

**Chemtrade Logistics-ERCO Worldwide-Univar Solutions-GFL Environmental
North Shore Community Advisory Panel (CAP)
MEETING SUMMARY NOTES
Chemtrade Logistics, 100 Amherst Avenue, North Vancouver**

**Univar Solutions tour 3pm / Meeting 4:30 pm to 6:30 pm
April 30, 2024**

Attendance

Robin Lee, Univar Solutions
Joaquin Verdugo, ERCO Worldwide
Dave Gosse, Chemtrade Logistics
Steve Spence, GFL Environmental
Grace Timney, Tsleil-Waututh Nation
Babs Perowne, NVan Can
John Miller, Lower Capilano Residents
Association
Isabelle Cl  roux, Miles Industries
Elmira Nazar, Bluebridge Community
Association
Dave Mair, Resident

Regrets

John Hawkes, NSEM
Stella Tsiknis, Kenneth Gordon
Maplewood School
Antonia Jennings, Kenneth Gordon
Maplewood School
Bruce Crowe, Inter River Community
Association

1. Welcome and Introductions

CAP members introduced themselves and welcomed new attendees. Thanks were given to Robin Lee for hosting a tour of Univar Solutions.

2. Review of February CAP meeting minutes

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

3. Presentation: Univar Solutions on Risk Mitigation Strategies

Robin Lee, Plant Manager of Univar Solutions delivered the presentation. Univar Solutions is a leading global distributor of industrial and specialty chemicals, with an extensive network of over 170 distribution facilities in North America, Europe, the Asia-Pacific region and Latin America, and additional sales offices in Eastern Europe, the

Middle East and Africa. It is the largest wholesale distributor of Industrial Chemicals and Ingredients in Canada and second largest globally.

The North Vancouver Distribution Centre (NVDC) was originally built in 1979/80 by Dow Chemical Canada to support the shipment of products from their plant in Fort Saskatchewan Alberta. It handled caustic soda, ethylene glycols and ethylene dichloride. The terminal's supply chain for caustic soda reversed in 2005 and it began receiving caustic by vessel and shipping by railcar. Dow ended shipments of EDC in 2006 and sold the terminal at the end of 2007 to Univar Canada. Univar began transloading denatured ethanol in 2009. Univar Solutions continues to transload ethylene glycols and caustic soda.

Materials handled by the site:

- Caustic
Received by vessel to storage tanks and shipped out by truck, barge, rail to customers primarily in Western Canada but also the Pacific Northwest and farther east in Canada.
- Glycols
Received by rail to storage tanks or direct to vessel and shipped out by vessel.
- Denatured Ethanol
Received mainly by rail but also vessel and shipped out by truck.

The NVDC is a tenant of the Port of Vancouver, and the Port is governed by the Canada Marine Act (Federal). Univar Solutions Canada operates the site as an independent branch from the rest of the company. Its main distribution branch in B.C. is in Pitt Meadows, and there is also a brand-new liquid bulk facility in Abbotsford.

Regulatory requirements

The site operates as a tenant of The Vancouver Fraser Port Authority (VFPA), which operates under the Canada Marine Act and is federally regulated with its own requirements for reporting, operations and project permitting. The site requires both a Transport Canada Rail Security Plan and a Transport Canada Marine Security Plan to operate. It must comply with Environment Canada regulations, including the Fisheries Act, Transportation of Dangerous Goods (TDG) and E2 Requirements.

The site must also comply with the BC Ministry of Environment (BC MOE) under the Environmental Management Act

- No water permit required but must comply with the regulations.

- Site continues to operate using guidelines established when the site had a permit (when EDC was handled).

This includes:

- monitoring pH between 6.5-8.5
- Limits on glycol & ethanol (100L/day ethanol & 40ppm MEG)

Any unusual finding (i.e. any amount since none is expected) is reported to site management immediately.

The site must also comply with:

- Technical Safety BC – boiler & pressure vessels
- BC & Employment & Social Development Canada –Occupational Health & Safety
- Transport Canada (trucking and rail activity) – movement of goods
- Association of American Railroads -railcar shipping, inspection, repair & management
- District of North Vancouver electrical permit and business license

Univar is part of [Responsible Distribution](#). This is a management system for the safe handling of chemicals for the chemical distribution industry in Canada. This program is driven by a Code of Practice that has been written and approved by the membership of RDC. It is based on eight guiding principles that govern member company actions related to all aspects of the distribution of chemicals, chemical products, and chemical services.

In their Responsible Care onsite audit held March 26-28, 2024, 3 minor non conformances were found:

- Documentation of ongoing evaluation specific to personal safety hazard evaluation
- Document control/formatting alignment with corporate
- Inclusion in Univar's corporate National Regulatory Compliance document

Process Safety Management

Process Safety Management (PSM) is focused on the prevention of, preparedness for, mitigation of, response to, and restoration from releases of chemicals or energy from a facility. It is comprised of policies, procedures and best practices designed to prevent incidents.

Univar NVDC has reviewed and identified worst case scenarios and has designed infrastructure and implemented policies, procedures and training to manage this.

A HAZOP (Hazard & Operability Study) is conducted for new projects/operations, and also conducted periodically to review existing operations.

Other process safety management aspects that they have in place include:

- Work Permits
- Field Level Risk Assessment (daily checklist for all maintenance jobs)
- Daily Tool Box Talks
- Job Hazard Evaluation
- Behaviour observations
- Incident reporting
- Process control systems
- Preventative maintenance
- Training
- Site security plan
- Fire detection and alarming
- Deluge and foam systems
- Extensive containment and sump system

Emergency response plans

-NVDC Site Emergency Response Plan

Reviewed annually and distributed to key stakeholders such as Fire & Police.

Includes various components such as hazard identification and response procedures to follow for different scenarios, as detailed in the presentation.

There are two scenarios to note.

-The E2 Plan addresses the scenario where during offloading of a denatured ethanol railcar, the entire contents are lost. The E2 plan is required due to the gasoline portion (1-4%) in the ethanol. The loss of an entire railcar may result in a pool of flammable liquid which could vaporize and become flammable and potentially explode.

There are multiple layers of prevention in place: the offloading is operator controlled, there is containment that does not allow the liquid to pool, there is also a water deluge which would eliminate the flammability concern.

An ethanol tank overflow is the second scenario of concern. It would result in ethanol pooling the base of the tank, which again could vaporize and result in a fire. There are multiple high level alarms on the tank, some of which automatically close valves to prevent overflow. There is also a deluge system which would eliminate the flammability concern.

Robin noted that infrastructure is designed around potential risk.

The E2 plan is regulated federally and communicated to neighbours that may be potentially affected.

CAP member questions:

Why was distribution moved from Richmond?

In 2015, the rail bridge from Vancouver to Richmond was damaged due to a fire and CP rail decided not to rebuild. Univar chose Abbotsford for bulk liquid loading and Pitt Meadows for warehouse and dry goods.

What is the pH of city water?

It is alkaline and usually always above 7. Here in North Vancouver, it is usually pH of 8.

How often does documentation of ongoing evaluation specific to personal safety hazard happen and what might be the consequences? Would these exist already from other companies?

Procedures are reviewed regularly (every 3 years or if changes are required). A risk matrix was developed for Univar locations in Northern Alberta and the site will align/adopt this methodology to evaluate the operating procedures moving forward.

How do you keep knowledge fresh in people's minds particularly with increased turnover?

Training, retraining and drills are part of people's jobs. Ongoing training, documenting it well and regular drills are important aspects of this. Robin is now sharing knowledge of operations with others.

Is there interaction with NSEM and the Fire Department for the E2 plans?

This site is not a high priority for the Fire Department. Univar will let them know when drills will take place and will often extend the invite. Intentional visits by the Fire Department to familiarize different crews with the site have also occurred, but often they are called away for emergencies. They have a specific plan for the Fire Department and knowing when to turn things over to them is important. They don't have a lot of involvement with NSEM.

Where are your action plans kept?

The Emergency Response Plan (ERP) is in a folder on the wall as you walk into the site. Our large industrial neighbour (Western Stevedoring) the Port and Fire Department have copies.

It was noted that all the little changes made to these add up and Univar does check to make sure these places still have a copy. Robin said they could send electronic copies

but haven't yet. The emergency number remains the same even if the staff member answering the phone changes.

What does the marine and rail security look like?

It includes cameras, fencing, lighting, and outside security monitoring access to the site.

4. Reports from the Companies

a) Chemtrade Logistics

Dave Gosse reported that there has been one contractor injury since the last CAP meeting. The contractor fell from a 6-foot platform that failed and broke his leg. This was platform one of two in the salt handling area that had been installed many years ago to facilitate hanging and unhooking of a chain hoist. It was not in compliance with Chemtrade's fall protection procedures. Several corrective actions were put in place, including removal of the second platform. WorkSafe BC was contacted and Chemtrade is working with them to prevent reoccurrence.

Work continues on the comprehensive rewrite of Chemtrade's effluent permit to meet the new Burrard Inlet Water Quality Guidelines. They are also continuing to work on an update to their quantitative risk assessment (QRA) as part of ongoing risk reduction efforts. Results will be shared with CAP when complete.

American Association of Railroads (AAR) conducted an annual audit of Chemtrade's rail loading systems in February. There were no major findings. The auditor indicated this audit was one of the best he has seen.

There has been a solid demand for all products to start the year. In April, the plant executed a safe and successful maintenance turnaround and started back up on schedule last week. Chemtrade expects to receive salt via barges for the foreseeable future as regular self-offloading ship is currently unavailable due to ownership issues. This causes a lot of extra handling which leads to increased cost.

On April 18, the plant hosted a visit by Minister Chow and MLA Chant. They are working with Vancouver Port Authority (VPA) on lease renewal. The current lease expires in 2032. Community engagement, including with the CAP, is being planned as talks progress. Chemtrade will be a silver sponsor of the Kenneth Gordon Maplewood School charity golf tournament on May 22.

A CAP member mentioned that in the current lease, it is noted that liquid chlorine will only be produced onsite until 2030 and asked if Chemtrade was seeking to renew

this. Dave responded that the production of liquid chlorine beyond 2030 was on the table. He said the lease was last negotiated in 2007 and noted that 70% of the liquid chlorine used to treat drinking water in Western Canada is served by the plant.

b) ERCO Worldwide

Joaquin Verdugo reported that ERCO employees and contractors continue to work safely. As of Apr 30, 2024, NV employees have worked 278 days since the last Recordable safety incident (July 27/23) & 4864 days since the last Lost Time Accident (Jan. 05/11).

Compliance Testing for the Rotary and FBD Scrubbers took place on March 7, 8, and 11. Metro Vancouver representatives, Darren Beirsto and Sonia Ganjehei, visited the site. Sonia is the new Permit Officer and Darren is the Supervisor. There were no findings.

The annual Operating Period and Product and Materials Reports were forwarded to Metro Vancouver on March 25 and annual PM Summary and Annual Scrubber Maintenance Summary were submitted to Metro Vancouver on March 26th.

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

On March 19, Line 7 acid wash was completed. On April 8 and 9, the plant was shut down for a two-day power outage on incoming power line 60L90.

CAP member questions:

Has ERCO NV been called to curtail?

Yes, we had been called every week or every other week for a period of time to accommodate to the load noted in the contract with BC Hydro.

Doesn't the plant need to be shut down for this?

No, it just means slowing down and later ramping up production rate.

Do you get much advance notice? How quickly do you respond? How easy is it to respond? Have there been more frequent cutbacks?

It's steady. The contract sets the schedule. We get notification 24 hours before.

c) Univar Solutions

Robin Lee reported that there have been 1081 days since the last personal safety recordable, and 4867 days since the last DAWC (as of end of day April 29, 2024).

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

Switching Near Miss

- The railcar mechanic did not follow the procedure to clear the tracks prior to switching cars.
- Operations was aware and stopped the movement and communicated.
- The contractor was removed from the site.

New operator training, and additional switching training was held in early March for on site operators.

A live emergency drill with a marine vessel planned for March was delayed given the vacancy of the Marine Technical Specialist position at the site and has been rescheduled to June.

At the end of March, the Responsible Distribution Verification Audit was completed by a third-party auditor. There were three minor non-conformances.

- Improvements required to evaluate the relative risk of personal hazards as part of procedures
 - New process in place to help evaluate on an ongoing basis
- Operating procedures should be aligned with Univar corporate quality documentation processes
 - Formatting improvement for document control
- Site should be included in new corporate review process for managing regulatory compliance
 - Roles/responsibilities/training will be changed to ensure both site and corporate are aware of this ongoing need to review together

Site transloading volumes remain steady. CN delivery service has improved, but there is great concern over the looming job action (first strike/lockout date is May 22) and potential wildfire interruptions to rail service.

The new bulk transload facility in Abbotsford is starting to receive product and has begun operating.

On May 9, Univar will participate in the North Shore Waterfront Gala, supporting the North Shore Crisis Services Society and Backpack Buddies.

c) GFL Environmental

Steve Spence reported that the facility is currently in start-up phase (since Apr 26). The semi-annual shutdown was completed on April 25. The shutdown took place April 3-25 for planned plant cleaning and capital project upgrades. It was completed incident free and injury free for GFL staff. One contractor had a 'slip and fall down' event and was a bit sore but the fall did not result in injury.

The facility continues to operate within permitted approvals. The facility has operated lost time injury free since the last CAP report. There have been no first aid incidents.

On March 25, an incident occurred when a steam hose was found burst at a fitting. The hose was removed and disposed of. A new hose was put into service. Steam hoses are annually tested and certified, but they can and do occasionally burst. Employees were reminded to constantly inspect steam hoses before use to check for bulges or cracks.

A CAP member asked why the hose wouldn't have caused a problem as it seemed it was found more by chance. Steve responded that it couldn't have been going for a long time as it was a small facility and someone would have noticed. Steam is just used to keep things hot and there is no warning system for that.

On April 17, the facility was visited by Transport Canada. The Transportation Security Inspector completed a site inspection to validate compliance with applicable requirements under the Transportation of Dangerous Goods By Rail Security Regulations. No areas of non-compliance were found.

5. CAP Outreach Discussion

The facilitator noted that she had decided not to continue to do outreach to the stakeholders with the impact zone of the companies before the April meeting because of the limited space for the tour at Univar Solutions. She will do more outreach between now and the next CAP meeting in June.

6. Meeting Close

The meeting ended at 6:30 pm.

The next meeting will be held on Tuesday, June 18, 2024.



Community Advisory Panel (CAP)

Chemtrade Update April 30th

Safety

- One recordable contractor injury since last meeting (March 30, 2024). A contractor fell from a 6-foot platform that failed and broke his leg. Platform one of two in the salt handling area that had been installed many years ago to facilitate hanging and unhanging of a chain hoist (brief up and down job). Not in compliance with our current fall protection procedures. Several corrective actions were put in place, including removal of the second platform.
- WorkSafe BC contacted (as required given the nature of injury), and we are working with them to prevent reoccurrence.

Environment

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

Process Safety

- Continue work on an update to our quantitative risk assessment (QRA) as part of our ongoing risk reduction efforts. Will share results with CAP when complete (perhaps next CAP meeting).

Transportation

- American Association of Railroads (AAR) conducted annual audit in February of our rail loading systems. No major findings. The auditor indicated this audit was one of the best he has seen.

Security

- No security incidents.

Plant Operations

- Solid demand for all products to start the year.
- Plant executed safe and successful maintenance turnaround in April and started back up on schedule last week.
- Expect to receive salt via barges for the foreseeable future as regular self-offloading ship is currently unavailable due to ownership issues.

Other

- Hosted visit by Minister Chow and MLA Chant, on April 18, 2024.

- Working with Vancouver Port Authority (VPA) on lease renewal. The current lease expires in 2032. Community engagement being planned as talks progress.
- Silver sponsor of the Kenneth Gordon Maplewood School charity golf tournament on May 22.



ERCO Worldwide

- (since last CAP meeting on Feb 20th, 2024) April 30, 2024

Safety

- ERCO employees and contractors continue to work safely. As of Apr 30th, 2024, NV employees have worked 278 days since the last Recordable safety incident (July 27/23) & 4864 days since our last Lost Time Accident (Jan. 05/11).

Environmental

- Compliance Testing took place March 7, 8, and 11. The Rotary and FBD Scrubbers were tested. Metro Vancouver representatives, Darren Beirsto and Sonia Ganjehei, visited the site. Sonia is the new Permit Officer and Darren is the Supervisor. There were no findings.
- The annual Operating Period and Product and Materials Reports were forwarded to Metro Vancouver on March 25th.
- The test results for the FBD and Rotary Scrubbers were submitted to Metro Vancouver. All test results were well within permit limits.
- The annual PM Summary and Annual Scrubber Maintenance Summary were submitted to Metro Vancouver on March 26th.

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 by BC Hydro the ERCO NV plant will trim load on plant to reduce overall power consumption.
- Line 7 acid wash was completed on March 19th. The plant was shut down April 8th, 9th for a two-day power outage on incoming power line 60L90.

Brian Scott, P.Eng.

Plant Manager, North Vancouver

Meeting Summary Notes – April 30, 2024

12

North Shore Community Advisory Panel (CAP)

Univar Solutions report – April 30, 2024

Univar Solutions reported that there have been 1081 days since the last personal safety recordable, and 4867 days since the last DAWC (as of end of day April 29, 2024).

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

Switching Near Miss

- Railcar mechanic did not follow procedure to clear the tracks prior to switching cars
- Operations was aware and stopped the movement and communicated
- Contractor was removed from site

New operator training, and additional switching training was held in early March for on site operators.

A live emergency drill with a marine vessel planned for March was delayed given the vacancy of the MTS position at site and has been rescheduled to June.

A 3rd party auditor completed the Responsible Distribution Verification Audit at the end of March. There were three minor non-conformances.

- Improvements required to evaluate the relative risk of personal hazards as part of procedures
 - New process in place to help evaluate on an ongoing basis
- Operating procedures should be aligned with Univar corporate quality documentation processes
 - Formatting improvement for document control
- Site should be included in new corporate review process for managing regulatory compliance
 - Roles/responsibilities/training will be changed to ensure both site and corporate are aware of this ongoing need to review together

Site transloading volumes remain steady.

CN delivery service has improved, but there is great concern over the looming job action (first strike/lockout date is May 22nd) and potential wildfire interruptions to rail service.

Site still seeking a replacement for the Marine Technical Specialist position.

The new bulk transload facility in Abbotsford is starting to receive product and has begun operating.

Univar will participate in the North Shore Waterfront Gala (May 9th) supporting the North Shore Crisis Services Society and Backpack Buddies.



CAP Meeting – April 30, 2024

Current Status / Schedule

- Currently in start-up phase (Apr 26)
- Semi-annual shutdown completed April 25
 - Shutdown April 3-25 for planned plant cleaning and capital project upgrades.
 - Shutdown completed incident free and injury free for GFL staff. One contractor had a 'slip and fall down' event, he was a bit sore but the fall did not result in injury.

Health, Safety and Environment

- Facility continues to operate within permitted approvals.
- Facility has operated lost time injury free since the last CAP report.
- First aid incidents: none
- Incidents:
 - March 25 – a steam hose was found burst at a fitting. Hose was removed and disposed of. New hose put in service. Steam hoses are annually tested and certified, but they can and do occasionally burst. Employees were reminded to constantly inspect steam hoses before use to check for bulges or cracks.

Training and Audits

April 17 – Visited by Transport Canada. The Transportation Security Inspector completed a site inspection to validate compliance with applicable requirements under the Transportation of Dangerous Goods By Rail Security Regulations. There were no areas of non-compliance noted during the inspection.