

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

**Meeting 6:00 pm to 8:00 pm  
Tuesday, June 15, 2021**

**Attendance**

Rob Schultz, Chemtrade Logistics  
  
Brian Scott, ERCO Worldwide  
Robin Lee, Univar Solutions  
  
Raman Mangat, Univar Solutions  
Martin Mankowski, Terrapure  
Environmental  
Emily Dicken, NSEM  
Jocelyn Hewson, NSEM  
Arielle Dalley, DNV  
John Miller, Lower Capilano Residents  
Association  
Val Hammerberg, Maplewood Area  
Community Association (MACC)  
Stuart Porter-Hogan, Maplewood Area  
Community Association (MACC)  
Sharon Porter, Resident  
Babs Perowne, NV Can  
Lianne Payne, Wild Bird Trust  
Paul Killeen, Blueridge Community  
Association  
Stuart Meyer, Miles Industries  
Michelle Wong, Metro Vancouver  
Brian, Luk, Metro Vancouver  
Steve Billington, Metro Vancouver  
Mediha Hodzic, Metro Vancouver  
Ian Manning, Metro Vancouver

**Regrets**

Steve Spence, Terrapure  
Environmental  
Bruce Crowe, Inter-River Association  
Andrew Van Eden, Tsleil-Waututh  
Nation  
Dave Mair, Resident  
Lisa Richardson, Resident  
  
Cathy Brydon, Resident

## **1. Welcome and Introductions**

Members introduced themselves and shared something they are looking forward to this summer. Lianne Payne from Wild Bird Trust shared information on the exhibition of Chief Dan George that they are hosting until August 29<sup>th</sup>:

<https://wildbirdtrust.org/programs/exhibits/>

## **2. Review of April CAP meeting minutes**

Members reviewed the April CAP meeting minutes. No additions 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 April meeting minutes and send to DNV to post on their CAP information webpage.

## **3. Metro Vancouver Presentation on Cleveland Dam Safety Enhancements**

The presentation was delivered by Michelle Wong, Community Engagement Coordinator for Water Services and Project Engagement Lead, and Brian Luk, Project Manager. Steve Billington, the program's Community Liaison, was present as a panelist to answer members' questions.

To improve public safety, protect the environment and maintain safe recreation in Capilano River Regional Park, Metro Vancouver is enhancing the public warning system for the Cleveland Dam. Michelle explained that Metro Vancouver hopes to use this plan as a template for other dam safety enhancements over the next year. They are committed to ensuring the spill that occurred in October 2020 doesn't happen again.

Metro Vancouver has a specific rationale and selection criteria for the locations of the public alarms they have set up in the area. They are currently seeking feedback on the audibility through monthly testing. The test involves an audible message with a verbal instruction before the alarm tone. In a real emergency, only the tone would be heard.

There will be two phases of public engagement. Currently they are in phase one, seeking community input on the Interim Public Warning System. Their questions are: Do people feel safer with the alarms there? Have they heard the alarm? Are the next steps clear?

The second phase of engagement focuses on the Long-term Public Warning System and seeks input on five program topics:

1. Park and river user experience
2. Public safety information signs
3. Public alarm system
4. SMS texting system
5. Ongoing communication and education

The public can currently choose which aspects they provide input on as all the program topics may not apply to them.

Further improvements will be based on analysis and community input and are planned to be implemented by late 2022. This will incorporate best practices under the Canadian Dam Association guidelines, optimization of location and speaker configuration and automated alarm triggers. This will be informed by additional technical analysis, feedback on interim measures and community input on potential new measures.

An SMS texting system has been set up for community members to receive text alerts during alarm testing and in the case of a dam-related emergency. People can sign up via the Metro Vancouver website or using the QR code on permanent park signs or the QR code on temporary construction signs during the alarm installation.

The selection criteria and rationale for the public alarm locations include:

- Frequency of public use and public risk
- Topography
- Audibility at points of risk
- Constructability
- Maintenance
- Electrical power
- Radio communication
- Right-of-way
- Minimize nuisance noise

Once the Cleveland Dam engagement and warning system refinements have been completed, the lessons learned will be incorporated and an engagement process will start for the Seymour Falls Dam.

Further details can be found in the attached presentation.

The public comment period for phase one will continue until July 29, 2021. The questionnaire can be completed here:  
<https://forms.metrovancouver.org/water/Pages/Cleveland-Dam-Safety-Enhancements-Program.aspx>

Questions can be directed to Steve Billington at [steve.billington@metrovancover.org](mailto:steve.billington@metrovancover.org) or 604-432-6200.

**CAP Members' questions:**

**-How long would the alarm go off in an actual emergency? Have you done live testing with the siren and strobe off? How far would you expect the sound to carry?**

The test is less than 5 minutes but in an actual emergency, it would continue for an hour, turning on and off and reactivating. The plan for the next few months is to obtain power and property for the alarm system set up. There has been testing at the other 5 sites in the last few weeks. The closest are at Marine Drive, Killarney Park and the Trans Canada Highway.

The goal is to provide directional coverage and only intended to alert people near the river itself. It's meant to get people out of the river basin and onto the banks. Mitigation measures are in place now.

**-Could you explain how the text notification system works?**

People who sign up would be advised of any test or emergency via the cell number used to sign up. They will receive these notifications regardless of their location. For instance, people who don't live in the area but go kayaking or fishing there may have an interest in receiving these notifications.

The SMS system is a supplementary tool to the alarms, which are the main safety system.

**-Is it best practice not to use voice messaging during an emergency? How will people know what the alarm means?**

The range of a verbal message is not as far as just using audio sound. The educational component of the current initiative hopes to achieve signage in the area to help with clarity around the meaning of the alarms. More frequent testing will also help to educate people.

**-What is the dBA level from the alarms because there is a lot of noise from the river?  
Are there blind spots?**

The alarms are 110 decibels at the source and the level decreases as you move away. The design goal is to ensure that the alarms are a certain decibel over the ambient noise.

This is an interim system. We will analyze the river users and which areas they use most to implement greater coverage.

**-Are the signs in different languages?**

The signs are currently only in English. The icons are the main piece of communication on the signs as studies have shown that language is not the best way to communicate this. These icons are being used across the country.

**-Wouldn't it be important to have the voice message that accompanies the test alarm in different languages to make sure people can understand its meaning?**

This is an important point to consider and will be taken back to the planning team for further consideration.

**-How would a level of 110 decibels compare to a rock concert?**

It's about the same but a different experience. The nearest testing is at Fullerton, about 1 km away. If you are indoors, you could miss it. But the intention is that you can't miss it if you are in the river basin itself.

**-Has anyone considered the brand-new townhouses on the river at Fullerton in the planning?**

Metro Vancouver had a workshop last week with the strata members and will be continuing a dialogue with the developer. Most people realize testing is brief and only monthly and gain peace of mind knowing that there is a system in place for protection.

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

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

Rob Schultz reported that there have been no Safety, Environmental, Security or Transportation incidents since the last CAP meeting.

The plant is continuing to follow the COVID-19 provincial health guidelines and has no positive cases to report since the last update. Plans are being put in place to bring office workers back to the plant in line with the phased opening of the province. The aim is to bring part-time workers back over the month of June and full-time workers over July.

There has been a dramatic increase in the demand for Chloralkali products in the past two months due to the increase of oil and gas activity and the impact of the winter storms in Texas on the U.S. capacity for Chloralkali products. This has increased the plant's operating plan from approximately 75% to 85% for the 2021 year.

The plant is currently operating at full capacity and anticipates full production rates into October 2021. The plant is unable to supply all of the demand that currently exists.

Preparation has begun for the plant maintenance turnaround currently scheduled for the end of April 2022 and expected to last 2.5 weeks.

#### **b) ERCO Worldwide**

Brian Scott reported that although the ERCO Worldwide North Vancouver plant has run well since the last CAP meeting, high BC Hydro power rates forced the plant to cut the plant load for several days in May. On June 2, the plant took a 1-day shutdown for L-8 cell acid wash and maintenance. A 5-day outage is planned for October 4 to perform large scale maintenance.

On June 15, ERCO North Vancouver employees have worked 340 days since the last Recordable safety incident (July 7/20) & 3811 days since the last Lost Time Accident (Jan. 05/11).

ERCO is continuing to ensure all employees, contractors and visitors follow COVID safeguards. Nobody has been working from home as they are all considered essential employees. There has been no employee COVID case since the single Maintenance employee case reported in December 2020.

The last Reportable Environmental incident occurred on May 21, 2021. This was a freon release of 14 kg from AC/Heat Unit on top of the Line 8 Control Room. BC MOE reportable limit for Freon R-22 is 10 kg. The root cause is thought to be a leaking gasket.

PPWC Local 5 Union collective agreement bargaining is scheduled to start in October as the current contract ends November 30, 2021.

In response to a CAP member's question around expectations for the bargaining process, Brian said that the last negotiations at the 3-year mark had taken place with the same people at the negotiating table. He anticipates the usual topics of negotiation this time around.

### **c) Univar Solutions**

Robin Lee reported that there have been 38 days since the last personal safety recordable and 3824 days since the last DAWC (as of end of day June 14).

On May 7, there was a personal safety medical treatment case with one of the tradespeople on site. A pipefitter was performing housekeeping tasks in a storage shed and moving a pump impeller. He was momentarily distracted by a noise in the yard, and the impeller slipped slightly causing his pinkie finger to become pinched. Although he was wearing the appropriate gloves that were not punctured, his finger was pinched in such a way that stitches were ultimately required. Initially it was thought to be a "first aid" case, and only escalated to medical treatment when it was clear the bleeding was not stopping as quickly as it should have. The reason for housekeeping was to make parts more easily and safely accessible. Preventative measures included some additional ergonomics training and continued work on housekeeping to prevent other more serious incidents from happening in the future.

There was also a TDG reportable incident concerning a caustic railcar. On May 18, caustic was found weeping from the bottom flange creating a very slow drip. The caustic that had dripped under the car was neutralized and area under the car pH tested to ensure no caustic remained. The bottom of the car was then rinsed off into containment. The bottom plug (attached to a bottom plate – the car has no bottom valving) was found not to have been too tight. The root cause is connected to a repair shop in the U.S. that had returned the car back to Univar in early April. It is unclear how this could have happened given the accompanying documentation indicating the car had been fully pressure tested. Univar's regulatory company that helps manage railcar inspection & repair is currently continuing to investigate. No cars will be sent to this facility in the future, and the car is being fully requalified for a second time with Univar's onsite railcar mechanics to ensure it is in compliance.

No other personal safety or environmental reportables have occurred since the last CAP meeting.

The site is running at typical throughput volumes. Projects and major repair and maintenance activities are on track.

COVID-19 challenges continue with meetings and tool box talks being held outside and/or via computer. Site visitors continue to be extremely limited. Globally Univar expects offices to return to only 70% capacity given the opportunities this last year has provided to provide flexibility to people working remotely. This is a major corporate shift.

A CAP member asked if the remaining 30% were working at home or if it was a rotating situation. Robin responded that it is role specific. The site has very few people who could do their job effectively from home. The jobs are divided into three categories: those that need to be at the site, those who are more effective at the site, those who may be able to not be at the site and still do their job effectively. She also mentioned that regardless, the connection with co-workers is difficult remotely.

A CAP member asked if there had been a review of security to prevent hackers during this period of COVID when people have been working from home. Robin responded that the IT department had security protocols in place before COVID started and that Univar staff receive online training on security. There are graduated levels of increased training and discipline if a Univar employee breaches security protocols.

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

Steve Spence reported that the refinery is running at 100% capacity. The facility's semi-annual shutdown was completed from May 30 to June 9.

The facility has continued to operate lost time injury free since the last CAP report, and has no positive cases of COVID-19 to report for staff, visitors or contractors. Terrapure continues to follow all Provincial and Federal COVID-19 guidelines on worker and public safety.

Two minor incidents occurred since the last CAP meeting:

- On May 28, a yard operator strained his back while using a pipe wrench to open the hatch on a railcar. The operator was placed on restricted duties for 2 weeks, but has now returned to work with no issues. Management is investigating the purchase of air-impact wrenches for this type of work.
- On June 4, there was a spill of automatic transmission fluid in the warehouse. A small quantity of ATF spilled out of an IBC tote when the tote dropped off the forks of a reach lift. The tote was ¼ full and the sloshing oil caused the tote to shift and slip off the forks. No injuries were sustained. As the spill occurred



in the warehouse, it was contained internally. Management is looking into tote 'clips' to attach totes to the reach lift for certain activities.

On May 18, a scheduled Transport Canada Inspection was completed. After a documentation review and site tour, the following item was identified as non-compliant:

2 vapour recovery hoses were found to be not properly tagged. Both hoses were immediately taken out of service and sent for testing and certification.

The following items were identified for correction:

- Placard stickers on drums of waste were too small, they must be 100mm on each side of the diamond. Proper stickers were ordered and applied within 3 days of notification.
- Rail track derailleurs were not being locked closed while loading/unloading activities were being conducted on-site. Terrapure immediately modified the procedure and instructed yard staff to lock closed the derailleurs each morning and unlock them at the end of each shift.

In response to the question on what a track derailer is used for, it was clarified this is a safety device in front of the loading station that prevents runaway line/hook up to a car already being worked on. It is at the entrance of the tracks to prevent cars being moved without authority.

## **5. NSEM Update**

Emily Dicken reported that NSEM is excited to welcome John Hawkes who has started in the role of Manager, Planning & Resilience. NSEM has received approval to hire a Manager of Community Partnerships and Recovery. This will provide capacity to look at recovery frameworks across the North Shore and to look at a community-based recovery system.

The launch of Alertable has been a success. NSEM has been working with Metro Vancouver, supporting them with their notifications, which has also helped NSEM staff become familiar with this process. They have seen a big jump in uptake from Alert Ready to Alertable.

NSEM has been preparing the disaster supply cache system, which can provide critical equipment and supplies in the case of an emergency. They are preparing to do an exercise around this as part of a provincial exercise.

New areas for NSEM are supporting municipalities with active threat planning and cyber attack planning. They are going to making more investments into digital strategy tools.

Robin Lee asked if NSEM could provide something to share at safety meetings and if a note about this could be included on the DNV website. Jocelyn will forward the CAP facilitator the graphic about Alertable so members can easily share this information with others.

Stuart Meyer from Miles Industries mentioned that he had sent the information about Alertable in a Health and Safety notice to his staff and was impressed that two-thirds had signed up.

As Alertable is connected with Drive BC and Environment Canada warnings, it would be important to include a note that people can set their own preferences for the app and turn off the transportation and weather advisory if they don't want to receive these.

## **6. Update on Recently Submitted Development Applications**

Arielle Dalley from DNV reported that there are no recently submitted development applications.

## **7. CAP 2020-2021 Evaluation**

This year has been an unusual one due to COVID and we have CAP adapted as best we could under the circumstances.

CAP members were asked to give feedback on the presentations that were delivered this year, as well as ideas for presentations they would be interested in having in the future via an online evaluation. The facilitator will also send the link to those not able to attend today's meeting, so they also have an opportunity to give their feedback. As not everyone was able to fill out the survey online, the facilitator will create a Word version as an alternative to send out to members.

In the post-survey discussion, a CAP member asked if it might be possible to record only the presentation component of CAP meetings and send out a link so people unable to attend could view the presentation for a limited time period.

Stuart Meyer from Miles Industries raised the idea of a physical drop off notice at companies in the Maplewood area as it would be good for these companies to have representatives present. This was an idea raised previously but put on hold during COVID. We will relook at this idea as we go forward.

There was also a suggestion not to fully abandon Zoom as a meeting platform as it is easier for presenters from other areas to join the group. It is also easier to attend meetings in bad weather.

The suggestion was to go forward with a hybrid model where in-person meetings could be held and people could also join virtually. We would need to have audio infrastructure at the meeting location to support this.

The meeting ended at 8pm. We will need to see what the COVID situation is in September and then can make a decision about the structure of the next meeting in September 2021.



## **Community Advisory Panel (CAP)**

### **June 15, 2021 Briefing Notes**

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

➤ **Safety:**

- There has been no new Recordable Injuries since the last CAP meeting.

➤ **Environmental:**

- There has been no new environmental incidents since the last CAP meeting.

➤ **Covid-19 Planning**

- We are continuing to follow the provincial health guidelines and have had not positive cases to report since my last update.
- We are putting plans in place to begin slowly moving office workers back into the plant to follow the phased opening of the province. We have a target of the end of July to have all employees returning to work.
  - Any return to work plan will strictly follow all Provincial Health guidelines.

➤ **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 demand for Chloralkali products has dramatically increased in the past two months.
  - There are a number of reasons for this increase in demand so quickly.
    - Oil and Gas activity is increasing.
    - The winter storms in Texas impacted about 80% of the US capacity for Chloralkali products. This area remains at reduced capacity as a result.

- Our operating plan has increased from ~75% to ~85% for the 2021 year as a result of this increased demand. We continue to see strong demand for our products and may still see operating rates be pushed above 85% for the year.
- The plant is currently operating at full capacity and we anticipate to be at full production rates into October of this year.
- We have begun preparing for the 2022 plant maintenance turnaround currently scheduled for the end of April 2022.

# ERCO Worldwide

**ERCO Worldwide Update** (since last CAP meeting on April 20, 2021)

## Operations

- ERCO NV plant has run well since we met in April - however high BC Hydro power rates have forced the plant to trim plant load for several days in May.
- The site has taken 1-day shutdown for L-8 cell acid wash and maintenance June 2.
- Currently planning a multi-day plant outage Oct 4, to perform large scale maintenance activities.

## Safety

- ERCO employees and contractors continue to work safely. On Jun 15<sup>th</sup>, NV employees have worked 340 days since last Recordable safety incident (July 7/20) & 3811 days since our last Lost Time Accident (Jan. 05/11).
- ERCO NV continues to ensure COVID safeguards are being followed by all employees, contractors, and visitors. ERCO has not had a COVID case with an employee since the single Maintenance employee case reported in December 2020.

## Environmental

- It has been 25 days since last Reportable Environmental incident (May 21/21). The Environmental incident was a freon release of 14 kg from AC/Heat Unit on top of the Line 8 Control Room. BC MOE reportable limit for Freon R-22 is 10 kg. A leaking gasket is suspected to be the root cause.

## Miscellaneous

- PPWC Local 5 Union collective agreement bargaining to start in October as the current contract ends November 30, 2021.

Name: Brian Scott, P.Eng.  
Title: Plant Manager, North Vancouver



## **Univar Solutions report – June 15, 2021**

Robin Lee reported that there have been 38 days since the last personal safety recordable, and 3824 days since the last DAWC (as of end of day June 14<sup>th</sup>).

Unfortunately, there was a personal safety medical treatment case May 7<sup>th</sup> with one of the tradespeople on site. A pipefitter was performing housekeeping tasks in a storage shed and moving a pump impeller. He was momentarily distracted by a noise in the yard, and the impeller slipped slightly causing his pinkie finger to become pinched. He was wearing the appropriate gloves (that were not punctured), but his finger was pinched in such a way that stitches were ultimately required. Initially it was thought to be a “first aid” case, and only escalated to medical treatment when it was clear the bleeding was not stopping as quickly as it should have. The reason for housekeeping was to make parts more easily and safely accessible. Preventative measures included some additional ergonomics training and continued work on housekeeping to prevent other more serious incidents from happening in the future.

In addition, there was a TDG reportable incident concerning a caustic railcar. On May 18<sup>th</sup>, caustic was found weeping from the bottom flange creating a very slow drip. The caustic that had dripped under the car was neutralized and area under the car pH tested to ensure no caustic remained. Bottom of the car was then rinsed off into containment. The bottom plug (attached to a bottom plate – the car has no bottom valving) was found not to have been tool tight. The root cause is connected to a repair shop in the U.S. that had returned the car back to Univar in early April. It is unclear how this could have happened given the accompanying documentation indicating the car had been fully pressure tested. Univar’s regulatory company that helps manage railcar inspection & repair is currently continuing to investigate. No cars will be sent to this facility in the future, and the car is

being fully requalified for a second time with our onsite railcar mechanics to ensure it is in compliance.

No other personal safety or environmental reportables have occurred since the last CAP meeting.

Site is running at typical throughput volumes. Projects and major repair and maintenance activities are on track.

COVID-19 challenges continue with meetings and tool box talks being held outside and/or via computer. Visitors to the site continue to be extremely limited. Globally Univar expects offices to return to only 70% capacity given the opportunities this last year has provided to provide flexibility to people working remotely.

**Robin Lee (she/her/hers)**

**Terminal Manager**

Univar Solutions

**P:** 604-904-3002

**M:** 604-209-8584

**F:** 604-688-2679



## Current status / Schedule

- Refinery running at 100% capacity
- Semi-annual shutdown completed May 30 – June 9

## Health, Safety and Environment

- Facility continues to operate within permitted approvals
- Facility has operated lost time injury free since the last CAP report
- No positive cases of COVID-19 to report for facility staff, visitors or contractors. Terrapure continues to operate following all Provincial and Federal COVID-19 guidelines regarding worker and public safety.
- 2 minor incidents and 1 regulatory inspection to report over the period:
  - May 18 – scheduled Transport Canada Inspection completed. A documentation review and site tour was conducted, the following item was identified as non-compliant:
    - 2 vapour recovery hoses were found to be not properly tagged. Both hoses were immediately taken out of service and sent for testing and certification.

The following items were identified for correction:

- Placard stickers on drums of waste were not the correct size, they must be 100mm on each side of the diamond. Proper stickers were ordered and applied within 3 days of notification.
- Rail track derailleurs were not being locked closed while loading/unloading activities were being conducted on-site. We immediately modified the procedure and instructed our yard staff to lock closed the derailleurs each morning and unlock them at the end of each shift.
- May 28 – Yard operator strained back while using pipe wrench to open the hatch on a railcar. Operator placed on restricted duties for 2 weeks. Management is investigating the purchase of air-impact wrenches for this type of work.
- June 4 – Spill of automatic transmission fluid in the warehouse. A small quantity of ATF spilled out of an IBC tote when the tote dropped off the forks of a reach lift. The tote was ¼ full and the sloshing oil caused the tote to shift and slip off the forks. No injuries were sustained. Management looking into tote ‘clips’ to attach totes to the reach lift for certain activities.

## Training and Audits

- No Audit activity for this period
- Training focused on courses, WHMIS, TDG (transport of dangerous goods), First Aid, Confined Space Awareness and H2S Alive.