

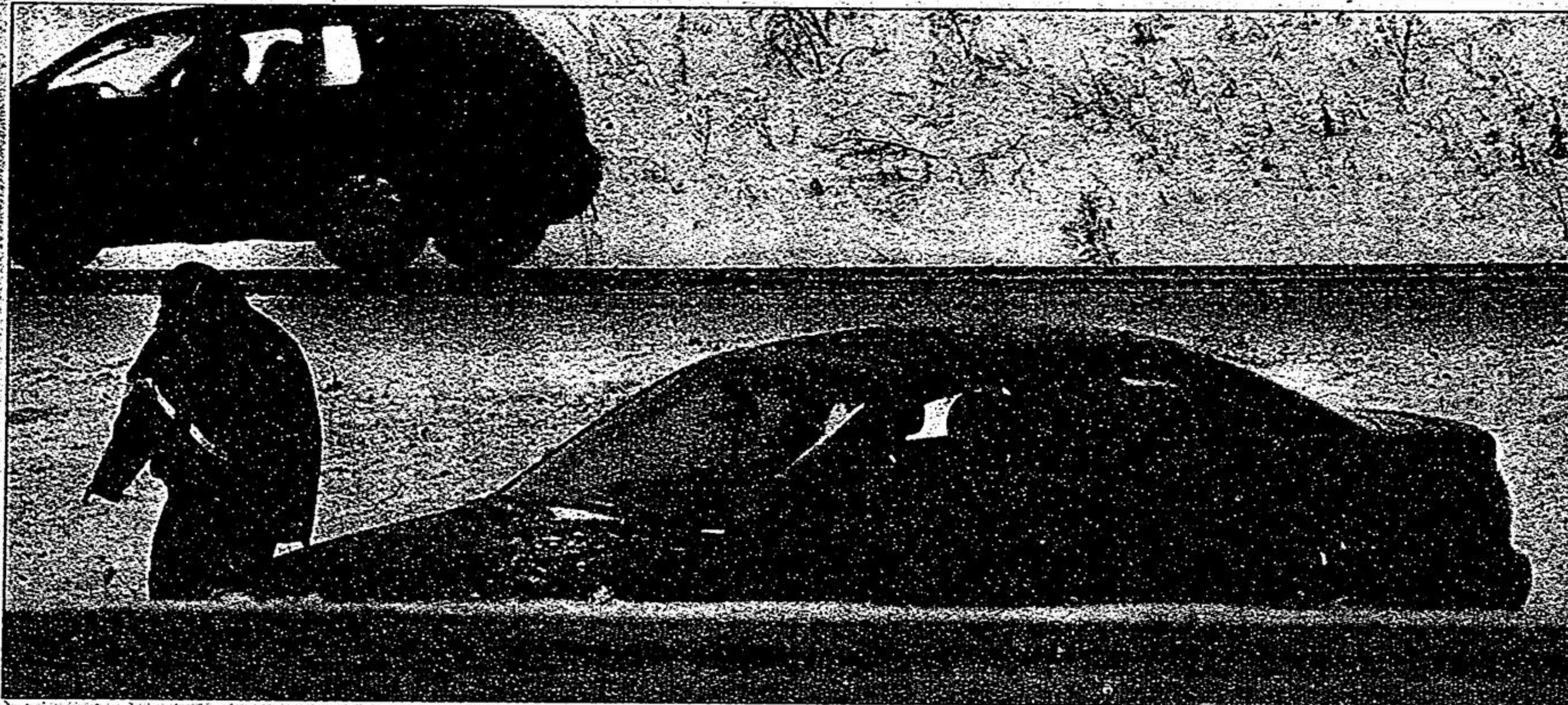
**Car hits snow plow,
at least one injured**

Minor injuries have been reported after a crash south of Stouffville yesterday.

York Regional Police were called to the Elgin Mills Road and the York/Durham Line at about 8:15 a.m. after a vehicle hit a snow plow.

There are also reports at least one person was taken to hospital with minor injuries.

If you have any information about the collision, call police at 1-866-876-5423, Crime Stoppers at 1-800-222-TIPS or leave a tip at www.1800222tips.com



STAFF PHOTO/SJOERD WITTEVEEN

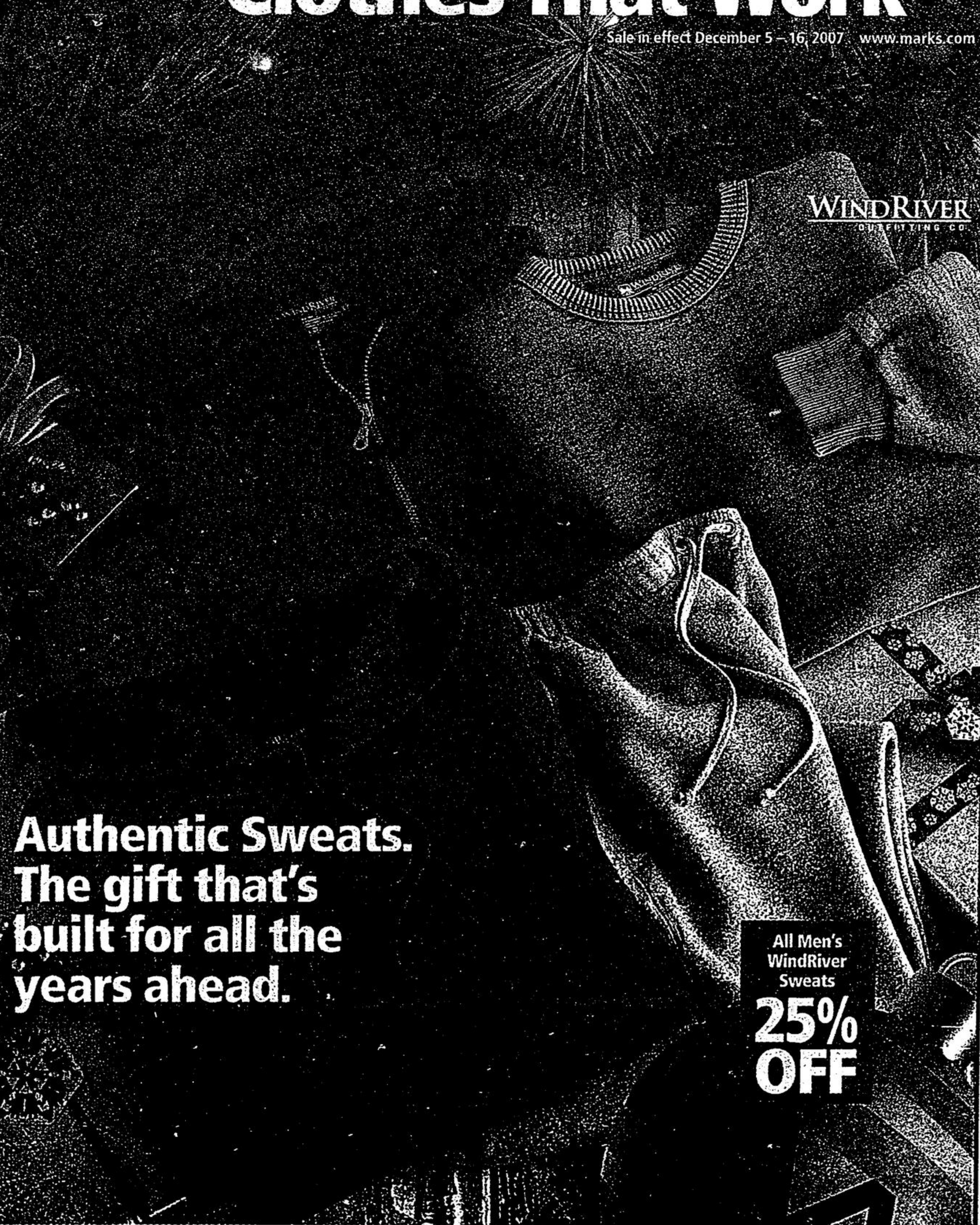
**EMERGENCY
CALL**

A driver is on the phone in the median ditch on Hwy. 404 near Elgin Mills Road Tuesday afternoon as a Stouffville-based tow truck operator checks out the situation. It was a wet and slippery day for motorists. There's a mix of snow and sun in the local forecast through the weekend.

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**Incinerator sites
on the table**

BY JENNIFER STONE
Metroland Staff

A safe incinerator could most likely be built at any of the sites on Durham and York regions' short list, but the regions should carry two sites forward in the process to ensure the best possible location is chosen, a consultant hired by Clarington said.

Asked in an interview if an incinerator would be safe, Dr. Tony van der Vooren, of AMEC Americas Ltd., said, "I would never give an unqualified absolute for anything."

However, "if they are (incinerators) are well-designed and well-operated, I would consider them to be safe."

The peer review was aimed at looking at work done by the regions' consultants on the project, including reports leading to a preferred site.

Clarington's regional councillors extensively grilled peer reviewers on hand at last week's meeting of Durham's general purpose and administration committee on their credentials and findings.

All four of the reviewers reached the same conclusion: carry forward two geographically diverse sites until technology is chosen, so the two can be considered together.

Determining background air quality and the technology's potential addition to that, would be important, Dr. van der Vooren said.

"One of the challenges we have right now is that a number of the air quality indicators ... are based on very generic data. We don't have the background data at all of the sites," he said. "Therefore, we have a very difficult time in terms of looking through the process (to determine), if those things changed, would the final preferred site be the (current) preferred site."

It could well be the Clarington site, identified by the regions' consultants as being the preferred location, would be the best site, Mr. van der Vooren said. But, by carrying two sites through, the regions could reach the best

decision.

Even without all the background information available, it is clear Clarington and East Gwillimbury have "two fairly distinct air sheds," given relative proximity to major highways, industry and other considerations, Mr. van der Vooren said.

Key sources in the area that will impact air quality in the Clarington sites include St. Marys Cement, (the) Oshawa urban area, General Motors and major transportation corridors (eg. Hwys. 401 and 35/115), Mr. van der Vooren said in his report.

"These are existing sources that will impact the sites and through these have been qualitatively assessed (i.e. the presence of these sources reduces the desirability of the Clarington sites), it has not yet been determined if the absolute level of impact at the sites are acceptable."

On the other hand, the East Gwillimbury site doesn't have nearly as much nearby, which could potentially tip the scales, he said.

"All we're really suggesting is, just do a little bit more," Mr. van der Vooren said.

Carrying two sites forward into technology selection would be too costly, Durham works director, Cliff Curtis, said.

Not necessarily, said Mr. van der Vooren.

"Yes, there would be an increased cost, but not horrifically costly," he said.

While some councillors questioned if peer reviewers had over-stepped their bounds by making a recommendation, Mr. van der Vooren said it was not unusual to have such an outcome.

"I'm always very clear that when I'm talking on a peer review, I'm not in opposition to the project," he said. Instead, it's the reviewers' job to "strengthen the process."

In this case, all they were saying, said Mr. van der Vooren, is the regions should "do some more detailed work on the two sites as you move forward."

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