

**Chemtrade Logistics-ERCO Worldwide-Univar Solutions-GFL Environmental
North Shore Community Advisory Panel (CAP)
MEETING SUMMARY NOTES
Online via Zoom**

**Meeting 6:00 pm to 8:00 pm
Tuesday, February 15, 2022**

Attendance

Rob Schultz, Chemtrade Logistics
Owen Horn, Chemtrade Logistics
Jason Mayo, ERCO Worldwide
Robin Lee, Univar Solutions
Steve Spence, GFL Environmental
Ryan Benson, NSEM
Arielle Dalley, DNV
Andrew Van Eden, Tsleil-Waututh
Nation
Babs Perowne, NV Can
John Miller, Lower Capilano Residents
Association
Stuart Meyer, Miles Industries
Dave Mair, Resident
John Lindner, Metro Vancouver
Derek Jennejohn, Metro Vancouver
Natasha Silva Metro Vancouver

Regrets

Anastasia Ovodova, Port of Vancouver
Lianne Payne, Wild Bird Trust
Alex McNeil, Resident
Brian Scott, ERCO Worldwide

1. Welcome and Introductions

Members introduced themselves and welcomed new attendees.

Rob Schultz thanked the CAP members for all the valuable insights and discussion during his time with CAP as he will be retiring shortly. CAP members also thanked Rob for his commitment and dedication during his time with CAP.

2. Review of November CAP meeting minutes

Meeting Summary Notes – February 15, 2022

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North Shore Community Advisory Panel (CAP)

Members reviewed the November CAP meeting minutes. Edits to the original draft sent out to members after the meeting were noted. Members were asked for further additions. No further additions were requested. The facilitator will finalize the November meeting minutes and send to DNV to post on their CAP information webpage.

3. Presentation: Metro Vancouver on their 2021 Clean Air Plan

John Lindner, Air Quality Planner and Derek Jennejohn, Lead Senior Engineer, provided a presentation on Metro Vancouver's 2021 Clean Air Plan.

Presentation notes:

- Metro Vancouver monitoring air quality, at 31 ambient air monitoring stations.
- In 2021 (and other years), Metro Vancouver measured high levels of fine particulate matter, in large part from wildfire smoke.
- Key air contaminants of concern in the region include:
 - Greenhouse gases
 - Fine particulate matter
 - Nitrogen oxides
- Regulating air quality and air contaminants:
 - Permits unique to individual facilities
 - Regulations include common requirements for an entire sector
- The Clean Air Plan was developed over 2.5 years (2019-2021) through a process that included extensive public engagement.
- Regional 2030 targets:
 - Reduce regional greenhouse gases by 45% from 2010 levels (aligns with what science says is needed to limit warming to 1.5 degrees Celsius)
 - Ensure air quality in the region is continually improving
- There are health impacts seen from air contaminants even at low concentrations.
- Big Moves are foundational actions that have the greatest potential to reduce emissions of greenhouse gases and health harming air contaminants.
- Some issue areas – such as land use and waste management – are handled in other regional plans developed by Metro Vancouver.
- The Plan includes long term goals for achievement by around 2050.
- Transportation, buildings and industry generates more than 90% of regional emissions.
- There is a need for a comprehensive trucking strategy. Rail strategy is similar, as is the marine vessel strategy.

- Industrial facilities need to develop net zero carbon by 2050 plans, according to the BC Government.
- Incentives include funding. Metro Vancouver is pushing for the province and federal government to provide funding as Metro Vancouver's ability in this area is more constrained. Incentives should be given to those who can achieve the most impact.
- A Regional Industrial Emission Working Group is trying to balance the tradeoffs between greenhouse gases and other air contaminants.
- Carbon capture – Metro Vancouver has started a project to identify opportunities. The big challenge is what you do with any captured carbon dioxide as we are in a flood plain.
- There is a need to integrate equity into plans as some communities are impacted more than others.
- Ongoing regional actions are the focus for this year. Making these investments now will reduce costs later and decrease health costs.
- Further details can be found in the Clean Air Plan:
<http://www.metrovancouver.org/services/air-quality/AirQualityPublications/Clean-Air-Plan-2021.pdf>.
- If CAP members have any further questions, they can email John at John.Lindner@metrovancouver.org

CAP member questions:

What percent of regional emissions are from transportation?

It depends on the particular air contaminant. All transportation accounts for about 45% of greenhouse gases, passenger vehicles alone account for more than 30%.

Health harming diesel particulate matter comes almost exclusively from transportation.

What proportion of the air quality issues we see arrive from outside Metro Vancouver and how much does Metro Vancouver affect other areas?

Air quality doesn't only depend on local emissions; wildfires impact local air quality but luckily we haven't had any locally. Other sources are from outside the region. Generally, they are coming from closer places like Washington.

Metro Vancouver can also affect other places, such as the eastern end of the Fraser Valley and Whatcom County in the States.

The geography of our region (mountains to north, east and south, along with offshore breezes from west) can often block the escape (or dispersion) of air contaminants.

How comfortable are you that percentages are sources within Metro Vancouver, ie. are those you have control over?

The data we have suggests that most air quality issues are from locally generated sources. For example, there used to be a monitoring station on Vancouver Island. Its purpose was to understand what a relatively pristine environment can look like.

The percentages shown in our charts are based on estimated emissions that occur within the Metro Vancouver region. Metro Vancouver can manage some of those emission sources, while others need to be addressed by other jurisdictions / agencies.

Does Metro Vancouver regulate every emission source in the region?

No. Some sources are regulated by other governments, although Metro Vancouver can implement additional requirements in the region, if needed. Facilities can be regulated by more than one government (for example, grain terminals on Port lands), as long as there is no conflict between laws. If there is conflict, the more senior government is considered paramount. The Port (a federal agency) has its own program for non-road diesel engines.

Does the same apply to air and rail transport?

Metro Vancouver regulates some facilities at the airport, but these are maintenance facilities rather than actual planes.

Most rail, marine vessels and aircraft are regulated by other governments federally or internationally. Metro Vancouver does regulate emissions from some regional rail locomotives through the Non-Road Diesel Emission bylaw, and the Port has a similar program for non-road diesel rail engines on its lands. Metro Vancouver works with other governments to regulate/advocate/fill in the gaps.

The Port of Vancouver has its own clean air strategy, the Northwest Ports Clean Air Strategy, that was developed with other ports in the Pacific Northwest.

What is the proportion of transportation emissions in the Metro Vancouver area from sources not regulated by Metro Vancouver?

Marine, rail and aircraft (greenhouse gases) are under 10% - not huge in aggregate but they can have an impact because they are large engines.

Have you seen a noticeable decrease from recent marine regulations requiring anyone operating in Canada, the US and Mexico to use low sulfur diesel or more scrubbers?

This has reduced emissions of sulphur oxides by 80 - 90%, and we have seen significant reductions in monitored levels of sulphur dioxide.

The move to shore power would be an additional benefit, as it would eliminate all emissions when connected, not just sulphur oxides. Emissions at berth are around 10% of total emissions from marine vessels that operate in the Metro Vancouver region. Shore

power would also have a significant benefit for those residents who live near large marine terminals.

A concern is that scrubbers reduce sulphur oxides but not the other emissions, and recently there has been increased use of scrubbers over cleaner fuel. This can cause other impacts on marine ecosystems

Do you have any involvement with Woodfibre LNG and setting requirements for licenses?

No, this project is situated outside our jurisdiction. Metro Vancouver does look at major projects coming into the Metro Vancouver region.

Is natural gas causing the large percentage of emissions from buildings?

Greenhouse gases and nitrogen oxides from buildings are mostly natural gas, but fine particulate matter is mostly from residential wood burning. There is range of actions on buildings in the Plan.

[Owen Horn from Chemtrade mentioned that they have been looking at transforming hydrogen, a byproduct from their manufacturing process into a clean fuel source and this has high potential to be used. In Prince George, there is a project fueling trucks through hydrogen.]

Are you concerned with having such a short timeline to be able to develop and implement the plan from now to achieving results in 2030?

The 29 big moves would start to have the biggest impact on emissions, and they are starting implementation of these now. An important component is collaborating with other governments.

Is it possible to take concrete actions without an overall plan?

Yes, as all the different pieces are happening simultaneously.

If we look at now compared to 10 years ago, there is a much greater awareness of what climate change looks like to us and now all government and industrial players are going in the same direction toward net zero emissions.

Are all the industries here (in the Community Advisory Panel) regulated by Metro Vancouver?

Yes, all have permits with Metro Vancouver. And if an industrial facility generates over 10,000 tons of greenhouse gases, they must also report to the province.

Can plant managers speak to which facilities do report out on emissions, and if they can take initiative to do better or if this is at a company level?

Responses for each company are provided in the company reports.

4. NSEM Update

Ryan Benson reported that the atmospheric river in mid-December had a minimal impact on the North Shore. NSEM opened a warming centre for the homeless during the extreme cold at Christmas. In January, a king tide in West Vancouver caused significant damage and there was a house fire in Squamish.

NSEM has a new team member, Simon Svane Als, a former intern who has been retained on a one-year term as Planning Coordinator, primarily responsible for active threat planning and also serving as part of their on-call team.

NSEM now has 7 disaster caches located by public facilities that can be used as a base of support in an emergency.

Their public education work has been primarily online in 2021, hopefully with more in person sessions in Summer 2022. They now have emergency preparedness documents available in Farsi and Mandarin. They can provide graphics for newsletters if requested.

Emergency preparedness week is in mid-April, they will be promoting awareness of the NS Evacuation Plan.

Focus for Spring will be a revamped hot weather approach; they will be broadening this to an extreme weather plan developed in collaboration with local partners.

5. Update on Recently Submitted Development Applications

Arielle Dalley reported that since the last CAP meeting, there have been no new significant development applications submitted in the Maplewood area. However, she provided updates on two applications in the area:

- The District-led rezoning of sites along Riverside Drive near Old Dollarton Road for social housing was adopted on December 13, 2021. The District will now be submitting this site to be considered for an affordable housing development grant with Metro Vancouver Housing. If successful, the intent is to redevelop the site into approximately 60-90 affordable rental homes. More information can be found [here](#).
- The application for Maplewood Gardens (2131-2171 Old Dollarton Road) that was submitted in 2019 for 374 owned apartments, 99 market rental apartments, and 80 below-market rental apartments was brought to Council for first reading

on December 13, 2021 and was defeated, so it will not be moving forward. More information can be found [here](#).

6. Reports from the Companies

a) Chemtrade Logistics

Owen Horn has replaced Rob Schultz as the plant manager for North Vancouver due to Rob's retirement.

Owen reported two back injuries in January in the janitorial department because of the deluge of snow. There are no new Process Safety, Environmental or Transportation incidents to report.

The plant went through a wave of COVID-19 infections over Christmas but are back down to approximately 1-2 cases a week, and the office is down to minimum staff.

A security incident occurred when an inebriated person wandered into the plant past security, coming through the railroad.

They continue to see strong demand for their products and are forecasting a strong year.

Preparations are underway for the 2022 April plant Turnaround, with the aim to start shutting down around April 21 and be mechanically complete by around May 6.

In response to a CAP member's question, Owen clarified that sustainability goals for the company are a big part of their goals and the basis of their vision. The plant is regulated by Metro Vancouver for all their emissions as well as by the Ministry of Environment and the Port for the locomotive onsite, which is the biggest source of environmental pollution. They are trying to source a replacement that is low emission.

The plant invested in a new caustic system in 2016, which has had a radical impact on their emissions. They are attempting to maximize hydrogen use to offset methane.

b) ERCO Worldwide

Jason Mayo reported that ERCO employees and contractors continue to work safely. On Feb 15, 2022, NV employees have worked 586 days since last Recordable safety incident (July 7/20) & 4057 days since the last Lost Time Accident (Jan. 05/11).

There was a First Aid incident today when a worker putting away chemical hoses poked his finger on a screw and got a small scrape.

ERCO NV continues to ensure COVID safeguards are followed by all employees, contractors, and visitors. They have had a few positive cases but managed to keep people affected at home.

It has been 270 days since the last Reportable Environmental Incident (May 21/21).

The plant has run well since the last CAP meeting. During December and January, it ran at 75% of full load due to the “atmospheric river” weather incident delaying shipments to and from the ports of Vancouver.

A 5-day shutdown is planned for April coinciding with a BC Hydro power outage on April 25 and 26 on the main transmission line 60L90. In response to a CAP member’s question, Jason clarified that the shutdown had been planned to happen at the same time as the outage for efficiency purposes.

In response to a CAP member’s question, Jason clarified that the plant is regulated by the Ministry of Environment, Responsible Care and meeting sustainability goals.

c) Univar Solutions

Robin Lee Robin Lee reported that there have been 283 days since the last personal safety recordable, and 4069 days since the last DAWC (as of end of day Feb 14th, 2022).

The following incidents have occurred since Nov 29th:

First Aid

- In December, a contractor hit the back of his head on piping, resulting in him falling down, while attempting to work with coworkers to lift a hose from the lower scaffold level. All appropriate PPE was in place (i.e. hard hat), but in review the scaffold should have been erected differently to avoid the piping for taller individuals. Contractor was given different duties for the next few days to ensure his fitness for work
- Incident communicated to site operations supervision, and contractor. Future site scaffold installations should recognize the hazard (for all workers, regardless of height) before/during the install and address proactively
- Equipment Damage to Dock/Dolphin Fender
 - While berthing, a vessel damaged the middle dolphin fender
 - It appears that the vessel’s speed on approaching the dock was in excess of acceptable levels per Univar’s site Regulations for Vessels and was the likely root cause of the damage

- Once berthed, the vessel did not require the fender to be operational. The fender was repaired prior to the next vessel berthing. This incident was communicated to ship owners and ship agents to remind them of compliance with berthing speeds
- Caustic Reportable Spill
 - While loading a caustic railcar, the railcar loading arm shifted position and caustic spilled outside the railcar's primary containment resulting in a Transportation of Dangerous Goods (TDG) reportable incident
 - Most of the caustic was captured in the secondary containment in the railrack area
 - A smaller amount spilled onto the adjacent roadway
 - Operators stopped the flow within 10 seconds, but there was a reportable quantity of approximately 1000kgs outside of primary containment. It was removed and sent for disposal.
 - There were no personal injuries and no caustic was released into the environment
 - It appears that extreme cold weather resulted in ice forming on the securement point of the straps used to augment the arm's clamping system. It meant the straps were not as effective as they usually are in holding the arm in place
 - Contributing factors were
 - poor securement/clamp design of the load arm itself – which will be addressed with the manufacturer and site maintenance
 - operator not rinsing the straps with hot water to ensure no ice present upon strap securement – which will be addressed with additional site communication and training
 - pressure from caustic flow through the arm – engineering controls will be considered to possibly reduce the flow/pressure
 - This is the first time this type of incident has occurred but there should be future consideration for climate changes and how it might affect operations
 - Existing operations, procedures & equipment
 - New operations, procedures & equipment

Site projects have been completed and plans for 2022 have begun.

The site participated in a [Chemical Distribution Institute \(CDI\)](#) Terminal Audit in early December. CDI provides a focused approach to marine vessels and terminals. Much of *Meeting Summary Notes – February 15, 2022*

the audit was conducted remotely, with the inspector ultimately visiting the site in person for only one day. Similar to the other recent client audit, suggestions were made for improvement in the areas of documentation, maintenance frequency and communication.

Although the overall supply chain has improved, impacts are still being seen in Western Canada with availability of railcars, and bunching of equipment resulting in rail backlogs, congestion, and vessel delays.

Vaccination requirements for truckers have certainly worsened an already tight labour supply, and delivery supply issues (such as liquid N2) are being managed carefully.

COVID 19 challenges continue with safety indoctrinations, meetings, and tool box talks being held outside and/or via computer. There have been reported positive cases of COVID, however, by site contractors. In all cases, public health guidelines have been followed and there does not appear to be transmission between workers at the site. There has been no change to site protocols. Visitors to the site also continue to be limited.

In response to a CAP member's question, Robin clarified that the plant was part of a larger company with sustainability goals on their website. She has some influence as the site manager in the projects chosen and it is her responsibility to know the site's emissions and look at ways to implement reductions. This has always been done; however, it is part of the continuous improvement philosophy. For example, historically the site influenced reducing the ethanol storage down to 1 tank, which resulted in a 50% reduction in emissions. It provided many benefits including improving asset utilization, cost reductions, as well as reducing emissions.

The site works with Western Stevedoring to use offroad diesel for rail operations. This equipment will have to be replaced at some point and the Port's incentives/charges all help in making this transition to different technologies.

d) GFL Environmental

Steve Spence reported that they have officially become 'GFL Environmental Services Inc.' on January 4, 2022, but still have the same facility and people as Terrapure.

The refinery is currently running at 100% capacity despite supply chain challenges, with a semi-annual shutdown scheduled for April 22 to May 8.

The facility continues to operate within permitted approvals and submitted the Annual Facility Report to the Ministry of Environment and Climate Change Strategy on January 31.

The facility has operated lost time injury free since the last CAP report with four non-regulatory incidents to report, all of which don't have impact outside of the plant:

- Railcar loading platform was damaged while repositioning a railcar. Maintenance workers completing after hours repairs left platform in the down position. End of day track de-railer unlocking protocol has been modified.
- Operator steaming into a sodium hydroxide storage tank to clear a frozen valve. Once cleared the valve started leaking, operator exposed to steam and sodium hydroxide vapors. Operator got a strong 'whiff' of vapors, immediately left area and called maintenance. The operator was fine after being away from the area for a while. Steam use SOP being modified.
- Operator steaming into a tanker truck to unfreeze oil/water mixture. While this process was occurring, another worker walked past the truck and breathed in the vapors. Operator reported to first aid with an irritated throat, but after a while was okay to go back to work. Steam use SOP being modified.
- Operations steaming a plugged line into an asphalt storage tank. Caused white smoke and steam to briefly escape from the top of the tank. Workers unaware of the operations activity thought there was a significant problem with the tank and alerted supervisors. Operations activity halted without further incident. Plant communication system being reviewed.

In response to a CAP member's question, in order to upgrade their permit from Metro Vancouver, the facility needed to produce a progressive odour management plan and sulfur action plan, which will be reviewed every year and considered every time they are looking at capital improvements.

7. Meeting Close

The meeting ended at 7:55pm.

The next meeting will be held on Tuesday, April 12, 2022, at 6pm on Zoom. CAP members will be notified if meetings are able to resume in person, based on provincial COVID-19 guidelines.



Community Advisory Panel (CAP) Feb 15, 2022 Briefing Notes

Responsible Care – Safety, Security, & Environmental:

- **Safety:**
 - We had two back injuries in January in the janitorial department.
- **Process Safety**
 - No new process safety incidents to report.
- **Environmental:**
 - No new environmental incidents to report.
- **Covid-19**
 - We went through a wave of Covid-19 infections over Christmas week but we are back down to approximately 1-2 cases a week.
 - The office is down to minimum staff
- **Security:**
 - We had an inebriated person wander into the plant past security.
- **Transportation:**
 - There have been no Transportation incidents since the last CAP meeting.
- **Plant Operations:**
 - We had a good start to the year with strong January, demand is dropping off for February.
 - We continue to see strong demand for our products and we are forecasting a strong year.
 - We are well into preparations for the 2022 April plant Turnaround now. We plan to start shutting down ~April 21 and hope to be mechanically complete by ~May 6. The startup date at this point is tentative pending final planning so the actual

mechanical completion date may move. This is a significant undertaking and will be the main focus for the plant over the next 3 months.

- Owen Horn has replaced Rob Schultz as the plant manager for North Vancouver due to Rob's retirement.



ERCO Worldwide

ERCO Worldwide Update - (since last CAP meeting on Nov 29, 2021)

Safety

- ERCO employees and contractors continue to work safely. On Feb 15th, 2022 NV employees have worked 586 days since last Recordable safety incident (July 7/20) & 4057 days since our last Lost Time Accident (Jan. 05/11).
- ERCO NV continues to ensure COVID safeguards are followed by all employees, contractors, and visitors.

Environmental

- It has been 270 days since last Reportable Environmental incident (May 21/21).

Operations

- ERCO NV plant has run well since we last met in Nov 29th.
- During the months of December and January the plant has been running at 75% of full load due to the “atmospheric river” weather incident delaying shipments to and from the ports of Vancouver.

Miscellaneous

- The plant is planning a 5-day shutdown in April coinciding with a BC Hydro power outage April 25, 26 on the main transmission line 60L90.

Name: Brian Scott, P.Eng.

Title: Plant Manager, North Vancouver

Univar Solutions report – February 14, 2022

Robin Lee reported that there have been 283 days since the last personal safety recordable, and 4069 days since the last DAWC (as of end of day Feb 14th, 2022).

The following incidents have occurred since Nov 29th.

First Aid

- Contractor hit the back of his head on piping, resulting in him falling down, while attempting to work with coworkers to lift a hose from the lower scaffold level. All appropriate PPE was in place (i.e. hard hat), but in review the scaffold should have been erected differently to avoid the piping for taller individuals. Contractor was given different duties for the next few days to ensure his fitness for work
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- Operators stopped the flow within 10 seconds, but there was a reportable quantity of approximately 1000kgs outside of primary containment. It was removed and sent for disposal.
- There were no personal injuries and no caustic was released into the environment
- It appears that extreme cold weather resulted in ice forming on the securement point of the straps used to augment the arm's clamping system. It meant the straps were not as effective as they usually are in holding the arm in place
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 - operator not rinsing the straps with hot water to ensure no ice present upon strap securement – which will be addressed with additional site communication and training
 - pressure from caustic flow through the arm – engineering controls will be considered to possibly reduce the flow/pressure
- This is the first time this type of incident has occurred but there should be future consideration for climate changes and how it might affect operations
 - Existing operations, procedures & equipment
 - New operations, procedures & equipment

Site projects have been completed, and plans for 2022 have begun.

The site participated in a Chemical Distribution Institute (CDI) Terminal Audit in early December. The link to the CDI website is: <https://www.cdi.org.uk/Index.aspx>

One of the site's clients has moved to this platform for ensuring EHS & Operational excellence. Vessels typically undergo annual audits, but terminals are on a 3-year frequency. Audit reports are made available to the site's clients for review and discussion. CDI provides a focused approach to marine vessels and terminals. Much of the audit was conducted remotely, with the inspector ultimately visiting the site in person for only one day. Similar to the other recent client audit, suggestions were made for improvement in the areas of documentation, maintenance frequency & communication.

Although the overall supply chain has improved, impacts are still being seen in Western Canada with availability of railcars, and bunching of equipment resulting in rail backlogs, congestion, and vessel delays.

Vaccination requirements for truckers have certainly worsened an already tight labour supply, and delivery supply issues (such as liquid N2) are being managed carefully.

COVID 19 challenges continue with safety indoctrinations, meetings, and tool box talks being held outside and/or via computer. There have been reported positive cases of COVID, however, by site contractors. In all cases, public health guidelines have been followed and there does not appear to be transmission between workers at the site. There has been no change to site protocols. Visitors to the site also continue to be limited.

Thanks & Regards,

Robin Lee (she/her/hers)

Terminal Manager

Univar Solutions

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Current status / Schedule

- Officially 'GFL Environmental Services Inc.' on Jan 4, 2022
 - Same facility, same people as Terrapure
- Refinery running at 100% capacity
- Semi-annual shutdown scheduled for April 22 - May 8

Health, Safety and Environment

- Facility continues to operate within permitted approvals;
 - Annual Facility Report submitted to Ministry of Environment and Climate Change Strategy on January 31
- Facility has operated lost time injury free since the last CAP report
- 4 non-regulatory incidents to report. 1 property damage and 3 incidents related to cold weather and steam:
 - Railcar loading platform was damaged while repositioning a railcar. Maintenance workers completing after hours repairs left platform in the down position. End of day track de-railer unlocking protocol to be modified.
 - Operator steaming into a sodium hydroxide storage tank to clear a frozen valve. Once cleared the valve started leaking, operator exposed to steam and sodium hydroxide vapors. Operator got a strong 'whiff' of vapors, immediately left area and called maintenance. Steam use SOP being modified.
 - Operator steaming into a tanker truck to unfreeze oil/water mixture. While this process was occurring, another worker walked past the truck and breathed in the vapors. Operator reported to first aid with an irritated throat. Steam use SOP being modified.
 - Operations steaming a plugged line into an asphalt storage tank. Caused white smoke and steam to briefly escape from the top of the tank. Workers unaware of the operations activity thought there was a significant problem with the tank and alerted supervisors. Operations activity halted without further incident. Plant communication system being reviewed.

Training and Audits

- No Audit activity for this period
- Training focused on GFL mandated courses and indoctrination

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North Shore Community Advisory Panel (CAP)