

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

**Meeting 4:30 pm to 6:30 pm
February 18, 2025**

Attendance

Alvin Loh, Chemtrade Logistics
Paul Leyen, ERCO Worldwide
Steve Spence, GFL Environmental
Neil Saldanha, GFL Environmental
Brad Wilder, Univar Solutions
John Miller, Lower Capilano Residents Association
Bill Maurer, Seymour Valley Community Association
Madeleine Northcote, Wild Bird Trust
Erika Gomos, Kenneth Gordon Maplewood School
Dave Mair, Resident

Regrets

Dave Gosse, Chemtrade Logistics
Robin Lee, Univar Solutions
John Hawkes, NSEM
Grace Timney, Tsleil-Waututh Nation
Babs Perowne, NVan Can
Alex Adams, Blueridge Community Association
Sean Poole, Valor Fireplaces
Farzad Delsouz, Valor Fireplaces
Bruce Crowe, Inter River community Association

1. Welcome and Introductions

CAP members introduced themselves and welcomed new attendees.

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 by Scamp Transport on Trucking Safety

The presentation on Trucking Safety by Scamp Transport was delivered by Timo Annala, HSSE Manager.

Timo shared that Scamp Transport is a three-generation family company, started by Stu Campbell in 1981 with one truck. It is now the premier bulk petroleum carrier in western Canada with over 80 trucks and 175 drivers. Scamp Transport has won every domestic industry award available as well as some global ones.

Timo stated that one fuel tanker carried enough to supply 51 homes per year.

The following measures are in place for fuel transport safety:

- Driver recruitment (clean driver's abstract, two years Class 1 license)
- Extensive training
- Competency observations, release from training
- Ongoing observation program
- Speed management, truck cameras (AI-equipped)
- Vehicle safety features
- Monthly safety meetings (mandatory)
- Safety incentive plan (bonuses promoting safe behaviour)

Scamp's Driver training includes hands on Fire & Spill Training. Drivers receive additional training not specific to Scamp which includes TDG (Transportation of Dangerous Goods) and training in WHMIS 2015 (Globally Harmonized System).

Safety Features

Fuel tankers have extensive safety features that are required by law. This includes overfill protection, which stops loading as soon as liquid touches the top sensor of the compartment. Timo said that these types of incidents are very rare.

Emergency valves are located at opposite ends of trailers. They are set up so the driver doesn't have to go there to activate them.

They have forward-looking radar (ie. automatic braking and adaptive cruise) on the truck. They also have lane departure warning, blind spot indicators, external battery shut-offs to reduce static electricity in an emergency and are governed to 104 km/h (provincial speed limit is 105 km/h for heavy trucks).

CAP member questions

If someone cuts you off, will it shut down the truck?

Yes.

What are the highlights of the safety incentives?

It includes monitoring paperwork, onroad driving, speeding and proper routes. The drivers get \$5/hour for meeting these safety incentives.

They get immediate feedback of areas to be corrected. In 2024, they had 990 observations of their drivers.

Do you ship exclusively petroleum?

Yes, we ship jet fuel ethanol from Univar Solutions to different terminals.

Do you schedule around rush hour so ships aren't stuck in traffic?

We do the best we can. We don't have twice the amount of drivers to work only at night. Some stations get priority to be done only at night. It is mainly at night on the North Shore.

4. NSEM Update

John Hawkes was unable to attend the meeting. There was no update from NSEM provided at the meeting.

5. Reports from the Companies

a) Chemtrade Logistics

Please see the Appendix for the full Chemtrade Logistics report.

Alvin Loh reported that work continues on Vancouver Port Authority (VPA) potential lease renewal, including ongoing community outreach activities. The company is continuing preparations to apply for DNV rezoning and required permits to complete potential safety/capital improvements. They will be following a similar process as HTEC. They anticipate submission of rezoning application in late Spring, which will trigger additional public consultation and will keep the CAP posted. They are anticipating a multi-month process.

Alvin said that the "Keep North Vancouver Safe" (KNVS) website remains active, run by K2 Pure, one of Chemtrade's competitors. As previously communicated, this website was the subject of controversy associated with misinformation and misuse/misrepresentation of

personal information that included illegitimate contact with the mayor and council, amongst others. This was well covered by various news outlets. As CAP members may have seen, KNVS recently conducted a mailout to NVan residents which included reference to Chemtrade's efforts to extend their lease and also references a chemical plant fire that occurred in Conyers Georgia. That fire involved a chemical that Chemtrade neither makes nor stores/utilizes. Some additional facts regarding that incident are included in the attached Appendix.

Chemtrade has been copied on emails being sent to members of DNV council from residents saying they are concerned about the flyer as it is using untrue information to try and scare residents/questions about motive. Alvin clarified that Chemtrade will have a response but this will not be a mailout. Chemtrade will respond during the permit process.

A CAP member asked what zoning change Chemtrade is looking to do. Alvin responded that this is process safety to shrink the impact on the community where any incident would remain inside the boundaries of the facility.

A CAP member asked whether they would try to get the railcars to the States before the tariffs come in. Alvin said no, not that I am aware of now. But there will likely be some impacts as the tariffs get put in place and better understood. The company is building that into their cost models.

b) ERCO Worldwide

Please see the Appendix for the full ERCO Worldwide report.

Paul Leyen reported that there had been a Burn to Hand Incident when an individual's glove caught on fire while was doing grinding. This was thankfully a minor injury to the hand, a first-degree burn. Due to the extent and location of the burn, the recovery period was several weeks. The individual is better now and back at work.

A CAP member asked how many employees the facility had. Paul responded that there were around 40 employees.

c) Univar Solutions

Please see the Appendix for the full Univar Solutions report.

Brad Wilder reported that the tariffs are a big question because Univar Solutions is an exporter. It will affect them a lot, they are just not sure how yet.

d) GFL Environmental

Please see the Appendix for the full GFL Environmental report.

Steve Spence announced that he would be retiring in April and introduced the new plant manager who will be replacing him, Neil Saldanha.

A CAP member asked how long the power was out at the facility during the power failure on January 29-30, 2025. Steve responded that it was 1.5 days.

A CAP member asked how often an incident occurs where an eagle grounds its wings on the power lines leading into the facility and whether it was a juvenile eagle. Steve responded it was a whitehead. Madeleine Northcote from the Wild Bird Trust said that avian flu is making birds lethargic.

7. Meeting Close

The meeting ended at 6:15pm.

The next meeting will be held on Tuesday, April 15, 2025, at the Maplewood Fire and Rescue Centre.



Community Advisory Panel (CAP)

Chemtrade Update: February 18th, 2025

Safety

- Pleased to report no employee or contractor injuries so far in 2025.
- Conducted an EH&S “GAP Audit” in early December. Opportunities for improvement are being incorporated into our plans.
- Various areas of focus in 2025 geared towards improving overall safety performance (2024 uncharacteristic).

Environment

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

Process Safety

- Advancing engineering work on potential safety/capital enhancements as shared previously.
- Completed annual process safety reviews in late November.

Transportation

- The Buena Ventura (salt ship) is back in service. No salt barges expected in 2025.

Security

- Transport Canada Marine Security renewal inspection held Jan 30. One minor opportunity for improvement identified, no material issues/findings.
- No security incidents.

Plant Operations

- Solid demand for all products continues.

Other

Meeting Summary Notes – February 18, 2025

- Work continues on Vancouver Port Authority (VPA) potential lease renewal, including ongoing community outreach activities.

- Continue to engage with the Port and remain optimistic we will reach an agreement.
- Continue preparations to apply for DNV rezoning and required permits to complete potential safety/capital improvements. We will be following a similar process as HTEC. **Anticipate** submission of rezoning application in late Spring, which will trigger additional public consultation....we will keep all posted. Anticipating a multi-month process.
- The public facility tour program continues. Recently hosted local community members, and public officials.
- www.AskChemtrade.ca remains up and active.
- The Port, First Nations, the Mayor and Council (and staff), and various levels of both provincial and federal elected officials are being kept apprised of all activities.
- As some of you may be aware, the "Keep North Vancouver Safe" (KNVS) website remains active. As you may recall, this website is run by K2 Pure, one of our competitors. As previously communicated, this website was the subject of controversy associated with misinformation and misuse/misrepresentation of personal information that included illegitimate contact with the mayor and council, amongst others. This was well covered by various news outlets. As you may have recently seen, KNVS conducted a mailout to NVan residents which included reference to our efforts to extend our lease and also references a chemical plant fire that occurred in Conyers Georgia. That fire involved a chemical that Chemtrade neither makes nor stores/utilizes. Some additional facts regarding that incident are included in the attached Appendix, FYI.
- We have been copied on emails being sent to members of DNV council from residents saying they are concerned about the flyer as it is using untrue information to try and scare residents/questions about motive.
- DNVFD Plant Tour and Chlorep Team Meet/exercises conducted.

Appendix

Sept 29, 2024: BioLab fire outside of Atlanta (Conyers, GA, 30 miles east of Atlanta)

- ~17k evacuated.
- ~70-90k sheltered in place.
- The primary chemical was TCCA (trichloroisocyanuric acid). It is a white crystalline powder used mainly to make pool and spa cleaning products.

- It generates a very strong exothermic reaction if contacted with water in its pure form. This reaction will cause fire and generate chlorine gas and hydrogen chloride.
- Apparently, millions of pounds of TCCA were stored on site.
- By trying to put out the fire with water, they inadvertently caused further chemical reactions that worsened the fire and the chemical releases.
- The fire reignited (due to the use of water to try to extinguish) which prolonged the event over an extended period.
- Obviously, a breakdown in ensuring first responders knew what they were dealing with, as they could have therefore fought the fire differently (i.e. with foam, etc.).
- **We do not make TCCA and do not have it on site.**
- “Something as simple as a sprinkler malfunction” could not cause a similar incident at Chemtrade.

Source: CSB Investigation Update (November 2024); Various news outlet reports available online.



ERCO Worldwide

ERCO Worldwide Update - (since last CAP meeting on November 19, 2024)

Safety

Burn to Hand Incident

This was thankfully a minor injury to the hand. A first-degree burn. Due to the extent and location of the burn, the recovery period was several weeks.

As of Feb 18, 2025, NV employees have worked 74 days since the last Recordable safety incident (December 6, 2024, Hand Burn) & 74 days since our last Lost Time Accident (December 6 2024).

Environmental

A new Effluent Permit is in development and near complete.

371 Days since our last Reportable Environmental Incident (City Water Release Feb 13, 2024)

Process Safety

Nothing to report.

Operations

New employees, Frank Boyce – Safety Manager and Jatinder Dahri – Technical Manager

Responsible Care

Transport Canada security audit took place January 16th, 2025

Results were positive
No Findings

WorkSafe BC Inspection January 21, 2025

There were some minor findings and actions assigned to the facility

ISO Audit Feb 6, 2025
1 minor non-conformity
1 observation
1 opportunity for improvement

Audit results were positive.

Paul Leyen, P. Eng.
Plant Manager, North Vancouver



CAP MEETING Feb 18, 2025 – UNIVAR SOLUTIONS COMPANY REPORT

Univar Solutions reported that there have been 1376 days since the last personal safety recordable, and 5162 days since the last DAWC (as of end of day Feb 18, 2025).

Incident:

- Garbage Truck engine oil spilled engine oil in parking lot
 - North Vancouver district garbage trucks maintenance schedule is unknown
 - Action items
 - NVDC EHS followed up with truck supervisor and requested emergency clean-up crew assistant
 - Driver informed supervisor
 - Cleaned the parking area and disposed of the clean-up material safely
- Vessel dropped paint cans on jetty while lifting
 - Pallet broke and caused the imbalance
 - All paint cans were carried manually by ship crew
 - Action items
 - Advised the vessel to use safety net under the pallet
 - Incident was reported to concerned parties
- Small water leak in the Fire Pump Room
 - Pump inlet line had metal erosion due to liquid flow
 - Mechanical contractor was called out to repair and electrical contractor to safely turn off electrical equipment
 - Action items
 - Replaced the fitting with a shorter stronger pipe
 - Will discuss with fire inspector if fitting is necessary at all

Safety Notes:

- Audits – Transport Canada MTSR Security Inspection
 - Successfully completed
 - No non-compliances reported. Several suggestions
- KOSHER audit
 - Completed successfully
 - No non-compliance reported.

Operations:

- Site quite busy but steady
- Tariffs are currently big unknown

Community & Other:

- Currently looking at plans for the 2025 year



CAP Meeting – February 18, 2025

Current Status / Schedule

- Currently operating at full capacity
- Annual spring shutdown planned for April 5 – 16. Routine maintenance plus tie-in of upgraded emergency pressure venting lines planned.

Health, Safety and Environment

- Facility continues to operate within permitted approvals.
- Annual Emission testing completed Mid-December – in compliance
- Annual Facility Report to BC Ministry of Environment – submitted in January, in compliance
- Facility has operated lost time injury free since the last CAP report
- First aid incidents – Only 2 minor first aid events recorded for this period
- Incidents and Near Misses:
 - December 24, Damaged Fall Arrest Device: The retractable fall arrest lanyard at railcar loading location 1 was found damaged at the start of the shift. Review of camera footage from December 23 indicated the lanyard got hooked onto the CN train engine while CN was making routine movements. Incident investigation determined that the lanyard was not retracted to the safe storage position at the end of the shift, causing the incident. Operators have been re-trained and the task SOP has been modified.
 - January 29-30, Power Failure: Facility lost power feed at 7:30pm on January 29. Backup generator was engaged within 15 minutes and was powering critical systems including emission control throughout the outage. Metro Vancouver was informed of potential for odour release; none were reported. Cause of power failure was unfortunately due to an eagle grounding both wings across power lines leading into the facility. BC Wildlife Control was informed and DNV staff collected the carcass and stored for potential autopsy.
 - February 13-14, Failed Piping: Facility took a short shutdown to clean out a heat exchanger. When attempting to bring the plant on-line, a leak was detected in the

high-pressure hydrogen section of the hydrotreater. Unit was safely de-pressurized and shut down for repair and a new section of piping was installed. Failed section of piping was found to have a pin-hole leak in an otherwise solid section of piping. Failed piping to be sent out for metallurgical evaluation to determine cause of failure. Start-up occurred on Sunday, February 16 without issue.

Training and Audits

- Evacuation / Fire drill completed November 21. No significant findings or recommendations from this event
- New Occupational First Aid requirements: We have upgraded our supplies and our primary attendant has completed advanced first aid training (formerly level III).