

WHO WE ARE – key figures

Started: 1995

Location: Grimbergen, Belgium

Shareholders: 51% Veolia, 26% Indaver, 23%Renewi

Turnover (2021): 4.667 k€

Total input (2021): 3.300 ton

Metals recycled (2021): 2.680 ton

FTE: 12

Contribution to CO₂ reduction (2021): 7.400 ton

Certifications: 9001-14001-45001



INTERNATIONAL REFERENCES

- Our company was established to solve Electrabel's PCB problem, but soon was called to answer requests from many different countries. This is a non-exhaustive list:
 - France
 - Spain
 - Netherlands
 - United Kingdom
 - Ireland
 - Poland
 - Rumania
 - Bulgaria
 - Greece
 - Germany

- Algeria
- Morocco
- Tunisia
- Jordan
- Cameroon
- Congo (Brazzaville)
- Zambia
- Thailand
- South Korea

- Kazakhstan
- Ecuador
- Colombia
- Peru
- Panama
- Argentina
- Costa Rica
- Chili

We are able to answer to any request from anywhere in the world!

Provided the export country has ratified the Basel Convention



PREPARING FOR EXPORT – Inventory / draining on site / stacking container / transport / Notification

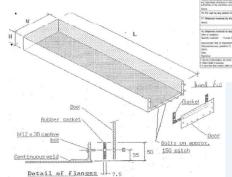
















PROCESS: AUTOCLAVE CLEANING TECHNOLOGY

Multiple cycles

- Solvent rinsing
- Drain
- Vacuum
- Vapor injection / pressure increase
- Drain
- Vacuum drying



PCB DESTRUCTION: high temperature incineration (INDAVER)

Thermal treatment hazardous and industrial waste

Incinerator lines: : 3

Extensive flue gas washing

Physical condition: : liquid, pasty & solid

Throughput : 2 x 7,8 T/H
 Incineration temp. : 1100 °C

Calorific value : 14,000 kJ/kg

Duration: : 25-35 min.

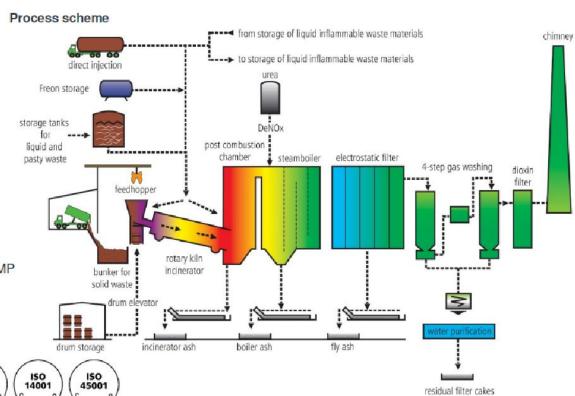
 Gas washing in electronic filter, 4multiple wet gas washing, dioxin filter

Residual waste → Landfill cat. 1 Heat supply to

neighbouring company + IndaMP







Study case 1: Local cleaning versus external treatment

We recommend

- Not to set procedures for local cleaning/retrofilling for transformers with a contamination grade > 500ppm PCB.
- Retrofilled transformers should be checked again on PCB content after 4 months.

	result after chemical clreaning				
Oil	Metal	wood	paper		
271	<1	256	156		
346	<1	101	96		
	result after chemical clreaning				
214	Wood surface		107		
	Wood soro		110		

Experimental PCB results (in ppm)

The core is containing porous parts like wood and paper. It is proven, these parts are not cleaned <50ppm with a simple rinse/wash!!

Case 1 Use correct labelling

WARNING PCB CONTAMINATED EQUIPMENT

Awaiting Disposal. Wear Appropriate PPE. For Proper Disposal Information contact the Environmental Department⁵

WARNING IN USE PCB CONTAMINATED EQUIPMENT < 0.05%

Internal PCB Oil Contamination less than 0.05% (500ppm). Wear appropriate PPE.

For proper disposal information contact the Environmental Department⁵

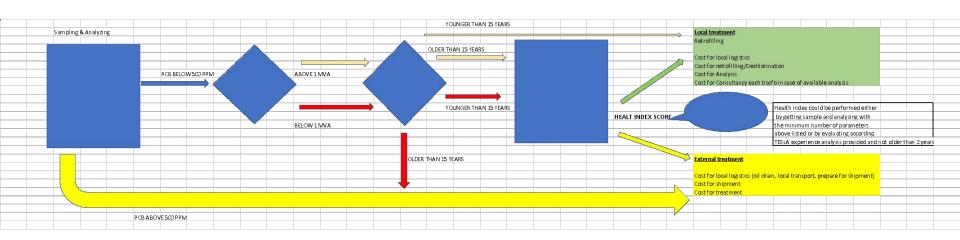
Fluid containing PCBs was replaced with (name of substitute) on (date) by (undertaking) Concentration of PCBs in old fluid (% by weight) new fluid (% by weight)

Total PCB contamination level (% w/w)	Less than 0.005%	Greater than 0.05%	Between 0.005% and 0.05%	Greater than 0.05%
Required Action				
Dispose as WEEE at end of useful life	V			
Dispose of as PCB waste (WEEE) at end of useful life		√		
Notify EPA of equipment Dispose of as PCB waste (WEEE) at end of useful life			√*	
Notify EPA of equipment				-1
Decontaminate or dispose of immediately				V

^{*} In-use PCB-contaminated equipment must be labelled and a notification sent to the EPA



Study case 2: Decision tree



- ☐ Transformers after 1995 considered as PCB free
- ☐ Retrofilling with local chemical dechlorination technology when min 10-20m³ of oil available on 1 location
- ☐ Retrofilling with fresh oil (125% of the amount of oil needed <500ppm, 175% <2000ppm)
- Retrofilled transformers >500ppm have to wear a warning label: "when dismantling, porous fractions like wood and paper may still contain >50ppm PCB and have to be treated as PCB-waste!)"



Challenge 1 logistics: limited shipping lines

- More and more shipping companies are refusing PoP transfers
- Severe marine polluant products
- Severe control with more risk of "blocking" (estimate 1 lost day = 300k€)



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Challenge 2 logistics: Basel notification

- Some countries not respecting the deadlines (usually 1 month)
- Some countries waiting on the consents of the other transit countries ("for us ok when also of for the others")
- Not always easy the pay the fee in the local currency
- Some countries acting beyond their responsabilities:

The competent authority(ies) of transit may, within the 30-day time limit referred to in paragraph 1, raise reasoned objections based only on paragraph 1(b), (c), (d) and (f).

- To avoid Basel transit issues, we tried air transport but extremely expensive (5-10k€/ton)
- No ombudsman/Service to negociate



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