

**Chemtrade Logistics-ERCO Worldwide-Univar Solutions-Terrapure Environmental  
North Shore Community Advisory Panel (CAP)  
MEETING SUMMARY NOTES  
Wild Bird Trust, 2649 Dollarton Highway, North Vancouver**

**4:00 pm Univar Solutions Tour/5:30 pm Dinner/Meeting 6:00 pm to 8:00 pm  
Tuesday, September 17, 2019**

**Attendance**

Rob Schultz, Chemtrade Logistics  
Steve Spence, Terrapure  
Environmental  
Robin Lee, Univar Solutions  
Tom Miller, ERCO Worldwide  
Fiona Dercole, NSEM  
Lianne Payne, Wild Bird Trust  
Arielle Dalley, DNV  
Andrew Van Eden, Tsleil-Waututh  
Babs Perowne, NV Can  
Tracey Godin, Miles Industries  
Stu Meyer, Miles Industries  
Val Hammerberg, Maplewood Area  
Community Association (MACC)  
Stuart Porter-Hogan, Maplewood Area  
Community Association (MACC)  
Bruce Crowe, Inter-River Association  
Alex McNeil, Blueridge Community  
Association  
Sharon Porter, Resident  
Dave Mair, Resident  
Lisa Richardson, Resident  
Doug Richardson, Resident

**Regrets**

Anastasia Ovodova , Port of Vancouver  
John Miller, Lower Capilano Residents  
Association  
Cathy Brydon, Resident

**1. Introductions**

CAP members introduced themselves and welcomed guests attending CAP for the first time. Robin Lee provided members who had taken the Univar Solutions tour an opportunity to ask further questions.

## **2. CAP Terms of Reference Review**

The facilitator went through the most recent version of the Terms of Reference with members and asked for suggested changes or questions.

Questions were raised about the Guiding Principles referred to under the “Members” section. The facilitator clarified that these are the ways we conduct ourselves in the CAP – being open to listening to each other and interacting with mutual respect even though we may have different opinions. The facilitator noted this was missing from the Terms of Reference handout at the meeting and that she would send it out to CAP members.

In the second goal, it was suggested to change “hazardous chemical accidents at the plants” to “potential and actual hazardous chemical accidents at the plants”. This was agreed on by all CAP members.

There was discussion about the size of the CAP membership and how many members would be ideal. It was agreed that it is nice to have new people, but a bigger space would be needed if many more people were to attend. It was suggested that rather than increasing the number of CAP members, there could be movement of membership through older members being replaced by new people.

In the “Facilitation and Decision-Making Process” section, there was a question around the process of selection for the CAP facilitator and whether there was a term to this position. The companies, responsible for hiring of the facilitator, clarified that the position was advertised and there was an interview process they undertook to find a facilitator. In the past there has been no set term for the position, and Robin Lee noted that it was not an easy position to fill given the timing of the meetings and other factors. Since the facilitator is not specifically reviewed in the end of year evaluation, there was a question raised about undertaking a yearly review in this regard. This will be further explored by the facilitator and the companies and suggestions presented to the CAP members.

### 3. CAP Process Improvements

The facilitator noted that there were concerns raised about CAP process in the August CIAC audit dinner and meeting at Chemtrade that she felt were important to bring to the group.

The first concern was that some members felt that issues raised during CAP meetings were not followed up on in subsequent meetings and/or concerns raised were not adequately addressed. From this, emerged the idea of creating a list of outstanding action items that remain there until they have been addressed. The facilitator asked CAP members for their thoughts about items that needed to be on this list.

The following list of outstanding items was created, with the consensus that they would remain on the list until they had been resolved:

- Adequate emergency notification – It was decided a special meeting to focus on this was needed. The facilitator will liaise with Fiona Dercole from NSEM to see when this will be possible.
- Accuracy of CAP meeting minutes. Members feel that the minutes are not always complete. It was requested that the minutes be issued within 2 weeks after CAP meetings, thus allowing adequate time for members to review them and provide edits or additions as needed. The facilitator agreed on the goal of having the minutes sent out within 2 weeks after meetings. There was discussion around recording of the meetings to further enhance the accuracy of the minutes; however, there was consensus that this may cause members discomfort and prevent people from openly sharing during meetings.
- Procedures to address a spill at Chemtrade. This was raised in the February 2018 meeting. This originated from an October 2, 2017 minor release where Chemtrade did not initiate the plant horn or trigger rapid notify. In the February 22, 2018 meeting, Rob Schultz responded to the questions raised by a CAP member that were relevant to the plant. After his report at the meeting, he received no further inquiries, so from his perspective this matter was closed. The minutes should reflect when feedback was given to close this item at the next meeting.
- Information on Responsible Care. Robin Lee clarified that Univar Solutions is a distributor not a manufacturer of products, and Steve Spence clarified that Terrapure Environmental is not a Responsible Care company. Tom Miller handed out copies of the Responsible

Care Commitments booklet and members were invited to read it and bring any questions to the next CAP meeting.

- Mechanism to share direct concerns of individual members with the larger group. This emerged from concern that questions from a member asked in February 2018 were not shared with the larger group. The CAP members need to decide how they wish to have inquiries responded to. When a member emails one of the companies directly, they may assume that they are just looking for an answer but now the group is left out. The members need to decide on how inquiries will be handled going forward. The more formal we make this, the more time it will take to get responses as they will only then likely come at a scheduled meeting.
- Welcome Package
- CN's safety procedures

It was decided that at the next meeting, the group would set the priorities on this list, designate people responsible if applicable, and set timelines for tasks. Timelines would be determined by the people responsible, in discussion with the group.

#### **4. Agenda Brainstorming for the year**

This was not discussed as it was decided to focus on the list of outstanding items for the time being.

#### **5. CAP Outreach**

The facilitator clarified that the CAP Welcome Package has been finalized according to members' feedback. Members were given copies of the package and invited to provide any additional feedback. The facilitator asked if perhaps more information around Responsible Care was needed in the package. Consensus seemed to be that the information in the package was sufficient and that new members could be provided with copies of the Responsible Care Commitments booklet to learn more.

#### **6. NSEM Update**

Fiona Dercole reported that it was a relatively quiet summer for both regional and local emergencies. This was nice because it allowed for the advancement of some program work. Notably, NSEM is working on two major initiatives:

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*North Shore Community Advisory Panel (CAP)*

1. Operational Readiness – building capacity for large-scale disaster response
  - a. Convergent Volunteer management plan
  - b. Disaster supply caches
  - c. Training & Exercises
2. Community Resilience – reducing the social, physical, economic and environmental impacts of disasters
  - a. Using United Nations guidelines (Sendai Framework for Disaster Risk Reduction)
  - b. Hazard, Risk and Vulnerability Analysis – will bring draft to CAP when further along
  - c. Partnered with City of Vancouver to create a life-sized board game called CATastrophe. Here is a link to the prototype:  
<https://www.youtube.com/watch?v=tvI98JOR7f4&t=20s>

NSEM thanked Chemtrade, Erco, Terrapure and Univar Solutions for sponsoring the Quake Cottage. The Quake Cottage was scheduled to be at Slide the City, but when the event was cancelled, it was moved to Pumpkin Fest in West Vancouver on October 6th.

Discussion about sirens resulted in Fiona planning an in-depth discussion with CAP at the February 2020 meeting, NSEM will host (covered under the first action item).

On September 17, 2019 a tanker vessel (Limerick Spirit) loaded at Western Facility, went to anchor near Cates Park and made a report to Transport Canada that due to a potential increase in pressure in the tanks, there could be a need to perform a small release of inert gas (a normal procedure). The pressure never reached levels that required a release. *\*Note: No release occurred. If a release were to occur, it would release inert gas, not any substance from the tanks.*

Transport Canada provided clearance for the ship to sail – they came to this decision after asking questions of ship's Captain about the reason for increased pressure, what technical features the vessel had, and were they functioning properly. All were answered satisfactorily; it was then concluded that it was safe for the vessel to proceed.

NSEM was notified by Emergency Management BC of this potential situation but no actions were required. Since the Marathassa oil spill incident, the Canadian Coast Guard has been tasked with coordinating the Greater Vancouver Integrated Response Plan (still

in draft). This situation provided a good practice opportunity for communication between federal, provincial and local agencies.

## **7. Reports from the Companies**

### **a) Univar Solutions**

Robin Lee reported that there have been 1249 days since the last safety recordable and 3177 days since the last DAWC. There were a few incidents/near misses since the last CAP meeting. These included improper tote labelling where the old labelling was not completely removed, and an ethanol truck vapour hose not connected (reported by the driver). There was a cracked weld on a barge during caustic loading. This did not result in a spill, and weld repair was done before the next loading.

A caustic vehicle incident took place on site, where a steel truck damaged the cab. This occurred when a Univar Solutions caustic truck was exiting the south rail gate and waited for the steel truck to turn in front of him before proceeding. The steel truck backed up into the caustic truck cab and damaged the fiberglass bumper. Univar Solutions will review with truck dispatches and Western to determine how future incidents of this nature can be avoided.

Univar Solutions is continuing to develop new procedures for railcar washing. The plant has purchased new equipment and has new procedures in place to ensure absolute minimal heel.

Caustic tank work at the site is almost complete and new piping is expected to be installed to manage site water release from sumps. New track 8A has received approval from CN but construction will only take place in the spring. In 2020, additional volume is expected from glycol, and so 4 new offloading stations will be added to existing track 9 to provide more rail flexibility.

Long time personnel in lab and maintenance are retiring and succession training is underway. Four new longshoremen will be trained at the end of September.

Robin provided links to the presentation given to CAP members at the tour before this meeting:

Link to Univar Solutions Website for Markets

<https://www.univarsolutions.com/markets/>

Link to Responsible Distribution Codes of Practice

<https://www.rdcanda.ca/responsible-distribution/>

Link to Univar Solutions Sustainability Report

<https://www.univarsolutions.com/safety-and-sustainability/sustainability/resources-reporting/>

## **b) Chemtrade Logistics**

Rob Schultz reported that there have been no Safety, Environmental, Security or Transportation incidents since the last CAP meeting. Rob noted that he received an inquiry from a CAP member regarding CN dropping off a total of 6 rail cars on the track that is adjacent to Barrow Street between Harbor Avenue and Mountain Highway. The railcars were blocking the parking lots. CN indicated that during the return trip from pulling the Seymour branch, the train crew had a locomotive fail and they could not make the hill back into Lynn Creek yard. The failure required the crew to make two trips with the traffic resulting in some cars needing to be left behind and is a rare occurrence.

Rob clarified that Chemtrade's safety procedures include having the rail cars stand for 24 hours before leaving the site and being checked twice so they don't leak. There was concern raised by CAP member about CN's accountability and response to this incident. There were questions raised about the frequency of this occurrence and CN's process around it, and where CAP members would report this. Rob affirmed that the CAP member had taken the correct action by notifying him and emphasized that if there was imminent risk to public safety, the action to take would be to call 911 or call the RCMP non-emergency line if the level of risk is indeterminate. Rob clarified that CN falls under Transport Canada. There was a suggestion to have CN present on safety procedures at the CAP. The issue of CN's safety procedures has been added to CAP list of outstanding items.

On August 13<sup>th</sup>, the North Vancouver plant underwent a half day reverification audit by the Canadian Industry Association of Canada (CIAC). The focus of this audit was on the Community involvement/communication aspect of the Responsible Care codes. Rob noted he would update CAP members with the results once they are received. He mentioned that previous audit results can be found on the [CIAC website](#) under verification reports. Chemtrade has renewed their agreement with the Salvation Army to store their van onsite. The van would be used by the Salvation Army to provide support in the community in the event of an emergency.

In September, a plant outage was taken to address some electrical issues on the T2 & T3 transformer insulators due to a buildup of dirt. The plant returned to operation with no issues.

Chemtrade met with representatives from Aecon and Traylor about the tunnel project that will commence near Riverside and Spicer in the coming months. The plant provided information on the emergency response systems including Safer, Rapid Notify, Drager fixed sensors and PPE. The representatives were confident in the plant's commitment to safety and were now able to complete their own risk assessment for WorkSafe BC.

Rob clarified that around 1500 tons of brine sludge left over from the brine process was moved this summer to the US.

### **c) ERCO Worldwide**

Tom Miller reported that upon restart after the 3-day scheduled plant outage (April 24-26<sup>th</sup>), ERCO encountered coolant issues with a rectifier on Line 8, which caused fuses and thyristors to fail. Replacement parts took a long time to arrive, and so the plant was restricted to approximately 90% capacity until August 30<sup>th</sup>, when components were installed. The plant has operated at capacity since then.

In mid-July, Seaspan put a new barge 543 in service to provide sodium chlorate to HSPP, ERCO's customer. ERCO had been supplying the mill up to 5 trucks per day since May 1<sup>st</sup> when Transport Canada did not renew the operational certificate on the old barge.

On September 17<sup>th</sup>, NV employees have worked 1218 days since the last Recordable safety incident (May 17/16) & 3177 days since the last Lost Time Accident (Jan. 05/11). It has been 2316 days since the last Reportable Environmental incident (May 15/13).

On July 30-31, Air Research Group completed Lines 7 & 8 scrubbers, & EVS compliance testing. All tested parameters were within permit limits. Site sumps were cleaned and inspected in accordance with the site's Groundwater Protection Plan, and all passed leak tests. Minor repairs were made on a few sumps.

At the end of August 2019, ERCO Worldwide shut down its Saskatoon sodium chlorate operations. The chloroalkali facility continues to operate in Saskatoon.

On June 10, 2019, Superior Plus Corporation announced it is considering a sale of its Specialty Chemicals business (ERCO Worldwide). Currently, there is no further information to communicate.



#### **d) Terrapure Environmental**

Steve Spence reported that Terrapure is operating at full capacity, and the fall shutdown is scheduled for the week of November 18<sup>th</sup>. He noted that people can take excess used oil to a registered BCUOMA facility, there is none in North Vancouver.

The facility continues to operate lost time injury free. There have been a few incidents since the last CAP meeting, including 2 minor first aid records and 2 minor incidents. The first incident occurred on August 28<sup>th</sup> when an operator starting their shift at 7pm noticed smoke coming from an open topped barrel in the parking lot area adjacent to the parked tanker trucks. The operator immediately extinguished the barrel and doused it with water. The root cause was deemed to be incompatible materials placed in a designated oily rag/spill pad barrel. The Corrective Action was a discussion of incompatible materials at the September plant safety meeting.

On September 5<sup>th</sup>, an operator was conducting daily inspections and found smoke emanating from insulation on top of a plant feed pump. The operator removed the insulation and cooled/extinguished the insulation with a steam hose. The root cause was that the insulation was placed on top of a pump to keep it warm while off-line was not removed when pump re-started. The corrective action was that an item was added to the inspection checklist to visually check all pumps for correct/incorrect placement of insulation.

Terrapure's Progressive Odour Management Plan (POMP) due at the end of September has been completed and submitted to Metro Vancouver. The POMP includes activities surrounding odour prevention, accountability and progressive mitigation. The progressive portion of the plan ensures yearly updates and summary of findings, responses and remedial actions as per the plan. The Sulphur Oxide Action Plan (SOAP) is under construction and will be submitted to Metro Vancouver in November. The SOAP will be a report identifying Terrapure's actions to ensure the facility does not exceed Metro Vancouver's ambient air quality objective for SOx of 70 parts per billion (1 hour average). This requirement is under review by Metro Vancouver, as consultants pointed out that it is subject to where it is measured. Steve will update the CAP if he hears more on this.

Terrapure obtained approval from CN to lease land north of the facility. They will put track in there and use it for the storage of railcars. They plan to start this project in December.

## 8. Summary of Recently Submitted Development Applications

Arielle Dalley informed CAP members that since the last CAP meeting, there have been two significant development applications submitted to the District in the Maplewood area. Information on both of these applications can be found on the District's List of Significant Development applications page, located at this web address: <https://www.dnv.org/property-and-development/significant-development-applications-being-considered>.

- **2045 – 2075 Old Dollarton Road**

- TRC Construction Managers has submitted a preliminary application to develop this property. Development applications in the District of North Vancouver have a two-step process: a preliminary application and a detailed application. As this only at the preliminary stage, the proposal may evolve based on feedback the applicant receives. The application as submitted proposes:

- § 31 owned and 5 market rental apartments, plus 385 sq m (4,148 sq ft) of commercial space in a five-storey building

- § 60 parking spaces (41 for residents, 9 for visitors, 10 for retail customers).

- **2131 – 2171 Old Dollarton Road (Maplewood Gardens)**

- Darwin Properties has submitted a detailed application that proposes:

- § 319 owned apartments, 135 market rental apartments, and 58 below-market rental apartments in five low- and mid-rise buildings

- § 2,322 sq m (25,000 sq ft) of industrial space

- § 457 parking spaces

Questions were raised regarding the status of the telecommunications tower application on the lot south of 2255 Dollarton Highway that was the subject of a previous CAP discussion. The applicants have been provided with a letter summarizing staff requirements and comments received from the public. Staff are now waiting for the applicant to respond. If the applicant wishes to continue, there may be a public information meeting prior to Council review. Once Council has made a recommendation, this goes to Industry Canada (Innovation, Science and Economic Development Canada)

for their consideration, as they are the final approving authority for telecommunication towers.

## **9. Meeting Evaluation and Close**

The meeting ended at 8:35pm.



## Community Advisory Panel (CAP) September 17, 2019 Briefing Notes

### Responsible Care – Safety, Security, & Environmental:

- **Safety:**
  - There have been no lost time injuries since the last CAP meeting.
- **Environmental:**
  - There have been no environmental incidents since the last CAP meeting.
- **Security:** There have been no Security incidents since the last CAP meeting.
- **Transportation:** There have been no Transportation incidents since the last CAP meeting.
  - I did receive one inquiry from a CAP member regarding CN dropping off a total of 6 rail cars on the track that is adjacent to Barrow Street between Harbor Ave and Mountain Highway.
  - CN indicated that during the return trip from pulling the Seymour branch the train crew had a locomotive fail and they could not make the hill back into Lynn Creek yard. The failure required the crew to make two trips with the traffic resulting in some cars needing to be left behind and is a rare occurrence.
- **Responsible Care:**
  - The North Vancouver plant underwent a half day reverification audit on August 13 by the Canadian Industry Association of Canada (CIAC). The focus of this audit was on the Community involvement/communication aspect of the Responsible Care codes.
  - The results of the audit have not yet been received. Once they have been received I will update the CAP with the results.
  - Previous audit results can be found on the CIAC website under verification reports. The web site is <https://canadianchemistry.ca>.

- We have renewed our agreement with the Salvation Army to store their van on our site. The van would be used by the Salvation Army to provide support in the community in the event of an emergency.

**Plant Operations:**

- The plant is currently operating at capacity.
- A small plant outage was taken in Sept to address some electrical issues on the T2 & T3 transformer insulators due to a buildup of dirt. The plant returned to operation after the short outage with no issues.
- On August 18 and 19 we will be having an insurance audit by FM Global. This is a routine audit and is conducted every 1 – 2 years.
- The plant met with representatives from Aecon and Traylor, in relation to the tunnel project that will commence near Riverside and Spicer in the coming months. The plant provided information on our emergency response systems including Safer, Rapid Notify, Drager fixed sensors and PPE. The representatives were confident in the plant's commitment to safety and were now able to complete their own risk assessment for WorkSafe BC.



## **ERCO Worldwide Update**

(since last CAP meeting on June 18, 2019)

### **Operations**

- At last CAP meeting, ERCO indicated that upon restart after our 3-day scheduled plant outage (April 24-26<sup>th</sup>) we encountered coolant issues with a rectifier on Line 8, which caused fuses and thyristors to fail. Replacement parts had extremely long-lead times, and we were restricted to approx. 90% plant capacity until components arrived & were installed on August 30<sup>th</sup>. The plant has operated at capacity since then.
- In mid-July, Seaspan put a new barge 543 in service to provide sodium chlorate to our customer HSPP. We had been supplying the mill up to 5 trucks per day since May 1<sup>st</sup> when Transport Canada did not renew the operational certificate on old barge.

### **Safety/Environmental**

- ERCO employees and contractors continue to work safely. On Sept. 17<sup>th</sup>, NV employees have worked 1218 days since last Recordable safety incident (May 17/16) & 3177 days since our last Lost Time Accident (Jan. 05/11).
- July 30-31: Air Research Group completed Lines 7 & 8 scrubbers, & EVS compliance testing. All tested parameters were within permit limits.
- As per site Groundwater Protection Plan, site sumps were cleaned, inspected and all passed leak tests. There were minor repairs made on a few sumps.
- It has been 2316 days since last Reportable Environmental incident (May 15/13).

### **Miscellaneous**

- ERCO Worldwide shut down its Saskatoon sodium chlorate operations at end of August 2019. The chloroalkali facility continues to operate in Saskatoon.

- On June 10, 2019, Superior Plus Corporation announced it is considering a sale of its Specialty Chemicals business (ERCO Worldwide). Currently, there is no further information to communicate.

Tom Miller

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## **Univar report Sept 17, 2019**

### **EHS**

#### Personal Safety

- 1249 days since last safety OSHA recordable
- 3177 days since last DAWC

#### Incidents / Near Misses

- Multiple wasp stings (July & August)
  - Small scratch on wrist from scaffolding - sharp edge addressed
  - Labelling of non-regulated product – training (to ensure all understand it is not enough to cross out old label and put on new one – must completely remove old labelling)
  - Operators noticed caustic weeping on barge piping. Was communicated to barge firm and repaired prior to next loading
  - Ethanol truck driver self-reported not connecting vapour return line immediately – good practice to report
  - Caustic vehicle incident on site – steel truck damaged fiberglass bumper of caustic truck
- Will address traffic congestion with Western

#### Environmental

- Continuing to develop new procedures to ensure best practices for preparing railcars for internal repair
  - New equipment purchased – works well
  - New procedures in place to ensure absolute minimal heel

#### **Maintenance & Operations**

- Caustic tank work almost complete

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- New piping expected to be installed to better manage site water release from sumps
- New track 8A finally received approval from CN but timing such that the project must now wait until the spring for construction
- Additional volume expected from glycol in 2020, and as such will be adding 4 new offloading stations to existing track 9 to provide more rail flexibility

### **People**

- Retirements of long time site personnel (lab and maintenance)
  - Training underway for succession
- New longshore training scheduled for end of September

### **Other**

- Hosted 11 people for Univar Solutions NVDC site tour Sept 17<sup>th</sup>
- Participants were able to see The Sagami – being loaded with MEG at the berth

Following are links to websites reviewed in on site presentation:

Link to Univar Solutions Website for Markets

<https://www.univarsolutions.com/markets/>

Link to Responsible Distribution Codes of Practice

<https://www.rdcanda.ca/responsible-distribution/>

Link to Univar Solutions Sustainability Report

<https://www.univarsolutions.com/safety-and-sustainability/sustainability/resources-reporting/>

## Current status / Schedule

- Facility is currently operating at full capacity
- Reminder that our facility operates 24/7/365
- Fall shutdown scheduled for the week of November 18

## Health, Safety and Environment

- Our facility continues to operate lost time injury free
- Incidents since June 18:
  - 2 minor first aid records (finger cut and knee sprain)
  - 2 minor incidents
    - August 28. Operator starting shift at 7pm noticed smoke coming from an open topped barrel in the parking lot area adjacent to the parked tanker trucks. Operator immediately extinguished the barrel and doused with water. Root cause deemed to be incompatible materials placed in a designated oily rag/spill pad barrel. Corrective Action: Incompatible materials were discussed at the September plant safety meeting.
    - September 5. Smoldering insulation found and extinguished in the plant. An operator was conducting daily inspections and found smoke emanating from insulation on top of a plant feed pump. The operator removed the insulation and cooled/extinguished the insulation with a steam hose. Root cause: insulation was placed on top of a pump to keep it warm while off-line was not removed when pump re-started. Corrective action: an item was added to the inspection checklist to visually check all pumps for correct/incorrect placement of insulation.
- Metro Vancouver Air Emission Permit activities
  - Progressive Odour Management Plan (POMP) has been completed and submitted to Metro Vancouver. The POMP includes activities surrounding odour prevention, accountability and progressive mitigation. The progressive portion of the plan ensures yearly updates and summary of findings, responses and remedial actions as per the plan.
  - Sulphur Oxide Action Plan (SOAP) is under construction and will be submitted to Metro Vancouver in November. The SOAP will be a report identifying Terrapure's actions to ensure the facility does not exceed Metro Vancouver's ambient air quality objective for SOx of 70 parts per billion (1 hour average)

## Training and Audits

Training continues to be focused on our five core courses: WHMIS, TDG (transport of Dangerous Goods), First Aid, Confined Space Awareness and H2S Alive.