

TRA Public Annual Report and Public Report of Plan Summaries

**2018 TRA Public Annual Report and Public  
Report of Plan Summaries**

**HINO Motors Canada Ltd. Woodstock Assembly  
Plant, Woodstock ON**

May 2019

## BASIC FACILITY INFORMATION

Substances Included in the Plan		
<ul style="list-style-type: none"> <li>• Ethylene Glycol (CAS No. 107-21-1)</li> <li>• Methanol (CAS No. 67-56-1)</li> </ul>		
Facility Name:	HINO Motors Canada Ltd.	
Facility address:	Physical Address	Mailing Address
	1000 Ridgeway Road Woodstock, ON N4V 1E2	Same as physical address
Number of Employees:	122	
NPRI ID#:	27124	
Two digit NAICS Code	33	
Four digit NAICS Code	3361	
Six Digit NAICS Code	336120	
Number of full time Employees	122	
UTM spatial coordinates		
UTM Zone	17	
UTM Easting	522369	
UTM Northing	4773079.8	
Facility Owner:	HINO Motors Canada Ltd.	
Highest Ranking Official	Bill Oliver – Plant Manager (519) 421-0500 x 3343 E-mail: <a href="mailto:Bill.Oliver@hinocanada.com">Bill.Oliver@hinocanada.com</a>	
Public Contact	Bill Oliver – Plant Manager (519) 421-0500 x 3343 E-mail: <a href="mailto:Bill.Oliver@hinocanada.com">Bill.Oliver@hinocanada.com</a>	
Technical Contact	Bill Oliver – Plant Manager (519) 421-0500 x 3343 E-mail: <a href="mailto:Bill.Oliver@hinocanada.com">Bill.Oliver@hinocanada.com</a>	
Coordinator of the TSRP	Tina Borghese –Health, Safety & Environmental Specialist (519) 421-0500 x 3372 E-mail: <a href="mailto:tina.borghese@hinocanada.com">tina.borghese@hinocanada.com</a>	
Person preparing the TSRP	Lari Dakin LD – 50 Enterprises Inc. – Consultant/Planner Cell: (519) 575-8374; E-mail: <a href="mailto:ld50@execulink.com">ld50@execulink.com</a>	
Licensed Planner making recommendations	Lari Dakin LD – 50 Enterprises Inc. – Consultant/Planner Cell: (519) 575-8374; E-mail: <a href="mailto:ld50@execulink.com">ld50@execulink.com</a> License number TSRP0270	
Licensed Planner certifying the TSRP	Lari Dakin LD – 50 Enterprises Inc. – Consultant/Planner Cell: (519) 575-8374; E-mail: <a href="mailto:ld50@execulink.com">ld50@execulink.com</a> License number TSRP0270	
Parent Company information	HINO Motors (Japan)	

## Facility's Approach to Toxic Substance Accounting

The amount of each substance used, created, contained in the product, released, disposed, and/or transferred is contained in the 2018 NPRI Report, available on the government website.

<http://www.ec.gc.ca/inrp-npri/default.asp?lang=En&n=F6300E68-1>

### 1. Ethylene Glycol (CAS No. 107-21-1)

#### Statement of Intent

Ethylene Glycol is currently received and used in four processes. The substance is a component of a product going into the finished good. The use of the substance is determined corporately, by the head office located outside of Canada. As such, HINO Canada does not intend to substantially reduce the use of Ethylene Glycol at the facility. It is expected that the use of the substance will increase based on anticipated increased production. Reduction initiatives taken in the past included, the purchasing of ethylene glycol reduced coolant. As mentioned, the coolant used is determined corporately in Japan. Therefore, the coolant cannot be changed without corporate approval. There is no intent to reduce the use of this substance.

#### Objectives

As there is no intent to decrease the use of this product, there is no objective to reduce the substance. HINO intends to continually find ways to improve the efficiency in the use of the substance by identifying realistic options and analyzing the technical and economic feasibility of the defined options, to determine the best methods suited to meet the current needs of the company.

#### Description of Why the Substance is Used:

Ethylene glycol (CAS 107-21-1) – a component of the coolant added to the engines after assembly (at the filling process), with a small (insignificant) portion destroyed upon combustion testing. This product is used to provide engine cooling and is necessary for the operation of the vehicle. The coolant type is determined by the head office in Japan. The coolant containing the Ethylene Glycol is added to the radiator using a pumping system through a dedicated pipeline. The material is delivered by the contracted supplier filling a defined specific tote in the chemical holding area.

#### Description of Options to be Implemented:

No option chosen.

Rationale: Option 1 Not technically feasible at this time, to replace the Ethylene Glycol with Propylene Glycol. The substance is a component of a product going into the finished good. The use of the coolant containing Ethylene Glycol is determined corporately in Japan. Therefore, the coolant cannot be changed without corporate approval. The company would have to change the product requirements at the corporate level, and test to see if it meets requirements. It is expected that the use of the substance will increase based on anticipated increased production.

Rationale: Option 2 – The option of replacing the manual handling of the substance with dedicated piping has already been implemented.

Rationale: Option 3 – Not technically feasible at this time to capture and reuse the “spent” coolant. The waste material could contaminate the pure product.

Estimated Reductions for each Option: Not applicable

Timeline for Achieving Estimated Reductions: Not applicable

**Projected Effectiveness of the Reduction Plan**

As there is no reduction plan in place at this time, this section is not applicable.

This plan summary accurately reflects the Toxic Substance Reduction Plan that has been prepared by LD – 50 Enterprises Inc. and HINO Motors Canada Ltd. For Ethylene Glycol, dated October 2013.

**Table 1: Tracking of Ethylene Glycol at the Facility Level**

Form of Involvement	Amount (kg)	Amount (kg)	Comparison
	2017	2018	2017 v 2018
Enters the facility	33,221	34,799	+4.7%
Created at the facility	0	0	0
Released (air) from the facility (spill)	0	0	0
Released (land) from the facility	0	0	0
Released (water) from the facility	0	0	0
Disposed (on-site) by the facility	0	0	0
Disposed (off-site) by the facility	97	85	-12%
Transferred (for recycling) from the facility	0	0	0
Contained in product that leaves the facility	33,124	34,714	+4.8%
Destroyed at the facility	0	0	0
Remains in storage at the facility	0*	0*	0

\* amounts on-site at the end of 2017 and 2018 were not tracked

**Reason for Change**

Increased production in 2018.

## 2. Methanol (CAS No. 67-56-1)

<b>Statement of Intent</b>
Methanol is currently received and used in four processes. The substance is a component of a product going into the finished good (windshield washer fluid). The amount of the substance is determined corporately, by the head office located outside of Canada. As such, HINO Canada does not intend to substantially reduce the use of Methanol at the facility. It is expected that the use of the substance will increase based on anticipated increased production. The amount of windshield washer fluid used cannot be changed without corporate approval. There is no intent to reduce the use of this substance.
<b>Objectives</b>
The company intends to increase the use of the windshield washer fluid due to increased production, therefore there is no reduction objective. HINO intends to continually find ways to improve the efficiency in the use of Methanol by identifying realistic options and analyzing the technical and economic feasibility of the defined options, to determine the best methods suited to meet the current needs of the company.
<b>Description of Why the Substance is Used</b>
Methanol (CAS 67-56-1) – a component of the windshield washer fluid added after assembly (at the filling process), with a small amount used up during testing. This (insignificant) amount is captured in the reused leak testing water or picked up by the floor scrubber and disposed. This product is used to provide the product dealer with all the necessary fluids being available upon delivery. The amount added is per a company standard. The windshield washer fluid containing the Methanol is added to the windshield washer fluid reservoir using a pumping system through a newly developed internal pipeline. The material is delivered by the contracted supplier filling a defined specific tote in the chemical holding area.
<b>Description of Options to be Implemented</b>
No option chosen. Rationale: Option 1 Not technically feasible at this time to replace Methanol with another substance. The company would have to change the product requirements at the corporate level and determine if it meets customer requirements.  Rationale: Option 2 – The option of replacing the manual handling of the substance with dedicated piping has already been implemented.  Rationale: Option 3 – Not technically feasible at this time to capture and reuse any lost product. The lost material at testing is insignificant, and there is no way to recapture the material.  Estimated Reductions for each Option: Not applicable Timeline for Achieving Estimated Reductions: Not applicable
<b>Projected Effectiveness of the Reduction Plan</b>
As there is no reduction plan in place at this time, this section is not applicable.

This plan summary accurately reflects the Toxic Substance Reduction Plan that has been prepared by LD – 50 Enterprises Inc. and HINO Motors Canada Ltd. for Methanol, dated October 2013.

**Tracking and Quantification of Methanol at the Facility Level**

**Table 1: Tracking of Methanol at the Facility Level**

Form of Involvement	Amount (kg)		Comparison 2017 v 2018
	2017	2018	
Enters the facility	4,024	4,005	-0.5%
Created at the facility	0	0	0
Released (air) from the facility (spill)	0	0	0
Released (land) from the facility	0	0	0
Released (water) from the facility	0	0	0
Disposed (on-site) by the facility	0	0	0
Disposed (off-site) by the facility	34	36	+5.9%
Transferred (for recycling) from the facility	0	0	0
Contained in product that leaves the facility	3,990	3,969	-0.5%
Destroyed at the facility	0	0	0
Remains in storage at the facility	0*	0*	0

\* amounts stored at end of 2017 & 2016 were unknown


Reason for Change
Increased production in 2018

NOTE: An exit record has been filed for Methanol, as it was and remains under the reporting threshold.

**Certification Statement (Licensed Planner)**

As of May 29, 2019, I, Lari Dakin, certify that I am familiar with the processes at HINO Motors Canada Ltd. that use or create the toxic substance referred to below, that I agree with the estimates referred to in subparagraphs 7 iii, iv and v of subsection 4 (1) of the Toxics Reduction Act, 2009 that are set out in the plan dated October 31, 2013 and that the plan complies with that Act and Ontario Regulation 455/09 (General) made under that Act. The plan meets all other requirements of the act and regulation.

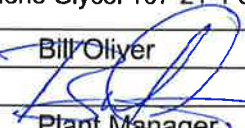
Ethylene Glycol 107-21-1 & Methanol 67-56-1

Name:	Lari Dakin
Signature:	
License Number:	TSRP0270

**Certification Statement (Highest Ranking Employee)**

As of May 30, 2019, I, Bill Oliver certify that I have read the toxic substance reduction plans for the toxic substances referred to below and am familiar with its contents, and to my knowledge the plan is factually accurate and complies with the *Toxics Reduction Act, 2009* and Ontario Regulation 455/09 (General) made under that Act.

Ethylene Glycol 107-21-1 & Methanol 67-56-1

Name:	Bill Oliver
Signature:	 4 June, 2019
Title:	Plant Manager

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