What We Heard

Attendee participation at the June 15th working session provided valuable feedback to Schneider Electric. There was an overwhelmingly positive feedback from attendees about being provided with the opportunity to have a voice in the planning process. ***Safety to Community and Workers*** as well as ***Risks to Human Health and the Environment*** were ranked as the most important to attendees.

The main comments provided regarding the remedial options are as follows:

- There was interest in the number of trucks, intensity of truck traffic and trucks transporting hazardous material through neighbourhood streets (risks for accidents);
- Some saw truck transport as the quickest method of removing the material;
- Others saw rail transportation as an alternative to reduce truck traffic concerns and truck pollution (emissions);
- Rail transport was also thought by some to be safer than trucks with reduced disruption to the community;
- Some stated a preference for off-property treatment;
- Others noted that the scheduling differences between road and rail transportation is not that important; and
- On-property treatments were viewed as involving extra handling and potentially added safety considerations for workers.

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445 Horner Avenue Remedial Program

Fact Sheet #3

Schneider Electric and its consultant AMEC Earth & Environmental (AMEC) have been evaluating five different options for the treatment and removal of the polychlorinated biphenyls (PCB) impacted material that is currently stored in the Secure Containment Unit (SCU) located at 445 Horner Avenue. The commitment is to develop a Remedial Program that minimizes the disruption to the community while maximizing safety and minimizing potential risks to human health and the environment. To further our promise to engage the local community and our regulatory stakeholders, a working session with the community was held on June 15, 2011 at the Franklin Horner Community Centre to present information and gather community feedback on the five potential remedial options.

Over 3,000 residences, businesses and mailing list members were mailed an invitation to attend the session. Over 40 community residents and interested citizens attended the working session. Schneider Electric, AMEC, as well as representatives from the Ontario Ministry of the Environment, the City of Toronto (Ward 6), and Toronto Public Health answered questions.

Those attending the session were able to learn about the Remedial Program and proposed remedial options through information poster boards located around the room. The posters provided some history about the Remedial Program and gave information about the decision factors that are being used to evaluate the five options for removing the PCB-impacted material from the SCU. Copies of the posters can be found online.

The decision factors being evaluated include the following: the disruption to the community; the safety of the community and workers; the risks to human health and the environment; the scheduling of the remedial activities and the timing of completion; technical applicability; and cost. Please see Fact Sheet # 2 for more information about each of these decision factors. Through a paper survey, those who attended the working session were able to rank the decision factors in terms of importance to them and which of the five remedial options they would like to see used in the Remedial Program. Community members can still register their opinion until July 11, 2011 by taking our online survey at

http://sti.schneider-electric.ca/misc/survey.php

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Option	Summary	Disruption to the Community	Safety of the Community and Workers	Risks to Human Health and the Environment	Schedule	Technical Applicability
Off-Property Treatment with Truck Transportation	PCB-impacted material will be excavated from the SCU, loaded into trucks and sent to a licensed facility for PCB destruction or treatment Trucks will be covered and wheels cleaned before leaving the site	**Truck traffic**: anticipating an average of 20 trucks per day for 5 weeks; traffic plan will identify specific times that trucks must avoid (i.e., school bus times) and specify travel routes **Noise**: typical noise from a construction site with equipment; working hours from 7 am to 5 pm **Dust**: controlled through covering, wetting the soil, and monitoring	Increased local truck traffic for duration of the cleanup activities	**Dust**: controlled through covering, wetting the soil, and monitoring **Stormwater:** avoid potential releases to environment through physical separation of work activities and water treatment **Road dirt**: control through truck wheel washing prior to exiting the property	Shortest timeframe; less than 3 months of on-property removal activities	Proven, standard approach Off-site facilities are licensed and have proven track record to treat PCB-impacted material
Off-Property Treatment with Rail Transportation	PCB-impacted material will be excavated from the SCU, loaded into rail containers and sent to a licensed facility for PCB destruction or treatment Rail containers will be lined and covered to contain the material	**Noise**: typical noise from a construction site with equipment; working hours from 7 am to 5 pm for 4-6 months **Noise**: railcar movement will occur during night-time hours 2-3 times/week **Dust**: controlled through covering, wetting the soil, and monitoring	Rail containers will be lined and covered to contain the material	**Dust**: controlled through covering, wetting the soil, and monitoring **Stormwater:** avoid potential releases to environment through physical separation of work activities and water treatment Reduced air emissions due to elimination of on-road vehicles	Medium timeframe; 4-6 months of on-property removal activities Potential delays associated with rail line availability	Proven approach Off-site facilities are licensed and have proven track record to treat PCB-impacted material
On-Property High Temperature Thermal Desorption with Truck Transportation	PCB-impacted soil will be heated in an enclosed container to desorb the PCBs PCBs are then condensed into a liquid that is securely contained and sent for destruction at a licensed facility Treated soil (non-hazardous) will be trucked to a licensed landfill for disposal Require temporary building construction and appropriate government permits/approvals	**Truck traffic**: reduction in number of trucks/day (anticipating an average of 2-4 trucks/day) for 6-12 months **Noise**: typical noise from a construction site with equipment; working hours from 7 am to 5 pm **Dust**: controlled through covering, wetting the soil, and monitoring	More handling than off-property options; multiple steps for same amount of material Working with high temperatures (indirect heat from natural gas)	**Dust**: controlled through covering, wetting the soil, and monitoring **Stormwater**: avoid potential releases to environment through physical separation of work activities and water treatment **Road dirt**: control through truck wheel washing prior to exiting the property Storage and transportation of liquid PCBs	Longer timeframe; 6-12 months of on-property removal activities	Proven technology Track record for permanent off-site unit which utilizes same technology
On-Property Chemical Oxidization with Truck Transportation	PCB-impacted soil is mixed with oxidants (e.g., hydrogen peroxide) and special additives to destroy the PCBs The mixture is placed in closed vessels to react for a few weeks Treated soil (non-hazardous) will be trucked to a licensed landfill for disposal Require temporary building construction and appropriate government permits/approvals	**Truck traffic**: reduction in number of trucks/day (anticipating an average of 4 trucks/day) for 6-12 months **Noise**: typical noise from a construction site with equipment; working hours from 7 am to 5 pm **Dust**: controlled through covering, wetting the soil, and monitoring	More handling than off-property options; multiple steps for same amount of material Involves working with chemicals; therefore, potential for chemical burns and spills	**Dust**: controlled through covering, wetting the soil, and monitoring **Stormwater**: avoid potential releases to environment through physical separation of work activities and water treatment **Road dirt**: control through truck wheel washing prior to exiting the property Requires chemicals to be brought to and stored on-site Mixing of soil presents additional potential handling and dust issues	Longer timeframe; 6-12 months of on-property removal activities.	Newer technology; demonstrated effectiveness at permanent facility for lower concentrations but currently no mobile system Treatability testing is being conducted on sample material to assess applicability
On-Property Soil Washing with Truck Transportation	PCB-impacted soil is mixed with water to separate fine particles that contain PCBs from sandy material that has lower levels of PCBs The fine particles, the concentrated soil material, will be trucked to a licensed facility for PCB destruction The sandy material, the treated soil (non-hazardous), will be trucked to a licensed landfill for disposal Water will be treated prior to discharge Require temporary building construction and appropriate government permits/approvals	**Truck traffic:** reduction in number of trucks/day (anticipating an average of 8 trucks/day) for 2-6 months **Noise:** typical noise from a construction site with equipment; working hours from 7 am to 5 pm **Dust**: controlled through covering, wetting the soil, and monitoring	More handling than off-property options; multiple steps for same amount of material Lower potential impacts of on-property treatments	**Dust**: controlled through covering, wetting the soil, and monitoring **Stormwater**: avoid potential releases to environment through physical separation of work activities and water treatment **Road dirt**: control through truck wheel washing prior to exiting the property Mixing of soil presents potential handling and dust issues	Medium timeframe; 2-6 months of-on property removal activities	Proven technology with recent improvements to reduce generated waste