

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

**Meeting at 4:30pm / Dinner at 5:30 pm
June 18, 2024**

Attendance

Robin Lee, Univar Solutions
Narendra Ratnu, Univar Solutions
Dave Gosse, Chemtrade Logistics
Steve Spence, GFL Environmental
Brian Scott, ERCO Worldwide
Grace Timney, Tsleil-Waututh Nation
Babs Perowne, NVan Can
John Miller, Lower Capilano Residents
Association
Elmira Nazar, Blueridge Community
Association
Dave Mair, Resident
Bruce Crowe, Inter River Community
Association
Suzy Chant, MLA North Vancouver-
Seymour

Regrets

John Hawkes, NSEM
Stella Tsiknis, Kenneth Gordon
Maplewood School
Alvictor Chan, Miles Industries

1. Welcome and Introductions

CAP members introduced themselves and welcomed new attendees.

2. Review of April CAP meeting minutes

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

3. Reports from the Companies

a) Chemtrade Logistics

Dave Gosse reported that work continues on the Vancouver Port Authority (VPA) potential lease renewal. On June 6, Chemtrade held a Community Open House. Highlights are as follows:

- Conducted two Open House sessions at the North Van Holiday Inn. Overall, the sessions went very well.
- Approximately 65 residents attended the 2 sessions.
- There were lots of good questions and about a dozen people indicated interest in a plant tour, which Chemtrade will organize.
- Scott Rook, Chemtrade CEO, was in attendance.
- Most attendees were supportive or neutral and eager to learn more about Chemtrade's operations, desire to continue to secure safe drinking water for millions of North Americans, and how the plant will continue to reduce risk for the community.

A CAP member asked how the Open House sessions were advertised. Dave responded that there had been an ad in the North Shore News as well as its digital version and the company had also reached out directly to various stakeholders. The website [AskChemtrade.ca](https://askchemtrade.ca) is a site where people can submit questions, find all of the information and request email updates.

A CAP member asked if Chemtrade would be adding additional ventilation. Dave said they would put a building over the loading area and have a scrubber so the building contents (chlorine) get scrubbed out.

Chemtrade will be having a few meetings with local community associations and other stakeholders over the next several weeks, as well as follow-up with the Port and The District (mayor and council).

The rest of the Chemtrade Logistics report can be found on page 7-8 of these minutes.

b) ERCO Worldwide

Brian Scott reported that as of June 18th, 2024, NV employees have worked 327 days since the last Recordable safety incident (July 27/23) & 4913 days since the last Lost Time Accident (Jan. 05/11).

On June 18-19, ERCO North Vancouver plant is presenting at the Abbotsford Transcaer event, which is part of Responsible Care, preparing First Responders for hazmat incidents.

Brian mentioned that HTEC would be hosting a Virtual Public Information Meeting between June 24-July 8. The CAP facilitator has sent out this information to members.

The rest of the ERCO Worldwide report can be found on page 9 of these minutes.

c) Univar Solutions

Robin Lee reported that Univar Solutions reported that there have been 1130 days since the last personal safety recordable, and 4916 days since the last DAWC (as of end of day Jun 17, 2024).

There has been one reportable incident since the previous CAP meeting.

On May 2, a railcar arrived on site with what appeared to be caustic weeping from the bottom valve threads and was therefore classified as a Transportation of Dangerous Goods Reportable incident.

- Tank car returned from customer with caustic on the outside and weeping from the bottom valve (very slow drip)
- Site management recognized it as a reportable incident, and communicated details to appropriate authorities (TDG & Canutec)
- Any caustic found outside containment was neutralized and cleaned by site personnel
- Incoming tracks to site were checked, and no release found, nor any other reports received of any leaks enroute
- Incident was reviewed with local TDG inspectors.
- There were two issues
 - The bottom internal valve was found to be not 100% closed, and thus allowed residual caustic into the bottom pipe section between the internal/external valves
 - The bottom external valve appears to have been struck and the gasket/threads damaged that allowed caustic to weep out.

- Incident was also discussed in monthly safety meeting and shared companywide with the internal safety information exchange system.

In addition to the incident above, there were two cars that arrived at a customer with caustic weeping from the bottom external valve thread. The mill appropriately reported these as a TDG reportables. The cars are not yet back on site, but it appears that both bottom external valves have been damaged, thus causing the same issue of weeping caustic from the threads.

It is unusual to have this many incidents in such a short time frame. Further investigation is still underway with the customers to determine how/why the valves might have been damaged. As a shipper, Univar tries to educate/support its customers on the best way to handle the railcars they receive safely. Customer visits, as part of Responsible Distribution, were recently conducted. There will also be additional review/training for NVDC onsite personnel with operating these particular type of top operated internal valves.

CAP member questions:

Have you identified the customer for the valve issue?

4 out of 5 came from one mill where there is instability happening. One came from somewhere else.

You said the internal valve wasn't 100% closed. How do you know it's closed?

When you can't go anymore. People may not have the feel for it if they don't do it too often. There is a secondary valve to make sure nothing comes out.

Would you look to replace the railcars?

The railcars end of life is 2027 while other ones are newer and have a different type of closing. There is merit in retiring the older ones and they will take that into consideration. It seems like every few years they need to work with the mill to train people. The situation has usually sorted itself out. If not, yes, they would retire the railcars. Dave from Chemtrade noted that it's the empty railcars that are the issue.

The rest of the Univar Solutions report can be found on page 10-12 of these minutes.

d) GFL Environmental

Steve Spence reported that the facility is currently at full capacity. The next shutdown is being planned for October.

There have been 3 significant near misses including the following:

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North Shore Community Advisory Panel (CAP)

- May 26 – a small fire was identified smoldering under the insulation on the side of Vessel 830. Operators identified the fire, then bypassed and quenched the vessel, while at the same time extinguishing the smoldering insulation with a steam hose. Vessel 830 was removed from service and is currently out for repair at a machine shop. Vessel 830 is a certified pressure vessel and will be certified by Tech Safety BC before it is returned to service.

Steve explained that the vessel was thinning due to corrosion. The long-term steps are to try to identify the thinning areas so they can take them out one at a time to address.

CAP member questions:

Were the alarms that went off internal or for the community?

The alarms didn't go off as the pressure vessel wasn't blown. The operator noticed smouldering on their rounds as it's a small area.

Were there two layers on either side of the insulation in the vessel?

The inside is a pressure rated vessel made of thick steel. There is aluminum wrap on the outside of the tank. The insulation burned because of the oil.

The rest of the GFL Environmental report can be found on page 13 of these minutes.

4. NSEM Update

John Hawkes shared that NSEM is having a multi-jurisdictional EOC training event tomorrow. Also, seasonal wildfire coordination has begun, and the three Fire Chiefs will be finalizing the protocols this week and we will likely have the first coordination call next Friday.

5. CAP 2023-2024 Evaluation

The CAP members who attended the June meeting completed the evaluation. The facilitator noted that an online version would be sent for people who were not present to complete.

It was decided to remove CAP involvement in the local community from the evaluation as companies decide on their involvement individually rather than being involved as the CAP.

The evaluation results will be presented at the September CAP meeting.

6. Brainstorming agenda topics for next CAP year

Presentation topics for the upcoming year were discussed.

The following topics were suggested:

- Seaspam – barge safety – 8 interested
- Trucking safety – 9 interested
- Active vessel traffic management – 10 interested
 - How they're mitigating disruptions (Port of Vancouver)
 - Emergency Response (Transport Canada)
 - Effects of increased traffic on aquatic life
- Firehall tour (2025) – 10 interested

We will revisit this list at the next CAP meeting to give CAP members who weren't present an opportunity to add further ideas.

7. Meeting Close

The meeting ended at 6:45 pm.

The next meeting will be held on Tuesday, September 17, 2024.



Community Advisory Panel (CAP)

Chemtrade Update June 18th

Safety

- One minor recordable contractor injury since last meeting. A scaffolding contractor nicked his finger with a saw and received 3 stitches.
- One minor employee recordable injury since last meeting. Millwright's hand slipped when he was pulling on a wrench and caught himself in the lip. Received 3 stitches.
- Uncharacteristically poor first half of the year for NVan safety performance (compared to our typical excellent performance). Major focus to enhance awareness and get back on track.

Environment

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

Process Safety

- Awaiting final report of our quantitative risk assessment (QRA) as part of our ongoing risk reduction efforts. Results were shared with CAP in May, and with broader community and other stakeholders at recent Open Houses, and other recent outreach activities.

Transportation

- Nothing new to report.

Security

- No security incidents.

Plant Operations

- Solid demand for all products continues.
- Closely watching for potential rail strike.

Other

- Work continues on Vancouver Port Authority (VPA) potential lease renewal. Held Community Open House on June 6. Highlights as follows: • Conducted two Open House sessions at the NVan Holiday Inn. Overall, the sessions went very well.
- We had ~65 residents attend the sessions which was a very good turnout.

- There were lots of good questions, and we had about a dozen folks that indicated interest in a plant tour which we will make happen.
- Scott Rook, Chemtrade CEO, was in attendance.
- The majority of attendees were supportive or neutral and eager to learn more about our operations, our desire to continue to secure safe drinking water for millions of North Americans, and how we will continue to reduce risk for the community.
- Next up are a few meetings with local community associations and other stakeholders over the next several weeks, as well as follow-up with the Port and The District (mayor and council).
- Sponsored Blueridge Good Neighbour Day event, and upcoming TWN Canoe Festival.



ERCO Worldwide

- (since last CAP meeting on April 30th, 2024) June 18, 2024

Safety

- ERCO employees and contractors continue to work safely. As of June 18th, 2024, NV employees have worked 327 days since the last Recordable safety incident (July 27/23) & 4913 days since our last Lost Time Accident (Jan. 05/11).

Environmental

- The BC MoE has responded to the Technical Assessment that was submitted on February 5th. The Environmental Consultants have proposed a response to the BC MoE regarding the Technical Assessment and next steps.
- North Van Plant Emissions Data was submitted to the NPRI and NERM on May 30th.
- The Environmental Manager attended the Spring Environmental Managers meeting on May 30 at the Port of Vancouver.

Operations

- The plant has run well since our last meeting. The plant completed a 12-day shutdown to replace an ageing liquor tank, new DCS upgrade for line 7 cell line as well as other minor maintenance work.

Responsible Care

- ERCO North Vancouver plant is presenting at the Abbotsford Transcaer event June 18, 19th.

Brian Scott, P.Eng.

Plant Manager, North Vancouver

Univar Solutions report – June 18, 2024

Univar Solutions reported that there have been 1130 days since the last personal safety recordable, and 4916 days since the last DAWC (as of end of day Jun 17, 2024).

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It is unusual to have this many incidents in such a short time frame. Further investigation is still underway with the customers to determine how/why the valves might have been

damaged. As a shipper, we do try and educate/support our customers on the best way to handle the railcars they received safely. Customer visits, as part of Responsible Distribution, were recently conducted. There will also be additional review/training for NVDC onsite personnel with operating these particular type of top operated internal valves.

Other incidents of note were:

- Backpack stored in the building was found to have some dried caustic contamination
 - It was immediately removed, cleaned and disposed
 - Investigation found it to have been left unattended on board a vessel, and that may have been the source of exposure
 - It held diphoterine – a substance used only in emergencies for caustic exposure. In future operators will carry smaller vials on their person to eliminate potential of contaminating a bag

Safety Notes:

A live emergency drill with a marine vessel has been tentatively scheduled in July due to vessel availability and their dynamic schedule.

We have successfully completed three compliance visits from various governing authorities this month without any reportable non-conformities namely:

- North Vancouver Fire Department inspection
- NSF Quality verification audit
- TDG Follow up visit

Operations:

Site transloading volumes remain steady.

The looming rail strike is now on hold waiting upon decision from the CIRB regarding the ability of the railways to strike at the same time and associated safety concerns for the country.

Longshore Foremen are still negotiating their contract and have rejected the latest offer in part due to concerns around automation.

Newly hired Marine Technical Specialist has been hired, and undergoing training. Narendra Ratnu comes to Univar with a shipping background and will be a valuable addition to site.

Community & Other:

Univar Solutions' new bulk transload facility in Abbotsford has been officially opened and is operating normally.

Univar Solutions contributed to the Blueridge Community Days event held on Jun 15, 2024.

Thanks & Regards,

Robin Lee

Terminal Manager

Univar Solutions

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CAP Meeting – June 18, 2024

Current Status / Schedule

- Currently at full capacity
- Next shutdown being planned for October

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 – 3 significant near misses:
 - May 2 – while attempting start-up of Exchanger 809, an oil leak developed in a pipe connecting the top and bottom bundle. The leak occurred while we were at low temperature and pressure, so no risk of fire or injury. The exchanger was taken out of service, fully inspected and repaired.
 - May 14 – contractor slipped and fell in the used oil compound, slight groin injury, was not treated by first aid. Worker could have been more significantly injured. Contractor was part of a cleaning crew brought in to clean up the muck and sludge in this area of the compound.
 - May 26 – a small fire was identified smoldering under the insulation on the side of Vessel 830. Operators identified the fire, then bypassed and quenched the vessel, while at the same time extinguishing the smoldering insulation with a steam hose. Vessel 830 was removed from service and is currently out for repair at a machine shop. Vessel 830 is a certified pressure vessel and will be certified by TSBC before it is returned to service.

Training and Audits

June 14 – Metro Vancouver inspectors visited to confirm conditions of our air emission permit, GVA0254. There were no issues identified and the inspectors left satisfied with their visit.