



WHITE PINES WIND PROJECT
DECOMMISSIONING PLAN REPORT

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1.0 Introduction

1.1 PROJECT OVERVIEW

wpd Canada Corporation (wpd) is a renewable energy development company based in Mississauga, Ontario dedicated to providing renewable energy for Ontario. Further information can be found on our website at <http://wpd-canada.ca>. wpd is proposing to develop the White Pines Wind Project (the Project) in Prince Edward County, Ontario, in response to the Government of Ontario's initiative to promote the development of renewable electricity in the province. The Project was awarded an Ontario Feed-In-Tariff (FIT) contract with the Ontario Power Authority (OPA) in May, 2010 (FIT Contract No. F-000675-WIN-130-601).

The basic components of the Project include 29 REpower MM92-2.05 MW wind turbine generators with a total maximum installed nameplate capacity of 59.45 MW (FIT contract maximum of 60 MW), step-up transformers located adjacent to the base of each turbine, an electrical power line system, two transformer substations (substation), turbine access roads and a fenced storage area. The collector system will transport the electricity generated from each turbine to a substation located near Turbine 7 (T07) off Royal Road east of Dainard Road.

An interconnection line will connect the substation near T07 to a substation to be across from the Picton Transformer Station (TS) on County Road 5. While the potential interconnection line's location is depicted on Project maps, the actual location of the line is still under negotiation between wpd and Hydro One Networks Inc. (HONI). If HONI is responsible for construction and operation of the interconnection line to the County Road 5 substation, assessment of potential effects of the line will be outside the REA process and will be covered under HONI's own Class Environmental Assessment for Minor Transmission Facilities. It is known at this time that wpd will be responsible for construction and operation of portions of the interconnection line along May Road and Fry Road; those portions of the line will therefore be assessed as part of the current REA process.

The wind turbine Study Area is generally bounded by i) Brummell Road/Bond Road to the North; ii) Lighthall Road to the West; iii) Gravelly Bay Road to the East; and iv) Lake Ontario to the South.

wpd retained Stantec Consulting Ltd. (Stantec) to prepare a Renewable Energy Approval (REA) Application, as required under Ontario Regulation 359/09 - Renewable Energy Approvals under Part V.0.1 of the Act of the Environmental Protection Act (O. Reg. 359/09). According to subsection 6.(3) of O.Reg.359/09, the Project is classified as a Class 4 Wind Facility and will follow the requirements identified in O.Reg.359/09 for such a facility.

1.2 REPORT REQUIREMENTS

The purpose of the Decommissioning Plan Report is to provide the public, Aboriginal communities, municipalities, and regulatory agencies with an understanding of the closure plan

for the Project at the end of its useful life, and to describe how wpd proposes to restore the Project Location to an acceptable condition for its intended use following Project closure.

This Decommissioning Plan Report is one component of the REA Application for the Project, and has been prepared in accordance with Item 3, Table 1 of O. Reg. 359/09 and the MOE's *Technical Guide to Renewable Energy Approvals* (2012).

O. Reg. 359/09 sets out specific content requirements for the Decommissioning Plan Report as provided in the following table (**Table 1.1**).

Table 1.1: Decommissioning Plan Report Requirements: O. Reg. 359/09

Requirements	Completed	Section Reference
Set out a description of plans for the decommissioning of the renewable energy generation facility, including the following:		
1. Procedures for dismantling or demolishing the facility.	✓	3.3
2. Activities related to the restoration of any land and water negatively affected by the facility.	✓	3.4
3. Procedures for managing excess materials and waste.	✓	3.5

2.0 Decommissioning During Construction (Abandonment of Project)

In the unlikely event that wpd cannot successfully complete the construction of the Project, the rights to the Project (and any associated liabilities and obligations) would be sold and the Project would be successfully constructed by the purchasing developer.

In the event that a delay occurs in the purchasing of the Project by another developer, wpd would be responsible for interim environmental protection. In the event that the site has been cleared and/or excavated in preparation for installation of project infrastructure, appropriate environmental protection measures would be implemented to prevent topsoil erosion and/or watercourse sedimentation. The extent of environmental protection measures required would be dependent on the progress made at the time of Project abandonment and would be determined through site investigations by qualified specialists. Possible measures would include, as appropriate, erosion and sediment control fencing, filling excavated areas, replacement of topsoil and/or reseeded and revegetation.

In the event that the Project is not purchased by another developer, wpd will be responsible for decommissioning of the Project. In such a case the decommissioning process to be followed and the mitigation measures to be implemented will be the same as those detailed in **Section 3.0** for decommissioning after ceasing operation of the Project.

3.0 Decommissioning of Facility after Ceasing Operation

Project components are expected to be in service for the term of the 20 year Ontario Power Authority Feed-In Tariff contract. Following the term of the contract, a decision would be made to extend the life of the facility or to decommission. Decommissioning would entail the removal of facility components and restoring the land to an acceptable condition for its intended use.

3.1 GENERAL ENVIRONMENTAL PROTECTION DURING DECOMMISSIONING

During all decommissioning and restoration activities, general environmental protection and mitigation measures would be implemented. Many activities during decommissioning would be comparable to the construction phase. As such, general mitigation measures and best management practices, including natural heritage mitigation, erosion and sediment control, air quality and noise mitigation, and contingency plans for unexpected finds and spills, are provided in the Construction Plan Report. All decommissioning and restoration activities will be performed according to the requirements of relevant government agencies, and will be in accordance with all relevant statutes in place at the time of decommissioning.

3.2 PRE-DISMANTLING ACTIVITIES

At the end of the Project's useful life, it will first be de-energized and isolated from all external electrical lines.

Prior to any dismantling or removal of equipment, staging areas would be delineated at each turbine site and at the substation properties. All decommissioning activities would be conducted within designated areas; this includes ensuring that vehicles and personnel stay within the demarcated areas.

3.3 EQUIPMENT DISMANTLING AND REMOVAL

3.3.1 Staging Areas

A temporary staging area at each turbine location would be used for temporary storage of the turbine components, parking, and excavated foundation spoil pile. This area would not be excavated or gravelled and would be restored to pre-existing conditions at the end of the decommissioning phase.

3.3.2 Turbines

The turbines would be disassembled into their original component parts. A heavy-lift crawler and mobile cranes would be used to carry out the reverse sequence of steps that occurred during turbine assembly (detailed in the Construction Plan Report), namely:

- Dismantling of the rotor: removal of blades from the hub, followed by removal of the hub;
- Removal of the nacelle; and
- Decoupling and lowering the tower sections.

The turbine components would be temporarily stored at the staging areas until removed from the site by truck. Once the components are disassembled and at ground level (within the same staging areas beside each turbine as described in the [Construction Plan Report](#)), the materials will be broken down into manageable sizes for transport to various salvage facilities. The main sources of salvage material are steel, copper, fibreglass and plastic, which may be sold to recycling facilities. All non-salvageable components will be processed and safely transported to an MOE-approved disposal facility.

3.3.3 Turbine Transformers

The small transformer associated with each turbine will be removed for reuse, reconditioning, or disposal. The foundation of each transformer will likely be removed entirely as its depth will be less than 1m below grade.

3.3.4 Turbine Foundations

Depending on the landowner specifications, the turbine foundations will either be removed completely, or partially removed to a depth consistent with the surrounding bedrock as determined by geotechnical investigations. Partial removal will enable natural areas restoration and normal agricultural practices to be conducted over the foundation areas. The concrete would be removed from the site by dump truck. A permit will be required if blasting is to be used to remove the foundation; wpd will determine the need for blasting at the time of foundation removal.

3.3.5 Crane Pads

The crane pads installed during the construction phase will be in place throughout the life of the Project. All crane pads would be removed during decommissioning, including the geotextile material beneath the pads and granular material. All granular and geotextile materials would be removed from the site by dump truck.

3.3.6 Electrical Infrastructure

Electrical Collector Lines

Underground collector lines on leased property would remain in place, with both ends that come to the surface excavated to approximately 1.2 m below grade, in consultation with the landowner and in accordance with the land lease agreements. Collector lines installed in the road allowances would be removed, if required by the agreements with Prince Edward County.

May and Fry Interconnection Line

The May and Fry portions of the interconnection line which fall under the responsibility of wpd will be decommissioned as per a joint use agreement with HONI.

Substations

The substations would be dismantled as agreed to, or as necessary, in accordance with the land lease agreement. The transformers, switchgear, and grounding grid would be removed, and the concrete foundation would be removed to approximately 1 m below grade. All granular and geotextile materials would be removed from the site by dump truck. All electrical system components would be taken off-site by truck.

3.3.7 Access Roads

All access roads would be removed, including culverts, the geotextile material beneath the roads and granular material. The access roads would be returned to a similar condition as prior to project commencement. Excavated areas on agricultural land would be brought to grade with fill and topsoil to be taken from surrounding land. Excavated areas in natural heritage features would undergo restoration as outlined in **Section 3.4**. All materials would be removed from the site by dump truck. Where the landowner sees it advantageous to retain access roads, these would be left in place.

3.3.8 Storage Area

The storage area would be removed, including the granular material and chain link fence. All materials would be removed from the site by dump truck.

3.4 SITE RESTORATION PLAN

3.4.1 Pre-Construction State of the Project Location

Landscape components directly impacted by construction and decommissioning would be natural heritage features, agricultural lands and municipal road allowances containing electrical collector lines.

3.4.2 Natural Heritage Features

Natural heritage features impacted by permanent facility components are summarized in the Construction Plan Report. The natural areas management strategy outlined in the Environmental Impact Study, including plans for replanting and restoration, and vegetation monitoring, would be reviewed and implemented in consultation with the Ministry of Natural Resources based on the state of natural science knowledge at the time of decommissioning.

3.4.3 Agricultural Lands

Areas that would require excavations during decommissioning are described in **Section 3.3**. Subsoil or clean fill would be added as necessary.

Areas that may have compacted due to facility operation or decommissioning activities, including crane pads and access roads, would be decompacted using chisel ploughing and/or subsoiling, as determined by an environmental advisor.

Any agricultural tile drains capped during construction, or damaged during decommissioning, would be repaired by a drainage tile contractor. After repair, the landowner would be invited to inspect and approve the repair.

Topsoil taken from the surrounding land would be added to similar depth as surrounding areas, where necessary. All areas would be graded to pre-construction conditions and restored appropriately, in consultation with the landowner.

3.4.4 Municipal Road Allowances

Where Project infrastructure has been removed, roadside ditches would be seeded with quick growing native species to prevent topsoil erosion; the seed mixture would be determined at that time in consultation with the municipality and/or Quinte Conservation. Erosion and sediment control measures at the ditch would be left in place until seed is fully established, as determined by an environmental advisor.

3.4.5 Potential Contamination

During the construction and operation of the Project, environmental management practices would be in effect, such as secure containment of potential hazardous materials, to minimize the potential for spills. As there is limited handling or storage of bulk fuels or chemicals during the lifetime of the Project, the potential for site contamination is very low. The Project should not, therefore, result in any long term decommissioning issues that would be detrimental to future site uses. In addition, the turbine sites would have no materials storage. Liquids such as oils would be primarily fully contained within equipment. The potential for spills at each turbine site during the life of the Project is minimal.

The substations would contain material storage for oils. Although strict spill prevention procedures will be in place, there is the potential through the routine operation, maintenance, and decommissioning process for small spills to occur. Should soil contamination be noted, the impacted soils will be delineated, excavated, and removed, to the standards of the day. The contaminated material will be disposed at an MOE-approved and appropriate facility, and will be replaced with appropriately compatible material.

No hazardous materials or wastes such as lubricating oils will be stored on-site during operation and maintenance of the Project. Provided the Project is operated and maintained in-line with

industry standard best practices, there should be no significant environmental liabilities associated with cleanup or restoration. The costs for removal of Project infrastructure will be the responsibility of the owner of the Project or the purchaser of the reusable materials.

3.5 MANAGING EXCESS MATERIALS & WASTE

Prior to embarking on the dismantling and demolition of the Project, wpd would complete a waste audit of the materials to be handled and prepare a waste reduction work plan in accordance with *A Guide to Waste Audits and Waste Reduction Work Plans For Construction & Demolition Projects, as required under Ontario Regulation 102/94 (O.Reg.102/94)*, as amended or other applicable regulation that is in place at the time.

All wastes would managed in accordance with *Ontario Regulation 347, General – Waste Management (O.Reg.347)* and with reference to *Ontario Provincial Standard Specification 180 - General Specification For The Management of Excess Materials (OPSS 180)*, or relevant regulations and specifications in effect at that time.

Typical waste materials and modes of disposal, recycling or reuse are presented in **Table 3.1** below:

Table 3.1: Typical Facility Decommissioning Waste Materials and Modes of Disposal

Component	Mode of Disposal
Turbine blades	Cut and dispose in landfill
Turbine towers	Recycle for scrap
Generators and gearboxes	Salvage for reuse or recycle for scrap
Concrete foundations	Crush and recycle as granular material
Cabling	Recycle for scrap
Transformers and switchgear	Salvage for reuse or recycle for scrap
Granular materials (roads, tower sites, etc.)	Reuse or dispose in landfill
Oils/lubricants	Recycle
Hazardous materials	Dispose through licensed hauler
Geotextile material	Dispose in landfill
Miscellaneous non-recyclable materials	Dispose in landfill

Major pieces of equipment may be recyclable or reusable. The steel towers may be sold for scrap. Electrical equipment could either be salvaged for reuse or recycled. Components such as the generators and cabling are likely to have a high resale value due to copper and aluminum content. Concrete from footings will be separated from the reinforcement steel, and could be crushed and recycled as granular fill material. The steel will then be sold as scrap metal. Spent oils could be recovered for recycling through existing oil reprocessing companies.

As much of the facility would consist of reusable or recyclable materials, there would be minimal residual waste for disposal as a result of decommissioning the facility. Small amounts of registerable waste materials would be managed in accordance with O. Reg. 347 or subsequent applicable legislation. Residual non-hazardous wastes would be disposed at a licensed landfill in operation at the time of decommissioning.

3.6 MONITORING

Follow-up monitoring would be conducted for one year after site restoration, to allow for the Project area to experience seasonal changes and help determine if additional restoration is required, as determined by an environmental advisor. A monitoring plan would be prepared prior to decommissioning.

For natural heritage features, monitoring components of the natural areas management strategy would be implemented. For agricultural land, potential soil problem areas including trench subsidence, soil erosion and/or stoniness would be noted. For municipal road allowances, a review would occur of the establishment and health of revegetation. Additional monitoring activities may also be conducted, depending upon the site conditions at the time of decommissioning. If negative impacts are noted during monitoring activities, appropriate remediation measures would be implemented as necessary, and additional follow-up monitoring would be conducted, as determined by an environmental advisor.

4.0 Emergency Response and Communications Plans

The Project's Emergency Response and Communications Plan is provided in the Design and Operations Report. The plan would be in effect for all phases of the Project including decommissioning. The following programs, plans, and procedures described within the Design and Operations Report will be carried forward during the decommissioning of the Project.

Environmental Procedures

- *Spills and releases*: to identify the specific procedures for the prevention, response, and notification of spills. In addition, it will establish the general procedures for spill clean-up, personnel training, and material handling and storage to prevent spills.
- *Hazardous waste management*: to outline the procedures for proper identification, storage, handling, transport, and disposal of hazardous waste. In addition, the procedures will outline specific requirements for personnel training, emergency response, product review and approval, and record keeping.
- *Non-hazardous waste management*: to establish alternative procedures for the management and disposal of used lubricants, used drums, and general waste.

Occupational Health and Safety Procedures

The firm responsible for decommissioning will ensure employee health and safety is maintained and will also implement the following safety procedures and protocols as appropriate in an effort to ensure employee safety is addressed throughout decommissioning activities:

- personal protective equipment, including non-slip footwear, eye protection, clothing, and hardhats, will be worn by personnel when on duty;
- elevated platforms, walkways, and ladders will be equipped with handrails, toeboards, and non-slip surfaces; and
- electrical equipment will be insulated and grounded in compliance with the appropriate electrical code.

Incidents in the work place have the potential to cause personal injury and property damage. As appropriate, a master Incident Report that documents illnesses and accidents will be maintained. The Incident Report should document all activities resulting in incapacity to work for at least one full workday beyond the day on which the illness or accident occurred. As required, records will also be maintained noting the total number of days of absence from work as a direct result of the illness or accident.

As appropriate, the firm responsible for decommissioning will develop or have an existing training program to ensure personnel receive appropriate training in relation to decommissioning programs, environmental, health, and safety procedures, and the emergency response plan.

Emergency Response Plan

The Emergency Response Plan developed for the construction and operation of the Project will be carried forward and followed during decommissioning of the Project (see the Construction Plan Report and Design and Operations Report for additional detail).

Response and Public Safety Plan

The Response and Public Safety Plan detailed in the Design and Operations Report includes Project updates/notifications, a Communication Response Protocol and a Public Safety Plan. The Response and Public Safety Plan will be utilized during the decommissioning of the Project. This includes the actions to be taken during the decommissioning of the Project to inform the public, Aboriginal communities, and Prince Edward County regarding activities occurring at the Project site (including emergencies), means by which stakeholders can contact the decommissioning firm, and means by which correspondence sent to the decommissioning firm and/or wpd will be recorded and addressed.

5.0 Decommissioning Notification

Prior to decommissioning, wpd will consult with interested parties regarding the details of decommissioning and would amend this Decommissioning Plan to meet regulatory requirements in effect at that time. The Design and Operations Report contains an Emergency Response and Communications Plan that would be in effect for all phases of the Project including decommissioning and includes description of non-emergency communications with Project stakeholders. Notification of decommissioning will also be provided Prince Edward County, Aboriginal communities, interested stakeholders, and other interested agencies prior to undertaking decommissioning activities. Notification may be in the form of letters, newspaper notices, updates on the Project website, or direct communications.

6.0 Other Approvals

Following the updating of this Decommissioning Plan as noted in **Section 4.2**, wpd would obtain all necessary approvals in effect at the time from appropriate government and regulatory bodies. Currently existing permits and approvals, which may be required at the time of decommissioning, are provided in the following table (**Table 6.1**).

Table 6.1: Potential Decommissioning Permits and Approvals

Permit / Approval	Administering Agency	Rationale
Municipal		
Building Permit	Prince Edward County	Compliance with building codes (demolition)
Oversized Load Permit	Prince Edward County	For moving oversized or heavy loads
Right of Way Permit	Prince Edward County	Required for works in municipal road allowances
Temporary Road Occupancy Permit	Prince Edward County	For temporary placement of items on county roads
Provincial		
Record of Site Condition	MOE	For change of property use and/or ownership
Notice of Project	Ministry of Labour	Notify the Ministry of Labour before decommissioning begins
Endangered Species Act Permits	Ministry of Natural Resources	To achieve an overall benefit where decommissioning activities will impact species at risk
Special Vehicle Configuration Permit	Ministry of Transportation (MTO)	Use of non-standard vehicles to transport large components
Transportation Plan	MTO	Adherence to road safety and suitability
Highway Entrance Permit	MTO	Interference or obstruction of the highway
Change of Access and Heavy/Oversize Load Transportation Permit	MTO	Compliance with provincial highway traffic and road safety regulations
Wide or Excess Load Permit	MTO	Transportation of large or heavy items on provincial highways
Development, Interference with Wetlands, and Alterations to Shorelines and Watercourses Permit	Quinte Conservation	Work within floodplains, water crossings, river or stream valleys, hazardous lands and within or adjacent to wetlands. Projects requiring review, <i>Fisheries Act</i> authorization and/or assessment under the <i>Canadian Environmental Assessment Act</i> are forwarded to the Department of Fisheries and Oceans

7.0 Conclusion and Signatures

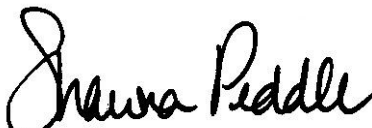
This Decommissioning Plan Report for the White Pines Wind Project has been prepared by Stantec for wpd in accordance with Item 3, Table 1 of Ontario Regulation 359/09 and the MOE's *Technical Guide to Renewable Energy Approvals* (2012).

This report has been prepared by Stantec for the sole benefit of wpd, and may not be used by any third party without the express written consent of wpd. The data presented in this report are in accordance with Stantec's understanding of the Project as it was presented at the time of reporting.

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