

**Chemtrade Logistics-ERCO Worldwide-Univar Solutions-Terrapure Environmental  
North Shore Community Advisory Panel (CAP)**

**MEETING SUMMARY NOTES**

**Chemtrade Logistics, 100 Amherst Avenue, North Vancouver**

**5:30 pm Dinner/Meeting 6:00 pm to 8:00 pm  
Tuesday, February 18, 2020**

**Attendance**

Rob Schultz, Chemtrade Logistics  
Brian Scott, ERCO Worldwide  
Robin Lee, Univar Solutions  
Steve Spence, Terrapure  
Environmental  
Mike Andrews, NSEM  
Arielle Dalley, DNV  
Lianne Payne, Wild Bird Trust  
Eric Godot Andersen, Blueridge  
Community Association  
John Miller, Lower Capilano Residents  
Association  
Stuart Meyer, Miles Industries  
Stuart Porter-Hogan, Maplewood Area  
Community Association (MACC)  
Bruce Crowe, Inter-River Association  
Sharon Porter, Resident  
Dave Mair, Resident  
Stuart Spani, Maplewood Area  
Community Association (MACC)  
Eric Vermander, Vitae Health & Sport  
Ltd.

**Regrets**

Tom Miller, ERCO Worldwide  
Anastasia Ovodova, Port of Vancouver  
Andrew Van Eden, Tsleil-Waututh  
Alex McNeil, Blueridge Community  
Association  
Lisa Richardson, Resident  
Babs Perowne, NV Can  
Cathy Brydon, Resident

**1. Introductions & Guiding Principles Review**

CAP members introduced themselves and welcomed guests attending CAP for the first time.

The facilitator reiterated the message sent to CAP members via email on December 3<sup>rd</sup>: it  
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had come to her attention that a CAP member may have been recording the November CAP meeting via cellphone. She reminded CAP members that at the September 17, 2019 meeting, there was consensus that recording CAP meetings would not be allowed as it may cause members discomfort and prevent people from openly sharing during meetings. Such action would go against the CAP Guiding Principles of demonstrating mutual respect toward all CAP members. She reiterated that if anyone is found to contravene this in the future, the person will be asked to leave the meeting and will not be welcome at future CAP meetings. CAP members were in agreement with this principle.

## **2. Review of November CAP Meeting Minutes**

Members reviewed the November CAP meeting minutes. Additions to the original draft sent out to members after the meeting were highlighted. Members were asked for further additions. No further additions were requested. The list of action items at the end of the minutes was reviewed by the group to confirm the status of each item. The facilitator will finalize the November meeting minutes and send them to DNV to post on their CAP information webpage.

## **3. Review of Outstanding Items List**

The list below includes decisions reached in the February meeting:

- Adequate emergency notification – Due to NSEM’s current limited staffing capacity, the meeting was rescheduled to Wednesday, April 8<sup>th</sup> at NSEM.
- Procedures to address a spill at Chemtrade. This was raised in the February 2019 meeting. This has been now been included in the adequate emergency notification item.
- Accuracy of CAP meeting minutes, and request that 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. This is an ongoing commitment by the facilitator and the companies.
- Information on Responsible Care. The link to the Responsible Care website with a summary of the key points has been noted in the revised Welcome Package, as well as a note that the Responsible Care booklet is available upon request. Responsible Care will also be spoken to at the first CAP meeting of the year.
- Mechanism to share direct concerns that arise between meetings. It was decided that if the member raising the concern wants this to be discussed at a CAP meeting, the concern

will be addressed to the facilitator; otherwise, the member will contact the company concerned directly. This item can now be removed from the list.

- Welcome Package – The CAP Guiding Principles have now been added into the Welcome Package. This can be removed from the list.
- CN’s safety procedures – It was decided to put this on the agenda for the next CAP year. The specifics of what members are looking for around this topic will be clarified at the June CAP meeting.
- CAP Outreach – This became the focus of the February 2020 meeting (moved forward from April 2020), and discussion will continue around this topic in the June 2020 meeting.

#### **4. Reports from the Companies**

##### **a) Chemtrade Logistics**

Rob Schultz reported that there have been no employee lost time injuries since the last CAP meeting. However, on December 16th, there was a contractor lost time injury. A pipefitter was injured when the pipe wrench he was using to tighten a pipe slipped, causing the worker to “punch” the open end of an adjacent pipe, which caused a small cut to the index finger of his right hand that required 3 stitches. The worker had the appropriate leather gloves on at the time of his injury. He reported back to work the next day but was on restricted duties for one week. At the time of this injury, the plant had gone 614 days without a contractor lost time injury.

There have been no Environmental, Security or Transportation incidents since the last CAP meeting. A routine visit from the Minister of Environment was conducted to review Chemtrade’s effluent permit. Documentation requested is in the process of being collected and submitted to the Environmental Protection Technician who performed the audit. Chemtrade does not anticipate any issues to arise from the inspection.

Rob noted that the derailment near Guernsey Saskatchewan resulted in rail movement challenges as speeds have been reduced on trains carrying dangerous goods. Further restrictions were placed on TIH (Toxic Inhalation Hazard) products like Chlorine as CN required permits for all TIH rail cars prior to shipping. CN has now lifted the embargo on TIH (Toxic Inhalation Hazard) cars and they can be shipped as per normal procedure; however, speed restrictions remain in place while talks with the Federal Government continue. The plant is currently operating at approximately 92% capacity, with the expectation to increase to 100% capacity in March. Although the rotating protests have impacted rail car supply, the plant has been able to manage with the current car supply.

## **b) ERCO Worldwide**

Brian Scott reported that ERCO NV plant has run well and at capacity since the last CAP meeting. Three scheduled shutdowns took place in the November to January period. These included a Line 7 reactor gasket replacement and cell acidwash (Nov. 28<sup>th</sup>), Line 8 maintenance and acidwash (Jan. 8<sup>th</sup>), and replacement of 3 cell modules and acidwash of Line 7 (Jan. 29<sup>th</sup>). In February, the plant has run without shutdowns.

From January 1<sup>st</sup>, ERCO NV is participating in a BC Hydro pilot program, Incremental Energy Rate (IER), in which ERCO can buy market energy for requirements above the 2019 baseline.

A 3-day shutdown beginning on April 20<sup>th</sup> is being planned. This is due to BC Hydro's requirement to shut down supply power to ERCO and Chemtrade during this period to perform maintenance activities on Walters substation.

ERCO NV employees have now worked 1372 days since the last Recordable safety incident (May 17/16) and 3331 days since the last Lost Time Accident (Jan. 05/11). During the week of Jan 20<sup>th</sup>, a process safety review of the site's Brine Plant & Environmental Vent Scrubber was performed by team of engineers/maintenance/operators.

In early February, Superior Plus Corporation announced that it is withdrawing its notice of sale of its Specialty Chemicals business (ERCO Worldwide). Business of Superior Plus and ERCO Worldwide will proceed as normal.

The following situations have high risk of disrupting ERCO NV operations:

- **Speed limitations of freight trains and Railway blockades:**  
Slow down and stoppage of raw materials required to operate the plant, and inability to supply rail products to customers. There is the potential of an ERCO NV shutdown, and inability to provide needed products to pulp mill customers.
- **Corona virus:** The shutdown of Chinese businesses is delaying ships to North America ports. ERCO relies on these ships to return product to Asian customers; therefore, this could cause issues in supplying Asian customers.

## **c) Univar Solutions**

Robin Lee reported that there have been 1405 days since the last safety recordable and 3333 days since the last DAWC.

Since the last CAP meeting, an incident occurred where what appeared to be a diesel spill was noticed at the entrance of the site's gate. Neighbours were concerned and DNV investigated along with Univar. Evidence of something was also seen at the ethanol truck loading area. All trucks were investigated with the trucking companies but no issues were found. Approximately one week later, another puddle of approximately 1 litre was seen coming from a parked vehicle in front of the site. This was reported to DNV.

Some fall protection net damage occurred when the nets did not fully retract upon the ramp being raised from the railcar and railcars hit the nets in the deployed position. As a result, repairs were needed.

During the snowfall in January, one slip trip incident occurred; however, no first aid was required.

The new sump water management piping is in place and has helped manage the water, especially during the high rainfall days in recent months. Some additional rail offloading infrastructure is being added to accommodate CN service level changes and additional glycol volume throughput.

The recent track outages and rail blockades have caused major issues with the supply chain of all products.

The Transport Canada Security Audit went well with no recommendations other than some additional signage required. The DNV fire inspector visit found that one emergency light was missed and one tag incorrectly marked. Both issues were rectified within a few days.

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

Steve Spence reported that Terrapure Environmental is currently operating at capacity. Terrapure is hiring for another used oil collection truck driver (class 1 or 3) and a process operator.

The facility continues to operate lost time injury free with no first aid incidents since the last CAP meeting.

On January 29<sup>th</sup>, a fire safety inspection was conducted by the North Vancouver Fire Department. The following deficiencies were reported as requiring corrective action:

- Several emergency lighting batteries found to be not in operating condition (all replaced)
- One Exit sign not illuminated (bulb replaced)

- Spare fire extinguishers not secured on shelving (chain installed)
- Service all hydrants and provided documentation (complete and provided)
- Change all forklift extinguishers to '2A-30B:C' type extinguishers (completed)
- All laboratory fume hoods must be tested and tagged annually (scheduled for Feb 20)

On December 18<sup>th</sup>, annual emission testing for Metro Vancouver permit GVA-0254 was conducted. Terrapure failed at 28 mg/m<sup>3</sup> (limit 10) for TVOC (Total Volatile Organic Compounds). It was determined that low firing rate contributed to incomplete combustion. This was reported to Metro Vancouver on December 19<sup>th</sup>.

On January 21<sup>st</sup>, Terrapure was re-tested with Metro staff on-site. TVOC passed at 1.7 mg/m<sup>3</sup>. The results were submitted to Metro Vancouver.

The root cause was that increased air flow after the installation of new blowers caused higher air flow and lower flame temperature in the burner. To solve this, the heater manufacturer re-adjusted the firing rate and oxygen content profile of the burner.

Steve clarified that testing takes place once a year, and that there is not a test specific to this as the parameter levels of emissions are always well below the limit. He clarified that TVOC emission does not cause odour; however, sulfur does.

## 5. NSEM Update

Mike Andrews apologized for not being able to support the emergency notification workshop at NSEM originally planned for this evening. The commitment to do this was lost in the transition of the Director role.

NSEM is undergoing a governance review to align its mandate and operations more closely with the three municipalities. The Director role is still vacant; Mike is still Acting. Interviews are underway and an announcement is expected soon.

NSEM placed 4 of 7 Disaster Supply Cache (DSC) containers of response support (NOT public preparedness) supplies in 2019, including one at DNV Fire Hall #4 at Parkgate. These were obtained partially under grants from the Union of BC Municipalities (UBCM). Three more will be added in 2020. These contain 100 cots each, supplies for emergency (evacuee) support services (ESS), damage assessment kits, evacuation notification kits, light tools, personal preparedness equipment, radios, generator and some water and sanitation supplies, etc.

NSEM ran 2 massive exercises in 2019:

- o Exercise Dry Lightning 3 was the capstone to the wildfire exercise program. It involved a morning testing evacuation notification in two locations (one DNV, one WV) but they actually promoted Fire Smart and advised 650 homes of the tactical exercise. The next day, North Shore structural firefighters engaged with crews from the province from Pemberton and Cultus Lake as well as a MetroVancouver crew to exercise wildfire suppression in 2 sites; this included helicopter operations. A third day was exercising Group Lodging with the WestLynn Baptist Church as part of an outreach initiative to engage organized groups as “force multipliers” in disaster.
- o Exercise Annona was the first ever supply, transportation and distribution exercise held in BC and it tested concepts included in the BC Earthquake Immediate Response Plan (IRP). NSEM moved 101 responders and municipal staff to work using air and marine transportation to and from 11 locations from Squamish to Port Moody. Freight was moved by helicopter and vehicles by hovercraft with a central location of Cates Park, where a distribution of relief supplies exercise was held. Five companies donated 250 units of preparedness supplies (water, flashlight, first aid kit etc.) and these were given away as if they were relief supplies.

A CAP member asked if this exercise was successful. Mike noted that it was, but the scope was reduced and delayed from September 1<sup>st</sup> to avoid Labour Day and with uncertainty about BC Ferries’ availability. The exercise tested concepts using a traffic management company which may not be available during a disaster. He stated that the main resource lacking was people and that NSEM hoped Block Watch and other organized groups may be able to provide assistance in this regard, and NSEM is doing outreach.

Mike confirmed that, in the exercise as with a disaster, the majority of supplies were distributed to residents by car; however, it was a surprise that 30% of commodities were walk ups.

In response to the question as to whether there could be a template from other jurisdictions to draw from, Mike informed the group that NSEM is a leader in this area, providing insight to others, including the Province of BC.

In response to whether it will be made known to the public where the seacans are, Mike stated that they won’t be hidden from the public, but NSEM’s aim is for

organizations to use them to get the tools needed to help others. The priority will be on people who were most impacted by the event or by the event, not on people who failed to take basic preparedness measures.

- o NSEM is re-setting its training and exercise program starting with an exercise testing the communications and process linkages between the Emergency Operations Centre (EOC), the 3 engineering yards and a tri-municipal Fire Department Operations Centre (DOC) based on a weather scenario. Exercise “Tropical Punch” takes place April 22nd.

NSEM will be offering the North Shore municipalities and First Nations refresher training in the Oil Spill Shoreline Cleanup Assessment Technique (SCAT) in 2020.

## **6. CAP Outreach**

The revised Welcome Package with the additions of the CAP Guiding Principles and Responsible Care information was reviewed by CAP members. Members confirmed satisfaction with the revisions. The facilitator will ask DNV to post the finalized Welcome Package as a downloadable link on the website. A CAP member on a local business Health and Safety Committee mentioned that the package had been posted in the office lunchroom and copies offered to employees, and that this seems helpful to set people’s minds at ease.

-The facilitator asked CAP members to clarify what the goal of CAP outreach was.

- o The purpose was clarified as not necessarily to grow the CAP membership but to expand awareness (educate) and ensure safety. It was raised that the mandate of CAP itself is not outreach.

-The question was raised about how to reach new people and who we would want to target. Below are suggestions discussed:

- o Reaching out to larger employers via owners or managers, and specifically to health and safety committees. A letter could be drafted that includes the one pager with an informative header (important information for your health & safety committee) and the link to NSEM’s Shelter-in-Place video. An information session could also be provided.



- Through Worksafe BC, mandate companies to send representatives or include the CAP information in their newsletter (targeting the local area).
- To go through a business owners association if possible. It was clarified there are 12 businesses in Northwoods that could be targeted.
- Public exposure: one pager at public events with a tent or table; for example, Slip and Slide, Quake Cottage.
- Through the permitting process with DNV: people know about it but don't follow through on the next step. The regularity of safety meetings needs to be reinforced. Recommendation to council to modify permit.
- Annual advertisement of CAP in the North Shore News.
- Social media could be used to spread the message through NSEM once the Communications person starts. This could be on a set schedule coordinated with CAP meetings, ie. a quick information campaign provided 5 times per year

Decisions on whether these suggestions would be implemented, who would take them on and how, and the cost involved, still need to be clarified. The CAP Outreach discussion is planned to be continued in the June CAP meeting, as the April CAP meeting will likely not allow much time for this.

A CAP member mentioned that Maplewood Area Community Association is planning to hold a public forum for Maplewood residents to discuss chemicals in the community on April 1st. The request was made for member plants to participate in the open house as panel members to be able to answer questions the public may have with respect to plant operation. The forum was looking to bring in engineers and chemists as speakers. The CAP member also felt this would be a good opportunity to discuss the CAP group and spread the work about CAP to the local residents. This event would form part of a series of public forums on different topics, the specific agenda and speakers have not yet been finalized.

Individual plant managers stated that individual company publicity policies would not allow for participation in such an event.

There was discussion around the idea of instead holding an open house format of CAP once a year in September where the companies could answer residents' questions. This event would have hand-delivered invitations with a safety message to motivate residents to attend. Dinner would not be provided. This idea will be revisited in the continued discussion on CAP Outreach in June 2020.

## 7. Summary of Recently Submitted Development Applications

Arielle Dalley informed CAP members that no major development applications in the Maplewood area have been submitted since the last meeting. She also reminded CAP members that the District is currently conducting a targeted review of the Official Community Plan, and informed them that more public engagement opportunities are planned for the spring. The District is also in the process of developing a Sea Level Rise Adaptation Strategy, and an online survey about adaptation approaches is open until February 23<sup>rd</sup>. The survey and more information about the development of the strategy can be found at [DNV.org/SeaLevelRise](https://www.dnv.org/SeaLevelRise).

## 8. Meeting Evaluation and Close

The meeting ended at 8:30pm.

The next CAP meeting will be held at NSEM on April 8, 2020.

### CAP Action Items

Action	Responsibility	Timeline	Status
1. Finalize September CAP meeting minutes and send to DNV to post on website.	CAP facilitator	After minutes have been finalized at February CAP meeting	Completed
2. Finalize Welcome Package	CAP facilitator	After February CAP meeting and members confirm satisfaction	Completed
3. Create downloadable link of the Welcome Package on the page where CAP is hosted on the DNV website.	CAP facilitator to request this from DNV.	After CAP meeting on 18 February 2020	Completed

4. Discuss CAP Outreach in more depth	CAP facilitator to add to agenda	Discussion started in 2020 CAP meeting	Discussion to be continued in June 2020 meeting
5. CN Safety procedures to be added to next year's agenda	Facilitator to clarify specifics CAP members are looking for on the topic	June 2020 CAP meeting	Not started



## Community Advisory Panel (CAP)

Feb 18, 2020 Briefing Notes

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

#### ➤ Safety:

- There have been no employee lost time injuries since the last CAP meeting.
- The plant did unfortunately have a contractor lost time injury on Dec 16, 2019.
  - A pipefitter was injured when the pipe wrench he was using to tightening a pipe slipped causing the worker to “punch” the open end of an adjacent pipe causing a small cut to the index finger of his right hand that required 3 stitches. The worker had the appropriate leather gloves on at the time of his injury. He reported back to work the next day but was on restricted duties for one week.
  - At the time of this injury the plant had gone 614 days without a contractor lost time injury.

#### ➤ Environmental:

- There have been no environmental incidents since the last CAP meeting.
- We had a routine visit from the Minister of Environment to review our effluent permit. We are still collecting and submitting the requested documents to the Environmental Protection Technician who performed the audit. We are not anticipating any issues to arise from the inspection.

#### ➤ Security:

- There have been no Security incidents since the last CAP meeting.

#### ➤ Transportation:

- There have been no Transportation incidents since the last CAP meeting.

#### ➤ Plant Operations:

- The derailment near Guernsey Saskatchewan resulted in rail movement challenges as speeds have been reduced on trains carrying dangerous goods. Further

restrictions were placed on TIH (Toxic Inhalation Hazard) products like Chlorine as CN required permits for all TIH rail cars prior to shipping.

- CN has now lifted the embargo on TIH (Toxic Inhalation Hazard) cars and they can be shipped per normal procedure but speed restrictions remain in place while talks with the Federal Government continue.
- The plant is currently operating at ~92% capacity. The rotating protests have impacted rail car supply to the plant but we have been able to manage with the current car supply.



## **ERCO Worldwide Update** - (since last CAP meeting on November 19, 2019)

### **Operations**

- ERCO NV plant has run well and at capacity since our last CAP meeting. There were three scheduled shutdowns in November – January period. Nov 28<sup>th</sup> : Line 7 reactor gasket replacement & cell acidwash; January 8<sup>th</sup> : Line 8 maintenance & acidwash; and January 29<sup>th</sup>: replacement of 3 cell modules and acidwash of Line 7. In February, the plant has run well without any shutdowns.
- Starting on January 1<sup>st</sup>, ERCO NV is participating in a BC Hydro pilot program: Incremental Energy Rate (IER), in which ERCO can buy market energy for requirements above the 2019 baseline.
- Currently planning a 3-day shutdown beginning on April 20<sup>th</sup>: BC Hydro requires to shut down supply power to ERCO & Chemtrade during this period to perform maintenance activities on Walters substation. Both companies are planning shutdowns around this power outage.

### **Safety/Environmental**

- ERCO employees and contractors continue to work safely. On February 18<sup>th</sup>, NV employees have worked 1372 days since last Recordable safety incident (May 17/16) & 3331 days since our last Lost Time Accident (Jan. 05/11).
- Week of Jan 20<sup>th</sup>: process safety review of site Brine Plant & Environmental Vent Scrubber was performed by team of engineers/maintenance/operators.
- It has been 2470 days since last Reportable Environmental incident (May 15/13).

### **Miscellaneous**

- In early February, Superior Plus Corporation announced that it is withdrawing its notice of sale of its Specialty Chemicals business (ERCO Worldwide). Business of Superior Plus & ERCO Worldwide will proceed as normal.
- Two situations have high risk of disrupting ERCO NV operations:

1. **Speed limitations of freight trains & Railway blockades** - Slow down & stoppage of raw materials required to operate plant, and inability to supply rail products to customers. Potential of ERCO NV shutdown, & inability to provide needed products to pulp mill customers.
2. **Corona virus:** Due to shutdown of Chinese businesses, ships are being delayed to North America ports. We rely on these ships to return our product to Asian customers. This could cause issues in supplying Asian customers.

Tom Miller

February 18, 2020

**Univar report February 18, 2020**

- Robin Lee reported that there have been 1405 days since the last safety recordable and 3333 days since the last DAWC.
- Since the last CAP meeting, an incident occurred where what appeared to be a diesel spill was noticed at the entrance of our site gate. Neighbours were concerned and DNV investigated along with Univar. Evidence of something was also seen at the ethanol truck loading area. All trucks were investigated with the trucking companies but no issues were found. However approximately a week following, another puddle was seen coming from a parked vehicle in front of our site. This was reported to DNV.
- Some fall protection net damage occurred when the nets did not fully retract upon the ramp being raised from the railcar and railcars hit the nets in the deployed position. As a result, repairs were necessary.
- One slip trip incident occurred (no first aid required) during the snowfall event in January.
- The new sump water management piping is in place and has helped manage the water, especially during the high rainfall days in recent months. Univar is adding some additional rail offloading infrastructure to accommodate CN service level changes, and additional glycol volume throughput.
- The recent track outages and rail blockades have caused major issues with supply chain of all products.
- The Transport Canada Security Audit went well with no recommendations other than some additional signage required.
- Fire inspector visit from DNV with one emergency light missed and one tag incorrectly marked. Both issues were rectified within a few days.



## Current status / Schedule

- We are hiring (again), Looking for another used oil collection truck driver (class 1 or 3) and a process operator
- Facility is currently operating at capacity
- Reminder that our facility operates 24/7/365

## Health, Safety and Environment

- Our facility continues to operate lost time injury free
- No first aid incidents to report since last meeting (3 months)
- Fire safety inspection conducted by Lt. Kim Saulnier on 1/29/20. Several deficiencies were noted and reported as requiring corrective action:
  - Several emergency lighting batteries found to be not in operating condition (all replaced)
  - One Exit sign not illuminated (bulb replaced)
  - Spare fire extinguishers not secured on shelving (chain installed)
  - Service all hydrants and provided documentation (complete and provided)
  - Change all forklift extinguishers to '2A-30B:C' type extinguishers (completed)
  - All laboratory fume hoods must be tested and tagged annually (scheduled for Feb 20)
- Annual emission testing for Metro Vancouver permit GVA-0254
  - Conducted December 18, 2019 – failed at 28 mg/m<sup>3</sup> (limit 10) for TVOC (Total Volatile Organic Compounds). Determined that low firing rate contributed to incomplete combustion. Reported to Metro December 19
  - Re-tested January 21, 2020 with Metro staff on-site – TVOC passed at 1.7 mg/m<sup>3</sup>. Results submitted to Metro
  - Root Cause – increased air flow after the installation of new blowers caused higher air flow and lower flame temperature in the burner
  - Solution – Heater manufacturer re-adjusted firing rate and oxygen content profile of burner

## 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.