands.

As part of the Environmental Assessment, NextBridge will conduct studies and meet with stakeholders to determine the existing conditions in the study area and obtain feedback on the proposed project. This information will be used as input to the determination of a preferred route for the new line as well as the identification of potential positive and negative effects of the project on the environment (the social, economic and natural environment) and measures that can be put in place to minimize potential negative impacts. Members of the community, public, landowners, stakeholder groups, First Nations and Métis, government agencies, and other interested persons are encouraged to participate in the planning process. We anticipate that a preferred route will be available to be viewed and commented on by the public during our final round of public Open Houses, which will be advertised closer to their dates.

What studies will be conducted as part of the Environmental Assessment?

Biological background work will consist of a background review and field work. The field work program will be confirmed with the Ministry of Natural Resources and may consist of:

- Aquatic habitat characterization
- Botanical Assessment

- Incidental wildlife sightings
- Forest Ecosystem Classification
- Breeding Bird Surveys
- Species at Risk Studies

Socio-economic, archaeological and cultural studies will also be conducted.

Will you consult with the community?

Consultation is an important part of the environmental assessment process. We have distributed project information, met with municipalities, Aboriginal groups, agencies, landowners and tenants starting in November 2013. Also, a round of Open Houses in six communities along the Reference and Alternative Routes was held in December 2013 to obtain input for the development of the Terms of Reference. Two (2) more rounds of Open Houses are planned to be conducted in 2014.

Consultation with the public, municipalities, First Nations and Métis, interested individuals and groups and government agencies will continue through the Environmental Assessment. The proposed consultation plan for the Environmental Assessment is one of the components that were included in the proposed Terms of Reference that has been submitted to the MOE for approval.

How will NextBridge work with First Nations and Métis peoples?

First Nations and Métis participation is an essential component of successful transmission projects in Northern Ontario. We are committed to working with First Nations and Métis in Ontario to provide sustainable benefits to those communities.

What is the Project schedule?

The following key steps are anticipated:

- November 2013 - Notice of Commencement of Terms of Reference (completed)
- December 2013 – Open Houses Round One (completed)
- February 2014 – Submission of Terms of Reference to the Minister of the Environment (completed)
- August 2014 – Notice of Commencement of the Environmental Assessment and Open Houses Round Two
- September 2014 – Initiation of Land Acquisition
- Summer 2014 – Anticipated Terms of Reference Approval
- September/October 2014 – Open Houses Round Three
- January 2015 – Environmental Assessment Submission to the Ministry of the Environment
- January 2015 – Leave to Construct Application submission to the Ontario Energy Board
- December 2015 – Anticipated Decision on the Environmental Assessment
- 2016 – 2017 – Construction
- First Half 2018 – In Service

When can I have my say?

Your input is important to us. If you have any questions or concerns, or if you require further information please send an email or call the hot line any time.

Email: info@NextBridge.ca

Project Hotline: 1-888-767-3006

You can also reach us via mail at:

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For more information, visit www.NextBridge.ca.

Health and Safety

What are Electric and Magnetic/Electromagnetic Fields? Are they harmful?

Electromagnetic Fields (EMFs), which are also called electric and magnetic fields, are invisible forces that surround electrical equipment, power cords, and power lines. You cannot see or feel EMFs. Every time you use electricity and electrical appliances, you are exposed to EMFs at extremely low frequencies (ELF). EMFs produced by both power lines and use of electrical appliances belong to this category. EMFs are strongest when close to the source. As you move away from the source, the strength of the fields fades rapidly.

There is no compelling scientific evidence that EMFs in living and school environments, regardless of distance from transmission lines, cause ill health.

Health Canada (2012) states:

“When you are inside your home, the magnetic fields from high voltage power lines and transformer boxes are often weaker than those from household electrical appliances”.

Based on the available weight of evidence, Health Canada *“does not consider that any precautionary measures are needed regarding daily exposures to EMFs at ELFs. There is no conclusive evidence of any harm caused by exposures at levels found in Canadian homes and schools, including those located just outside the boundaries of power line corridors”.*

Will the structures be able to handle the weather and ice of northwestern Ontario? What is the emergency response plan in case an extreme weather event, an ice storm, for example, brings down the lines?

The safety of communities and others near the line is a top priority for NextBridge. The EWT project will be designed and constructed to meet all regulations, standards, and codes, which have been developed with a view to ensuring public safety. In recognition of the unique climate associated with the project location, NextBridge has commissioned an independent weather study which has identified an area on the line where there is a higher potential for ice accretion. NextBridge is incorporating this information into line design. As part of the development of the East-West Tie project, NextBridge will develop Emergency Response Plans to respond to events such as extreme weather situations and other emergency scenarios. These plans will be coordinated with local municipal authorities including fire and police departments.

Environment

What kind of environmental impacts might be associated with this project, and how will they be addressed?

Before the East-West Tie Project can be constructed, the proposal will undergo a rigorous environmental assessment process. The process will require NextBridge to include, among other things, proposed measures to appropriately mitigate the potential impacts on the environment while constructing, operating and maintaining the transmission line. These mitigation measures will incorporate input from consultation with affected community members, First Nations and Métis, landowners, tenants, and stakeholders along proposed routes.

NextBridge will endeavour to select the route with the least overall potential impacts. We will consider factors such as hunting, trap lines, gathering activities, bird nesting sites, waterways, tourism, agricultural operations, environmental features, recreational uses, and impacts to residents and businesses.

Building and Operating a Transmission Line

How many jobs will be created locally?

The number of jobs cannot be estimated until the route is confirmed and a construction contractor is hired. NextBridge is committed to engaging qualified local individuals and contractors.

The number and type of jobs required to construct a transmission line are dependent on the method in which the transmission line is constructed, and will be detailed in the construction plan. The construction plan is being developed in preparation for the Leave to Construct Application, at which time more information will be available.

What do the towers look like?

The structure types are anticipated to be guyed “Y” lattice towers and self-supporting lattice towers. Guy wires will be large in diameter, and will be marked with high visibility plastic guy markers near the ground. Towers are planned to be typically 43 m (approx. 140 ft.) tall.

Will other uses such as trails be permitted in the new transmission corridor?

Access to RoW on public lands will not be limited by NextBridge for safe and compatible uses. Access on private land will not be restricted by NextBridge for safe and compatible uses, subject to consent of other rights holders.

What are the ground clearances below the lines? Will I be able to traverse under it with farm equipment, and/or mining equipment?

The maximum equipment height permitted to cross below our facilities that is built into our clearances is 4.15m. Adding roads or performing any work that could potentially change the elevation of the easement is possible, but will require NextBridge consent. The costs associated with facility changes due to these types of requests will be at the expense of the requestor.

Can I do anything within the RoW?

The following activities **may** be allowable, but require NextBridge consent:

Excavation of buried facilities of any kind.

A change in the existing ground elevation.

Ditches crossing the RoW, must provide crossings that meet NextBridge’s specifications and are fully permitted by the appropriate jurisdictions.

Road crossings.

Dropped curbing and median cuts of a minimum of 25 feet in width, and containing no more than 10:1 sloping, to be provided at locations designated by NextBridge.

Fencing, providing the fencing is grounded to NextBridge specifications

Overflow parking is generally permitted. NextBridge expansion and maintenance programs may require the use of a required parking space(s), thereby no longer allowing the requesting party to meet governmental parking requirements.

In some areas spraying of pesticides provided it is done in a manner so as to prevent the spray from making contact with NextBridge facilities.

Irrigation systems, provided they are constructed of a non-metallic material and do not extend beyond 4.15metres (14 feet) above grade. Sprinkler heads must be set to prohibit spray from making contact with NextBridge facilities. Above-ground

irrigation systems are not to be installed within or across NextBridge's patrol roads or access areas. Underground irrigation systems may cross patrol roads or access areas provided the system is buried a minimum depth of one foot below grade.

Access to RoW on public lands will not be limited by NextBridge for safe and compatible uses. Access on private land will not be restricted by NextBridge for safe and compatible uses, subject to consent of other rights holders.

Are there any setbacks from the existing line?

NextBridge will ensure that all code required clearances to existing transmission and distribution line are met and that there is enough room in between our line and any line in the vicinity to safely and reliably construct, maintain, and operate all lines present.

Will the guy wires be safe for trail users such as snowmobilers?

Guy wires will be covered with coloured sleeves called "guy markers" well above the snow line to make them visible to snowmobilers and others in areas where concurrent use is authorized.

Why can't they just build the transmission line underground?

Underground cabling for this length and voltage of a transmission line would be cost prohibitive and nearly impossible to engineer in some locations. Generally speaking, transmission lines such as these are rarely ever placed underground due to their complexity and considerably higher cost, as well as security and reliability considerations. Costs are usually 10 times greater than building an overhead line but would likely be more for this project given the topography and substrate (ground) the line crosses. Furthermore, underground lines often result in longer outages due to the length of time required to isolate and repair the fault. As well, greater ground disturbance is required in constructing underground facilities due to the need to blast, trench and bury the cable. NextBridge is mindful and committed to carrying out activities in a manner that promotes the least amount of environmental disruption and that is respectful to ratepayers by avoiding unreasonable costs.

What can we expect during construction?

Safety is our number one priority. During the construction phase, all efforts will be made to mitigate environmental impacts. This will include various measures to minimize the impacts of noise and traffic disruptions as appropriate and practicable. We will endeavor to communicate hours of work, traffic impacts, and road detours to stakeholders and affected people in the area in advance of the work being conducted.

Further information about what can be expected during construction will be available in a detailed construction plan once a construction contractor is hired.

How much power can the new line accommodate?

The new line, together with the existing East-West Tie line, increases the interface transfer capability from 175 MW to over 650 MW.

Will this Project bring power from southern Ontario to the north?

Power can flow in both directions along a transmission line, depending on actual system conditions. The expanded new East-West Tie will enable greater flows in both directions, including providing better access to southern Ontario resources to supply northwestern Ontario.

Will the format of my electricity bill change because of this project?

It is not expected that the format of electricity bills will change as a result of the East-West Tie Project. If approved by the Ontario Energy Board, the cost of the project would be shared by all ratepayers in the province.

Will electricity rates increase as a result of this project?

When evaluating project under the Leave to Construct process, The Ontario Energy Board considers the reliability and cost of alternatives to meet the need. The cost of new network transmission facilities are distributed amongst all Ontario rate payers.

Will there be power outages during construction?

Further information about what can be expected during construction, including information on power outages, will be available in a detailed construction plan once a construction contractor is hired.

Who will own the line and the electricity flowing through it?

NextBridge will own the new transmission line, but not the electricity flowing through it. The IESO will schedule and balance flows of electricity through the line to serve customers in Ontario. The line will be connected to the Ontario bulk electricity grid at Hydro One's Lakehead Substation, Marathon Substation and Wawa Substation. NextBridge will be responsible for the safe operation and maintenance of the line.