

**Chemtrade Logistics-ERCO Worldwide-Univar Solutions-GFL Environmental
North Shore Community Advisory Panel (CAP)
MEETING SUMMARY NOTES
Kenneth Gordon Maplewood School, 420 Seymour River Place North Vancouver**

**Meeting 4:30 pm to 6:30 pm
February 20, 2024**

Attendance

Dave Gosse, Chemtrade Logistics
Paul Leyen, ERCO Worldwide
Robin Lee, Univar Solutions
Steve Spence, GFL Environmental
John Hawkes, NSEM
Stella Tsiknis, Kenneth Gordon
Maplewood School
Jennifer Alexander, Kenneth Gordon
Maplewood School
Grace Timney, Tsleil-Waututh Nation
Sean Poole, Miles Industries
Yan Zeng, DNV
Stuart Porter-Hogan, Maplewood Area
Community Association (MACC)
Bruce Crowe, Inter River Community
Association
Dave Mair, Resident
Sharon Porter, Resident

Regrets

Dustin Dapp, Tsleil-Waututh Nation
Barbara Rennie, Blueridge Community
Association
Babs Perowne, NVan Can
John Miller, Lower Capilano Residents
Association

1. Welcome and Introductions

CAP members introduced themselves and welcomed new attendees. Thanks was given to Kenneth Gordon Maplewood School for hosting tonight's meeting.

2. Review of November CAP meeting minutes

Members reviewed the November CAP meeting minutes. No edits to the original draft sent out after the meeting were noted. The facilitator will finalize the November meeting minutes and send them to DNV to post on their CAP information webpage.

3. Presentation: DNV on Development Applications

Yan Zeng, Manager of Development Planning at DNV, delivered the presentation.

She showed CAP members the map of significant development applications being considered [here](#).

Development applications require a transportation assessment. Yan said that the scope of the study to be submitted depends on the scale of development, the impact on the local network and trip generation. At a certain level, transportation demand management would be needed. This would manage the parking capacity.

She said that more connection along Berkley will lead to a decrease in bottleneck in Riverside. She will check the expected date of this.

An increase in population with townhomes leads to extra traffic and limited parking.

CAP member questions

How much time would be saved in the development process without public hearings?
Around 2 months.

How long would it be before the building could start?
It could be another 9 months to get all the permits in order to start building.

Right now, you're not allowed to turn right on Forester St, which means that KGMS parents need to turn during rush hour. Is there a plan to change this?
I'm not sure whether this situation will remain in the long term.

Is there any opportunity to reopen Mt Seymour Parkway as another exit in an emergency?
You can go up back and down Riverside. I'm not sure about reopening Mt Seymour.

Are there development projects with incentivized housing for local workers?
There is community support to prioritize local workers. The District is not heavy handed in this. They can take CAP considerations into account.

When building, is there a requirement to have parking for workers?
Yes, a construction permit is required.

Is it required for a developer to make sure people are aware of the area they're moving into?

The covenant gives those details. The developer is asked to say this in disclosure statements.

How do they make sure this is happening? What is the communication?

Yan will check in on this and provide this information via the CAP facilitator.

She clarified that the Official Community Plan (OCP) is the guiding development document for developers. It is available to the public online [here](#).

Who controls the coordination of the traffic lights at Main and Mountain Highway?

The Transportation Planning division with the district and the Ministry of Transportation provincially.

Yan noted that the Burrard Rapid Bus is moving forward in the next 10 years.

4. NSEM Update

John Hawkes said that NSEM has hired a new communications person who will attend a future CAP meeting.

Outstanding pieces as relates to the CAP are to look at how the fire department shows up at these types of events and their role in public safety and to integrate communications and education for new residents.

There was a discussion around emergency planning. A CAP member asked what comes out from NSEM in an emergency and through what channels? John clarified that Alertable is the number one tool. The companies use a horn for internal communication, not to communicate with the public. NSEM gets a notification when partners are doing emergency drills. Chemtrade can do courtesy calls to neighbours for non-emergency issues.

There was a question if there is a legend to explain what everything means in Alertable. There is a small, very basic one.

Although the recent Parklands issue was not a health issue but rather an annoyance, it led to a lot of misinformation. This emphasizes the importance of speed from the time of an incident to public notification.

There was a question of how personnel can arrive when there is an emergency and things are blocked. John responded that we are bound by laws and have to make sure emergency personnel have access. They get the right of way through using their sirens, etc. There was a question of whether a fire lane could be created. John suggested this

would be practically untenable. He said there used to be a provincial initiative that established emergency routes in the past, but the province has since moved away from that initiative because it was not well understood by the public.

He clarified that sometimes NSEM is asked to comment on urban planning and evacuation procedures. NSEM is more responsive, rather than being part of the decision-making process.

Yan Zeng from DNV clarified that emergency planning and fire planning are a substantial part of the application review for new developments.

5. Reports from the Companies

a) Chemtrade Logistics

Dave Gosse, the new Plant Manager, reported that there has been one recordable lost time injury since the last CAP meeting. An employee twisted his knee when he slipped on stairs entering an MCC Room.

On January 2, there was a small release from the chlorine loading rack (<1 kg). Metro Vancouver and the BC MOE were notified. The cause appears to be a faulty valve stem (the valve was recently replaced).

As part of their ongoing risk reduction efforts, Chemtrade is working on an update to their quantitative risk assessment (QRA). More will be shared with the CAP as this progresses.

The comprehensive rewrite of the plant's effluent permit to meet the new Burrard Inlet Water Quality Guidelines is in process.

On February 16, there was an onsite meeting with Transport Canada about some administrative updates to the marine safety plan.

There have been no security incidents.

There was a brief plant trip on Feb 16 due to a faulty instrument. No safety or environmental issues occurred, and the plant restarted that evening.

There is a solid demand for all products to start the year and the plant continues to operate at very high levels of reliability. Chemtrade expects to receive salt via barges for the next several weeks as regular self-offloading ship is in the middle of contract

discussions. There is a high level of activity in preparing for the plant's upcoming maintenance turnaround scheduled for Apr 3-23.

b) ERCO Worldwide

Paul Leyen reported that ERCO employees and contractors continue to work safely. As of Nov 21, 2023, NV employees have worked 177 days since the last Recordable safety incident (July 27/23) & 4773 days since the last Lost Time Accident (Jan. 05/11).

As per the site Groundwater Protection Plan the Brine trenches and the Line 8 trench near the Scrubbers were repaired by a contractor, Restocrete. The coating has two layers; the external one is Ureco® polyurethane.

On January 25, the site held a kickoff meeting for the Mechanical Integrity Program. The first activity will be to identify the critical safety equipment on site, defined as equipment associated with an incident severity of 4 or 5 in a PHA.

A Transport Canada security audit took place on January 16.

The plant has run well since the last CAP meeting. ERCO is participating in BC Hydro Short Term Curtailment program, which continues until May 31, 2024. When called, the ERCO NV plant will trim its load to reduce overall power consumption.

On February 13, the plant was shut down for 24 hours to repair a leak on the main incoming city water line.

On December 13 and 14, approximately two dozen neighbours were visited and presented with ERCO NV Plant Emergency Response and Responsible Care pamphlets. The one-page CAP description was also handed out.

c) Univar Solutions

Robin Lee reported that there have been 1011 days since the last personal safety recordable, and 4797 days since the last DAWC (as of end of day February 19, 2024).

There have been no reportable incidents since the previous CAP meeting. The following incidents are of note:

Caustic unplanned events

- Challenges with disconnection of caustic ship loading arm during extreme cold temperatures
- The following caustic vessel discharge saw weeping at a marine loading arm flange due to loose bolts, that likely backed off during the freeze thaw event

- Less than 1L went into containment
- Consider protocols for extreme cold weather in future

Unplanned deluge trip

- During maintenance the N2 system had been depressured, and during re-start a valve snapped such that the handle showed open, when it in fact remained closed
- The low pressure resulted in a deluge trip and fire department call-out
 - Valve was replaced
 - In future – a different pressure gauge will be used to ensure system re-pressurizing as normal

Operator exposure to potentially high pH water

- Operator working on top of a rack performing work with moving ramps, knowing there was an operator working below
 - Although operator below had informed operator above they were present, the operator above went ahead with the task resulting in some potentially high pH water coming in contact with worker below
 - Operator not following procedure had previous coaching / disciplinary discussions and is no longer dispatched to the site

A live emergency drill with a marine vessel will be held in March. A third-party auditor will be on site in mid-March for the site's Responsible Distribution Audit. CAP members will be notified of the results in the April CAP meeting.

New dockworker training to added rated operators is scheduled for March.

Site transloading volumes increased towards year end and now remain steady.

CN delivery service is slowly improving, although there are still issues with lack of work crews and resulting missed or delayed switches.

Cold weather (duration and temperature extreme) continues to present new challenges. Additional heat tracing, valve checks / replacement, and other cold weather protocol (i.e. consideration of not transloading certain products when temperatures are extreme) is being developed & implemented.

Meraz Sekhon, the Marine Technical Specialist for the site, has accepted a position as Assistant Harbour Master at the Port of Nanaimo.

Univar offices and dry warehouse are now officially in Pitt Meadows. The new bulk transload facility opens later this spring in Abbotsford. In response to a CAP member's emailed question, about what impact the move of offices and warehouse to Pitt Meadows has on the NV operations and staffing, Robin responded that it has no impact as they operate somewhat independently.

d) GFL Environmental

Steve Spence reported that the facility is currently operating at full capacity. The semi-annual shutdown is scheduled for late May – early June.

The facility continues to operate within permitted approvals. On January 26, 2024, the annual facility report was submitted to BC Ministry of Environment and Climate Change Strategy.

The facility has operated lost time injury free since the last CAP report.

- First aid incidents:
 - January – a used oil collection truck driver closed the truck door on his index finger. He was treated after hours by administrative staff. There was no significant injury, the driver returned to work the next day.
 - January – a millwright aggravated an existing back injury lifting a 10lb motor onto a bench. The worker switched to modified duties until his back issue returned to normal status.
- Incidents:
 - February 14 – Odour complaint received at 08:00 from ERCO as well as a call in to Metro Vancouver. Upon receiving the first complaint, operations staff enacted their odour inquiry procedure, which includes a checklist of most probable locations/equipment to check for significant odour release. Staff quickly determined that one of the main process blowers, 190A, was not running. This blower evacuates odours from tank overheads and process equipment and sends the vapours to the caustic scrubber. Due to the nature of the process, positive pressure caused vapours to escape through the blower and exit through several tank vents, causing the odour. The blower was re-started and odours were noticeably reduced by 09:00. The cause of the blower failure has not been determined, however steps are being put in place to confirm constant blower operation.

Steve encouraged people to call GFL directly in the case of a complaint rather than calling Metro Vancouver, which had a delayed response.

Environmental and Used Oil Stewardship program audits will be conducted in the first quarter of 2024.

A draft of the Fire Plan update to GFL and current regulations was received on November 13. After corrections were made, it was submitted to FDNV for approval on November 29.

6. CAP Outreach Discussion

The facilitator noted that she had begun doing outreach to stakeholders within the impact zone of the companies. The response has been positive so far. Many did not know about the CAP and were interested in learning more. The facilitator will continue to do outreach between now and the next CAP meeting in April.

7. Meeting Close

The meeting ended at 6:05 pm.

The next meeting will be held on Tuesday, April 16, 2024. The meeting will start with a 1-hour tour at Univar Solutions at 3pm. Depending on how many people register for the tour, the meeting may be held at Univar or another location.



Community Advisory Panel (CAP) Chemtrade Update February 20th

Responsible Care – Safety, Security, Transportation, & Environmental

Safety

- One recordable lost time injury since last meeting (Jan 19). An employee twisted his knee when he slipped on stairs entering an MCC Room.

Environment

- Work continues on our comprehensive rewrite of our effluent permit to meet the new Burrard Inlet Water Quality Guidelines.

Process Safety

- We had a small (<1 kg) release from our chlorine loading rack on Jan 2. Metro Vancouver and the BC MOE were notified. Cause appears to be a faulty valve stem (valve was recently replaced).
- Working on an update to our quantitative risk assessment (QRA) as part of our ongoing risk reduction efforts. More to come on this.

Transportation

- Met with Transport Canada on site on Feb 16th regarding a few administrative updates to our marine safety plan.

Security

- No security incidents.

Plant Operations

- Brief plant trip on Feb 16th due to a faulty instrument. No safety or environmental issues. Plant restarted that evening.
- Solid demand for all products to start the year.
- The plant continues to operate at very high levels of reliability.
- Expect to receive salt via barges for the next several weeks as regular self-offloading ship is in middle of contract discussions.

- High level of activity in preparing for our upcoming maintenance turnaround scheduled for Apr 3-23.

Other

- Meet and greet and business update with Mayor Mike Little on Jan 31.



ERCO Worldwide (since last CAP meeting on Nov 21st, 2023) Feb 20, 2024

Safety

- ERCO employees and contractors continue to work safely. As of Nov 21st, 2023, NV employees have worked 177 days since the last Recordable safety incident (July 27/23) & 4773 days since our last Lost Time Accident (Jan. 05/11).
- We have 0 staff members currently self-isolating due to covid-19.

Environmental

- As per the site Groundwater Protection Plan the Brine trenches and the Line 8 trench near the Scrubbers were repaired by a contractor. The contractor is Restocrete. The coating has two layers. The external layer is Ureco® polyurethane.

Process Safety

A kickoff meeting was held for the Mechanical Integrity Program on January 25th. The first activity will be to identify the critical safety equipment on site. Equipment associated with an incident severity of 4 or 5 in a PHA will be considered critical safety equipment.

- Transport Canada security audit took place January 16th.

Operations

The plant has run well since our last meeting. We are participating in BC Hydro Short Term Curtailment program. This program continues until May 31, 2024. When called the ERCO NV plant will trim load to reduce overall power consumption. The plant was shutdown Tuesday Feb 13th for 24 hrs to repair a leak on the main incoming city water line.

Responsible Care

Approximately two dozen neighbours were visited and presented with ERCO NV Plant Emergency Response and Responsible Care pamphlets on December 13 and 14th. The one-page description of the NV CAP was also handed out.

Brian Scott, P.Eng.

Plant Manager, North Vancouver

Univar Solutions report – February 20, 2024

Univar Solutions reported that there have been 1011 days since the last personal safety recordable, and 4797 days since the last DAWC (as of end of day Feb 19, 2024).

There have been no reportable incidents since the previous CAP meeting. The following incidents are of note:

Caustic unplanned events

- Challenges with disconnection of caustic ship loading arm during extreme cold temperatures
- The following caustic vessel discharge saw weeping at a marine loading arm flange due to loose bolts, that likely backed off during the freeze thaw event
 - <1L went into containment
 - Consider protocols for extreme cold weather in future

Unplanned deluge trip

- During maintenance the N2 system had been depressured, and during re-start a valve snapped such that the handle showed open, when it in fact remained closed
- The low pressure resulted in a deluge trip and fire department call-out
 - Valve was replaced
 - In future – a different pressure gauge will be used to ensure system re-pressurizing as normal

Operator exposure to potentially high pH water

- Operator working on top of rack performing work with moving ramps, knowing there was an operator working below

- Although operator below had informed operator above they were present, the operator above went ahead with the task resulting in some potentially high pH water coming in contact with worker below
- Operator not following procedure had previous coaching / disciplinary discussions and is no longer dispatched to the site

A live emergency drill with a marine vessel will be held in March.

A 3rd party auditor will be on site in mid-March for the site's Responsible Distribution Audit.

New dockworker training to added rated operators is scheduled for March.

Site transloading volumes increased towards year end and now remain steady.

CN delivery service is slowly improving, although there are still issues with lack of work crews and resulting missed or delayed switches.

Cold weather (duration and temperature extreme) continues to present new challenges. Additional heat tracing, valve checks / replacement, and other cold weather protocol (i.e. consideration of not transloading certain products when temps are extreme) is being developed & implemented.

Meraz Sekhon – our Marine Technical Specialist for the site has accepted a position as Assistant Harbour Master at the Port of Nanaimo.

Univar offices and dry warehouse are now officially in Pitt Meadows. The new bulk transload facility opens later this spring in Abbotsford.



CAP Meeting – February 20, 2024

Current Status / Schedule

- Currently operating at full capacity
- Semi-annual shutdown scheduled for late May – early June

Health, Safety and Environment

- Facility continues to operate within permitted approvals. Annual facility report submitted to BC Ministry of Environment and Climate Change Strategy January 26, 2024.
- Facility has operated lost time injury free since the last CAP report.
- first aid incidents:
 - January – used oil collection truck driver closed truck door on index finger. Treated after hours by administrative staff. No significant injury, driver returned to work the next day.
 - January – millwright aggravated an existing back injury lifting a 10lb motor onto a bench. Worker switched to modified duties until his back issue returned to normal status.
- Incidents:
 - February 14 – Odour complaint received at 08:00 from ERCO as well as a call in to Metro Vancouver. Upon receiving the first complaint, operations staff enacted their odour inquiry procedure, which includes a checklist of most probable locations/equipment to check for significant odour release. Staff quickly determined that one of the main process blowers, 190A, was not running. This blower evacuates odours from tank overheads and process equipment and sends the vapours to the caustic scrubber. Due to the nature of the process, positive pressure caused vapours to escape thru the blower and exit thru several tank vents, causing the odour. The blower was re-started and odours were noticeably reduced by 09:00. The cause of the blower failure has not been determined, however steps are being put in place to confirm constant blower operation.

Training and Audits

- Environmental and Used Oil Stewardship program audits to be conducted in Q1 2024.
- Fire Plan update to GFL and current regulations – draft received November 13. Once corrections have been made it will be submitted to FDNV for approval. Update – Fire Plan sent to FDNV November 29.