

January 28, 2011

TO: ALL MEMBERS OF THE WINDSOR-ESSEX COUNTY ENVIRONMENT COMMITTEE

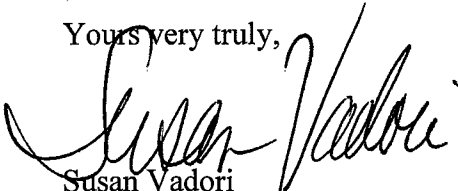
* The minutes of the Committee meeting held January 6, 2011 are attached.

The next meeting of the Windsor and Essex County Environment Committee is scheduled as follows:

**Thursday, February 3, 2011
5:30 o'clock p.m.
Windsor Airport Boardroom**

Please notify the undersigned at 519-255-6222, ext. 6430, if you are unable to attend.

Yours very truly,


Susan Vadori
Committee Coordinator (A)

SV/
Windsor, Ontario January 6, 2011

A meeting of the **Windsor- Essex County Environment Committee** is held this day commencing at 5:30 o'clock p.m. in the Windsor Airport Board Room, there being the following members:

Councillor Alan Halberstadt
Tamara Stomp
Pauline Cheslock
Charlie Wright
Mark Bartlet
Matthew Child
Troy Brian
Dean Clevett
Derek Coronado
Rick Coronado
Paul Henshaw
David Diemer (for David McGregor)
Phil Roberts
John Miller

Regrets received from:

Councillor Percy Hatfield
Frank Butler
Tim Stratichuk
Parma Yarkin

Guests in attendance:

Bernie Drouillard
Bruce Duck
Hassan Mohseni, *Item 5.1*
Dr. Iris Xu, University of Windsor, *Item 5.1*
Dr. Daniel Spitzer, AMAPS Environmental Inc. (join meeting via internet connection), *Item 5.1*

Also present re the following resource personnel:

Peter Thomas, Detroit River Canadian Clean-up
Steve Kapusta, Planner II
Averil Parent, WECEC Coordinator
Karina Richters, Environmental Coordinator
Susan Vadori (A), Committee Coordinator

1. **CALL TO ORDER**

The Chair calls the meeting to order at 5:33 o'clock p.m. and the Committee considers the Agenda being Schedule "A" **attached** hereto, matters which are dealt with as follows:

2. **MINUTES**

Moved by P. Cheslock, seconded by P. Roberts,

That the minutes of the meeting of the Windsor Essex County Environment Committee held November 4, 2010 **BE ADOPTED AS AMENDED** to include the following wording in Item 5.1, "Natural habitat and ecosystem may be affected. M. Child indicates there may be opportunities to pursue habitat banking with the relevant permitting authorities. He requests that the Ad hoc Committee be provided with the Airport Master Plan to ensure".

Carried.

3. **ADDITIONS TO THE AGENDA**

6 (a) iii) DRIC – Rezoning of the lands surrounding Ojibway Shores from Industrial Port to Natural Heritage.

P. Roberts reports that he will be bringing a Notice of Motion re: Ojibway Nature Centre and staffing expectations and concerns, to the Committee for consideration at their next meeting.

The Chair starts and encourages verbal introductions by all members to take their turn and state their name and purpose/affiliation at the Committee meeting. Recently two new Committee representatives for the County were appointed. At the Essex County Council meeting of January 5, 2011 Deputy Mayor of Kingsville Tamara Stomp and Deputy Mayor of Leamington Charlie Wright were appointed. Welcoming words are expressed by the Committee and Chairperson Halberstadt.

4. **DECLARATION OF CONFLICT**

None declared.

5. **PRESENTATION**

5.1 Dr. Iris Xu, University of Windsor, Analysis of Spatial Distribution of Air Pollutants and Health Costs from Border Crossing Traffic in Windsor, Ontario

From the University of Windsor, Hassan Mohseni and Dr. Iris Xu, are present to discuss the powerpoint presentation. And, teleconference Dr. Danial Spitzer of A-MAPS Environmental Inc. joins the meeting.

Dr. Xu provides a power point presentation regarding the Analysis of Spatial Distribution of Air Pollutants and Health Costs from Border Crossing Traffic in Windsor Ontario, attached as Appendix "A".

Dr. Xu highlights:

- the air quality health effect;
- traffic distribution between the existing and proposed new bridge;
- objective and methodology;
- model application;
- health cost;
- traffic distribution scenarios;
- simulation design;
- three areas of study;
- conclusions
- future work.

Some discussion relating to the presentation include:

- collection locations;
- collaboration of A-MAPS and University of Windsor;
- mortality rate;
- funding requirements for environmental monitoring.

The Committee thanks Dr. Xu and Dr. Spitzer for the enlightening presentation.

6. BUSINESS ARISING FROM THE MINUTES

6 (a) Provincially Significant Wetlands

i) DRIC compensation properties

The Committee discusses the email received dated on November 22, 2010 from Kevin DeVos, MTO. D. Corrado and P. Roberts request that the Committee support the idea of a meeting with K. DeVos and Ministry of Transportation representatives to provide an outline and update regarding the project, especially the DRIC Environmental Assessment Report.

Moved by D. Corrado, seconded by M. Bartlett

That the Coordinator **BE INSTRUCTED** to extend an invitation on behalf of WECEC and a meeting **BE ARRANGED** for an upcoming WECEC meeting with the Windsor Essex Mobility Group.

Carried.

ii) Protection of Ojibway Shores/Black Oak video – Axxess Design quote

John Miller, Axxess Design notes the type of filming, location near Ojibway and Detroit River and the linkages between the two areas, the valuable property and content intended for this video and notes concern of weather limitations, due to time of the year. It is generally agreed that the video would be ready for presentation to Council in conjunction with the anticipated rezoning application of the Ojibway Shores and Black Oak lands.

Moved by P. Roberts, seconded by D. Clevett

That **APPROVAL BE GIVEN** to an expenditure with the upset limit of \$500 with regard to the Ojibway Shores and Black Oak lands to Axxess Design to provide a short film video with specification to script and be designed in conjunction with the WECEC Provincially Significant Wetlands sub-Committee.

Carried

iii) DRIC – Rezoning of the lands surrounding Ojibway Shores from Industrial Port to Natural Heritage.

P. Roberts offers to write a letter of correspondence on behalf of WECEC to City of Windsor Planning Advisory Committee regarding the rezoning of the City property surrounding Ojibway Shores from Industrial Port to Natural Heritage lands. To be proactive, the Committee notes its' opposition to the anticipated rezoning of the lands from an Industrial Port designation to Natural designation.

B. Drouillard leaves meeting at 6:45 o'clock p.m.

6 (b) Climate Change Workshop

Averil Parent updates the Committee regarding the February 11, 2011 Sustain This! Adapting to Climate Change Workshop. This one day workshop is to be held at the University of Windsor.

Update includes:

- FCM will not be participating at the workshop due to a previous commitment;
- With a change in financial commitment – less advertising will be undertaken and instead a social media contacts will be utilized, including consulting the WECEC website at www.wecec.org;
- Estimated attendance at conference is 150 people on February 11, 2011 from 9:00 o'clock a.m. until 3:00 o'clock p.m.;
- At noon registered attendees will enjoy a vegetarian lunch served on environmentally responsible china service;

- To become a registered attendee please contact 211, attached as APPENDIX "B".

Moved by C. Wright, seconded by P. Cheslock

That the upset limit of an additional \$6000.00 budget **BE PROVIDED** for the costs associated with the WECEC Sustain This! Adapting a Climate Change Workshop, scheduled on February 11, 2011 at the University of Windsor.

Carried

7.0 COORDINATOR'S REPORT

P. Roberts leaves meeting at 7:04 o'clock p.m.

WECEC Coordinator's Monthly Report

A. Parent reports that information can be placed on the WECEC website and the first draft of the Share the Road application has been completed and the City presently has the information.

P. Roberts returns to meeting at 7:08 o'clock p.m.

Moved by M. Child, seconded by P. Cheslock,

That the WECEC Coordinator Monthly Report – December 2010 and **BE RECEIVED.**

Carried.

8. SUBCOMMITTEE REPORTS

8. (a) Membership

C. Paquette was an active member of the sub-committee and will not be returning the WECEC Committee. The Committee generally agreed that the Membership Committee is not necessary nor active at this time.

Moved by P. Cheslock, seconded by P. Roberts

That the Membership Sub-Committee **BE COLLAPSED** until such time as the Committee determines its usefulness again.

Carried.

It was noted that a County Representative is lacking on the Committee and it is generally agreed that it would be an asset to have that seat filled at the next Striking Committee meeting.

8. (b) Air

The Committee engages in considerable debate to determine the proper wording and appropriate supporting information references for the Air Quality Motion.

Moved by P. Roberts, seconded by P. Cheslock
That Air Quality Motion **BE ENDORSED** attached as Appendix "C".
Carried.

T. Brian leaves meeting 7:35 o'clock p.m.

8. (c) Transportation

D. Clevett proposes that at a future meeting the Committee discussion occurs surrounding Community awareness emergency response. The Coordinator is requested to conduct research and report back to the Committee with information in preparation of a possible presentation to the Committee at a future meeting.

Moved by D. Clevett, seconded by M. Bartlet
That the Coordinator **BE INSTRUCTED** to invite a representative from the First Response of the City and County to a future WECEC meeting to discuss the possible formation of a Community First response organization.
Carried

8.(d) Food Charter

No report.

9. NEW BUSINESS

Pathway to Potential 2011 Community Event – "Making Poverty Everyone's Business.

The Committee has no discussion on this report.

Mark Bartlet discusses many initiatives of the CAW scheduled for the upcoming month attached as Appendix "D".

9. DATE OF NEXT MEETING

The next meeting is scheduled for Thursday, February 3 2011 at the YQG Windsor Airport Board Room.

10. **ADJOURNMENT**

There being no further business, the meeting is adjourned at 7:58 o'clock p.m.

CHAIR

COMMITTEE COORDINATOR

Analysis of Spatial Distribution of Air Pollutants and Health Costs from Border Crossing Traffic in Windsor, Ontario

University of Windsor
Dr. Iris Xu, Hassan Mohseni

A-MAPS Environmental Inc.
Dr. Daniel Spitzer, Gray O'Byrne



Acknowledgements

- Alice Grgicak-Mannion, Marsha Pereira, Dr. Chris Lee, University of Windsor
- Traffic data provided by City of Windsor
- Funding provided by NSERC

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Outline

- Introduction
- Objective
- Methodology
- Results
- Conclusions
- Future work

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Air Quality Health Effect

- Air pollution cause adverse effects on human health & even death
- In Toronto alone, air pollution accounts for 1,700 premature deaths annually (Pengelly and Sommerfreund, 2004)

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Windsor Air Quality

- Sources of air pollutants in Windsor
 - Local industry
 - International
 - Border crossing traffic
 - Ambassador Bridge connects Windsor, ON & Detroit, MI
 - All border crossing trucks use the Bridge, leading to high emissions of air pollutants in this area.
 - 2008, 4.4 million cars & 2.9 million trucks. (Transport Canada)

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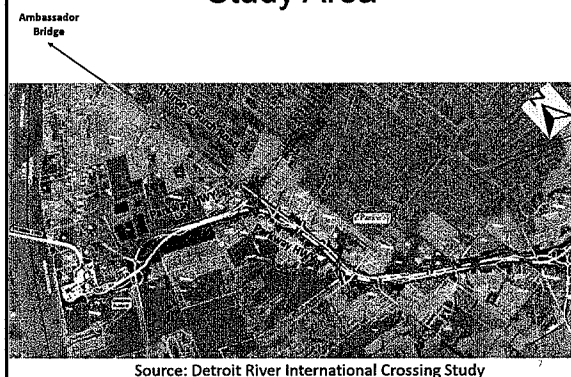
New Bridge

- New Windsor-Detroit Bridge being build
- Parkway Hwy will lead to the new bridge
- Completion year 2015
- Traffic distribution between the two bridges will affect spatial distribution of air pollutants & human exposure

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APPENDIX "A"

Study Area



Objective

- Analyze air quality & health cost due to the impact of traffic distribution between
 - Current border crossing, Huron Church Rd - Ambassador Bridge
 - New border crossing, Parkway Hwy-New Bridge

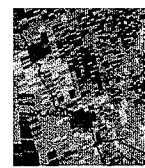
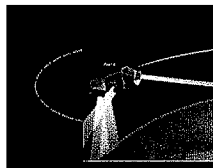
A-MAPS Environmental

Methodology

- A-MAPS' Geographic Information System (GIS)-based air quality mapping & analyzing system was used. It integrates:
 - Background Concentrations
 - Satellite observations
 - Ground level measurements by NAPS (National Air Pollutant Surveillance Network)
 - Traffic related pollutants
 - Dispersion module calculate concentrations from traffic

Satellite Observation

- Tropospheric column average of NO_2 & $\text{PM}_{2.5}$
- OMI (Ozone Monitoring Instrument) on Aura satellite pass over Southern Ontario daily from 12:00-15:00 with pixel resolution of 13km 24km



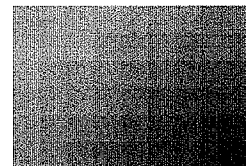
NAPS Stations (43)

- Hourly NO_2 , NO , NO_x , O_3 , CO & $\text{PM}_{2.5}$



Background Concentrations

- Daily satellite observation interpolated to 10km 10km resolution over Ontario grid
- NAPS data used to calculate hourly concentrations: 1 km x 1 km
- Hourly background concentrations in Windsor extracted from Ontario grid



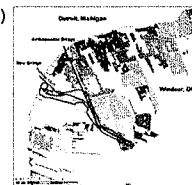
GIS Layers

- GIS used to create input layers for A-MAPS model.
- Resolution: 250m 250m

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Population

- Year 2006 Census (Statistics Canada)
- 50 Census Tracts
- Four age groups:
 - <= 19 years
 - 20-25
 - 26-65
 - > 65
- Allocated to residential areas
- Future scenarios, zero population allocated in areas where houses were demolished for construction of new bridge.



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Road Segments & Traffic

- Road segments created to reflect current border crossing & new corridor & bridge.
- Hourly traffic counts, cars & trucks, on Huron Church road
 - 17 segments
 - Speed 50 km/hr
 - 2008 data
- New crossing
 - Constant traffic counts throughout
 - Speed 100 km/hr

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Model Application

- Traffic related pollutants:
 - Emission
 - Hourly counts of cars & trucks
 - Average speeds
 - Dispersion
 - Emissions
 - Meteorological data
 - Windsor Airport: wind speed & direction, temperature

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Health Cost

- Health Impact tool: algorithm from Health Canada
- Input: population & daily air concentration in each grid
- Output: number of cases of health endpoints, e.g. mortality, asthma symptom & cost in each grid
- Incremental cost, baseline zero traffic

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Traffic Distribution Scenarios

- Base case: all cars & trucks through the current corridor
- Scenario 1: 50/50, cars & trucks, split of traffic between the two bridges
- Scenario 2:
 - New bridge: 20% cars & 80% trucks
 - Ambassador Bridge: 80% cars & 20 trucks

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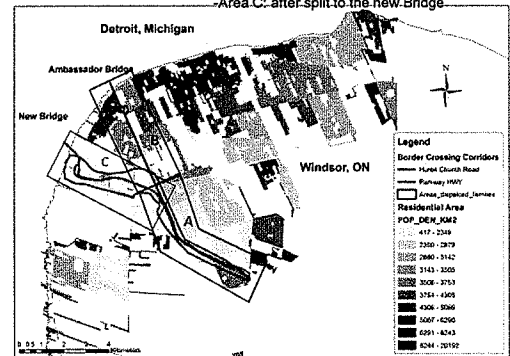
Simulation Design

- Windsor domain: 17 km x 17 km
- Time period: Sep 1- Dec 31, 2008
- Period average concentrations: NO_2
- Period total health costs
- Three areas identified

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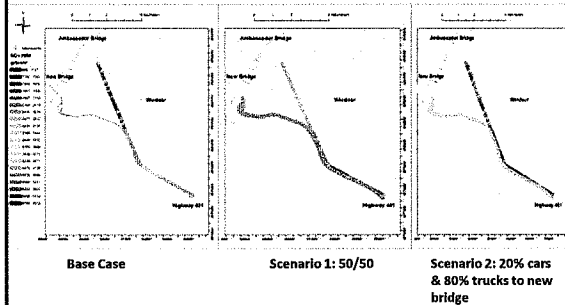
Three Areas

- Area A: between 401 & EC Row, before split of HC & Parkway
- Area B: after split to Ambassador Bridge
- Area C: after split to the new Bridge



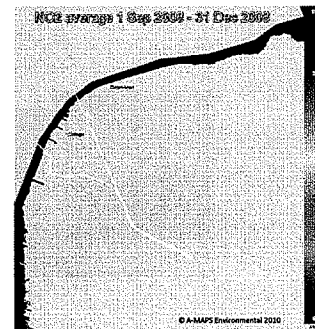
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Traffic Emissions of NO_x



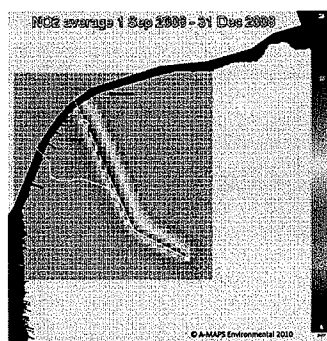
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NO_2 Background Concentration (ppb)



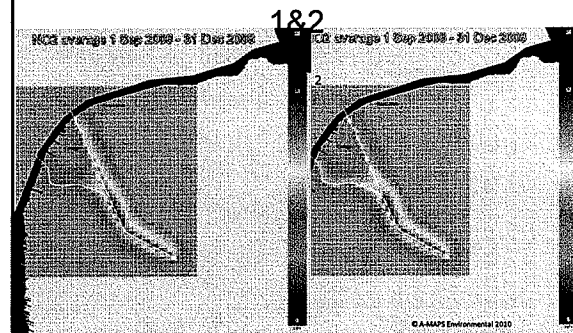
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NO_2 Base Case Concentration (ppb)



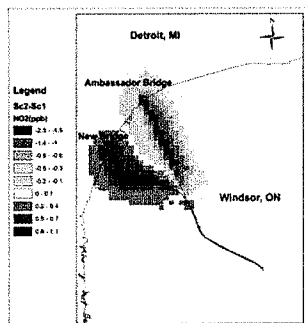
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NO_2 Concentrations Scenarios



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Concentration Difference between Scenarios 1 & 2



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Health Cost

- The Base Case had the highest total health costs, followed by Scenario 1, and Scenario 2.
- In the Base Case, concentration is higher in densely populated areas around the current corridor (Area B).
- Ambient air concentrations were higher around the new corridor in Scenario 2 compared to Scenario 1, a slight decrease in health costs was observed. This is because areas around the new corridor were sparsely populated.

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Conclusions

- Operation of new bridge & 50/50 split of traffic will decrease concentrations by 7 ppb & health cost by 75% in Huron Church Road area which is densely populated
- Diverting majority of trucks to the new bridge will
 - further decrease air pollution (2 ppb) around Huron Church Road.
 - increase air pollution (1 ppb) around Parkway area, which has sparse population
 - decrease total health cost by 13% compared to 50/50 split

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Closing Thoughts

- Spatial distribution of air quality & health cost are affected by distribution of traffic
- Results may help decision makers to develop policies to divert trucks to the new bridge to protect environment & human health

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Future Work

- Refine population allocation
- Use lower resolution of 100m 100m
 - Better estimates of concentrations & health cost
- Use all major roads in Windsor
- Other traffic scenarios
- Other pollutants NO, NO_x, CO, O₃ & PM_{2.5}
- Implement different dispersion modules in A-MAPS to compare results

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WECEC CLIMATE CHANGE WORKSHOP BUDGET

University of Windsor Ambassador Room

February 11th, 2011 9am until 3pm

Venue	Total (\$)
Ambassador Room	250.00
Boardroom	50.00
Food	
120 cups fair trade coffee	165.90
60 cups tea	75.00
Cold Deli Lunch Buffet	(15.95/person)*150 people 2,392.50
China Service	\$2.00/person 300.00
Speakers	
Paul Charbonneau	Hotel \$125.00 Mileage \$250.00 Speaker Fee 375.00 Total
Health Canada	0.00
ICLEI	0.00
Bob Willard	\$238.00 \$3,500.00 3,738.00
Victoria Rose/My Local Food	0.00
FGM	\$125.00 \$300.00 425.00
Emma Savage, the Environment Network	\$500.00 500.00
Quentin Chiotti	\$125.00 \$250.00 \$300.00 675.00
Advertising	
Poster printing - 11 x 17	\$0.99 each X 20 19.80
Conference Materials	
Local food map	0.00
WECEC brochure	???
	TOTAL 8,541.20
	HST 1,110.36
	GRAND TOTAL 9,651.56

*Recycle bins, no bottled water

*Veggie only?
*?

*Media list, advisory, and press relk

Air Quality Motion

Whereas the City of Windsor and County of Essex receive significant amounts of air pollution generated by coal-fired power plants ($\geq 50\%$ during the summer) throughout the United States (*Transboundary Air Quality in Ontario*, Ontario Ministry of the Environment, 2005),

Whereas Ontario's coal-fired power plants are one of our largest sources of greenhouse gasses, a major cause of acid rain, a major contributor to smog and a major source of toxins such as mercury and lead (DSS Management Consultants Inc. & RWDI Air Inc., *Cost Benefit Analysis: Replacing Ontario's Coal-Fired Electricity Generation*, Prepared for Ontario Ministry of Energy, April, 2005),

Whereas Ontario's coal-free electricity generation capacity is now greater than Ontario's peak demand for electricity in the summer of 2010 and 28% greater than the forecast peak demand in 2014 (Independent Electricity System Operator, *Ontario Reserve Margin Requirements 2010-2014*, October 1, 2009),

Whereas Ontario imports coal-fired power from the United States whenever the "financial" cost (excluding public health and environmental costs) is less than the "financial" cost of the next unit of domestic electricity generation (IESO Policy communicated to Ontario Clean Air Alliance) - undermining the purpose of a coal phase-out,

The following is recommended:

- i) That the City of Windsor request the Government of Ontario to direct Ontario Power Generation to put its coal plants on standby reserve immediately and operate them only if there is a power emergency;
- ii) That the City of Windsor request that the Government of Ontario stop the import of coal-fired power from the United States and import coal-fired power only if there is no other option to keep the lights on in Ontario.

There is another environmental impact from the Detroit Edison(DTE) Monroe power plant. The DTE Monroe power plant uses up to 2 billion gallons of water a day. The source of the water is the whole flow of the River Raisin and the rest of the water comes from Lake Erie's shallow western basin waters - average depth 24'. The DTE Monroe company 2005-6 water use/fish kill studies show 25.4 million fish a year impinged(caught against the screens) and 141 million fish a year entrained(eggs, larvae and juvenile fish that go through the screens). Gizzard shad(a walleye forage fish) had the highest number of fish impinged. Small mouth bass had the largest number of fish eggs entrained. Gizzard shad had the largest number of larval and juvenile fish entrained. The contribution to the algae growth plaguing western Lake Erie from the DTE Monroe plants heated waters is unknown. Walleye numbers in Lake Erie are on the decline - over 80 million five years ago and less than 20 million in 2010. 80% of Lake Erie's water is used by power plant intakes (USGS) also known as once through cooling.

MDNRE News Release

FOR IMMEDIATE RELEASE

Dec. 22, 2010

Contact: Mary Dettloff 517-335-3014

DNRE Approves Air Permit for Detroit Edison's Coal-Fired Power Plant in Monroe

The Department of Natural Resources and Environment today announced it has approved the air permit for the Detroit Edison's Monroe Power Plant pollution control project and fuel optimization plan. The modification includes addition of new wet flue gas desulfurization and selective catalytic reduction systems to reduce emissions from four existing pulverized coal-fired boilers.

The emission reductions from the control project are expected to be approximately 49.2 million pounds per year of nitrogen oxides, 7.5 million pounds per year of particulate,

215.9 million pounds per year of sulfur dioxide, and 1,400 pounds per year of lead. This project will bring over \$1 billion in construction to Monroe County.

The DTE Monroe Power Plant is the fourth largest coal-fired utility plant in the United States. The air quality permit gives the greenlight to the second phase of one of the largest pollution prevention projects in North America.

In addition to the control equipment, the modifications to the boilers include increasing the use of subbituminous coal and adding the combustion of petroleum coke; upgrading the coal handling systems; installing petroleum coke handling systems, installing limestone and gypsum handling systems, and installing diesel fuel-fired quench pumps.

The decision follows a period of extensive review by the DNRE of Detroit Edison's application, supporting information, and public comment. All documents regarding this decision are available at <http://www.deq.state.mi.us/aps/cwerp.shtml> (see Permit to Install No. 93-09A) or contact staff of the Air Quality Division at 517-373-2098.

The Department of Natural Resources and Environment is committed to the conservation, protection, management, and accessible use and enjoyment of the state's environment, natural resources and related economic interests for current and future generations. For more information, go to www.michigan.gov/dnre.

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*** News from Beyond Nuclear ***
*** Citizens Environment Alliance of Southwestern Ontario ***
*** Don't Waste Michigan * Green Party of Ohio ***

For Immediate Release: December 30, 2010

Contact: Kevin Kamps, Beyond Nuclear, (240) 462-3216; Michael Keegan, Don't Waste Michigan, (734) 770-1441; Joe DeMare, Green Party of Ohio, (419) 973-5841.

Environmental Coalition Challenges "Radioactive Russian Roulette"
of 20 Year License Extension at Davis-Besse
Wind and Solar Can Replace Nuclear Power,
Accident Costs Low-balled, Groups Allege

Oak Harbor, Ohio—This week, an environmental coalition has officially intervened against the 20 year license extension sought by First Energy Nuclear Operating Company (FENOC) for its Davis-Besse atomic reactor. The groups – Beyond Nuclear, Citizens Environment Alliance of Southwestern Ontario, Don't Waste Michigan, and the Green Party of Ohio – allege that wind and solar photovoltaic (PV) power, and certainly a combination of the two renewable energies, can readily replace Davis-Besse's electricity by the end of its 40 year operating license in 2017. The intervention petition and request for a hearing to the U.S. Nuclear Regulatory Commission's (NRC) Atomic Safety and Licensing Board (posted at Beyond Nuclear's homepage, www.beyondnuclear.org) also asserts that the potential casualties and costs that could be caused by a severe radioactivity release from Davis-Besse have been grossly underestimated.

Kevin Kamps of Beyond Nuclear, a party to the intervention, said "Granting Davis-Besse 20 additional years to operate would be playing radioactive Russian roulette on the Great Lakes shoreline."

Beyond Nuclear has prepared a background summary on Davis-Besse's trouble-plagued history, including some of the closest-calls to major accidents in U.S. history. Among these were a Three Mile Island reactor meltdown precursor accident in 1977, a 1985 loss of cooling to the reactor core, a 1998 tornado strike, and the infamous 2002 hole-in-the-head reactor lid corrosion accident (a 2010 lid leak shows the problem is recurring). Each of these four incidents came unacceptably close to causing a reactor core loss-of-coolant-accident, which could have led to a full nuclear meltdown. The Davis-Besse backgrounder is posted at the Beyond Nuclear website at http://www.beyondnuclear.org/storage/Davis_Besse_Backgrounder.pdf.

The environmental intervenors' expert witness on renewable power sources, such as wind and solar PV readily replacing Davis-Besse, is Alvin D. Compaan, Ph.D., Distinguished University Professor of Physics, Emeritus, at the University of Toledo, and former Chair of UT's Physics and Astronomy Department. UT physics undergrad also Kathryn Hoepfl provided intervenors with analysis showing that a combination of wind and solar could readily replace Davis-Besse.

"The good news is that vast renewable energy sources, such as wind power and solar PV, coupled with
(continued)

energy efficiency, are ready and cost-effective today. Efficiency and renewables will benefit everyone's pocket book, health, safety, and environment, and do not risk catastrophic radioactivity releases for the sake of corporate greed," said intervenor Joe DeMare of Rossford, Ohio, a Wood County Green Party member. "Opposition to nuclear power is in keeping with the Greens' Key Principle of Ecological Wisdom," he added.

The intervention filing extensively documented the vast offshore wind power potential of Lake Erie, as well as vast on-land wind power potential in Ohio, and the ability of a combination of wind power and solar PV to readily displace Davis-Besse. An NRC ruling this week in a separate proceeding may provide a significant precedent for the Davis-Besse license extension dispute. On December 28, the Atomic Safety and Licensing Board (ASLB) overseeing the Calvert Cliffs Unit 3 new reactor application in Maryland ruled in favor of environmental intervenors, including Beyond Nuclear, ordering NRC staff and the nuclear utility to more realistically consider the vast potential of offshore wind power, as well as a combination of renewable energy technologies, as alternatives to nuclear power. A link to the Calvert Cliffs 3 ASLB ruling has been posted at Beyond Nuclear's website:

<http://www.beyondnuclear.org/nuclear-power/2010/12/29/nrc-licensing-board-bolsters-argument-that-renewables-can-re.html>.

The intervenors' concluding contention holds that FENOC has vastly understated the true costs that would occur in the aftermath of a catastrophic radioactivity release at Davis-Besse.

"Davis-Besse risks a Chernobyl-type nuclear catastrophe in the heart of the Great Lakes," said intervenor Derek Coronado, coordinator of the Citizens Environment Alliance of Southwestern Ontario, based in Windsor. "Its current, ongoing leaks of hazardous tritium into the watershed are bad enough, but a catastrophic radioactivity release at Davis-Besse could instantly ruin the drinking water supply for many millions of people downstream in the U.S., Canada, and numerous Native American and First Nations."

Intervenor Michael Keegan of Don't Waste Michigan in Monroe said "This radioactive rust bucket has got to go before it blows."

The NRC's 1982 report "Calculation of Reactor Accident Consequences," based on 1970 Census data, determined that a major accident at Davis-Besse could cause 10,000 fatal cancers downwind, 1,400 "peak early fatalities," 73,000 "peak early injuries," and \$84 billion in property damage in the region. Intervenors have challenged the conclusions on casualties as severe underestimates, based on population growth over the past 40 years. Adjusted for inflation, property damages would now top \$184 billion, in Year 2009 Dollars.

Hi,

On Monday, January 10 at 10:30 AM, B.O.S. Auto Parts will be hosting a "Retire Your Ride" regional public tour at 3955 County Rd. 42, Windsor.

The event will highlight B.O.S Auto Parts' Federally -recognized vehicle recycling process and serve to promote the Retire Your Ride program, which expires on March 31, 2011.

The tour will follow a vehicle through four process stations:

1. tire removal
2. fluid draining
3. parts dismantling
4. vehicle crushing

The CAW Windsor Regional Environment Council congratulates B.O.S Auto Parts on being chosen for this tour.

The CAW supports increased vehicle recycling and the concept of the "Retire Your Ride" program and believes it is a good first step toward a comprehensive End of Life Vehicle program similar to that instituted by the EU, Japan and other countries.

To-date, Retire Your Ride has Retired 119,283 cars from Canada's roads.

<http://www.retireyourride.ca/home.aspx>

Retire Your Ride and Transit Windsor

Do you have a car from 1995 or earlier? If so you could receive six (6) months worth of bus passes if you retire it.

Retire Your Ride is an initiative of The Government of Canada, Summerhill Impact and its partners, designed to enable people to get their high-polluting cars off the road and reward them for doing so. Visit Retire Your Ride to find out more or to start the application process. Retire Your Ride ends March 31, 2011.

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