

**Chemtrade Logistics-ERCO Worldwide-Univar Canada-Terrapure Environmental
North Shore Community Advisory Panel (CAP)
MEETING SUMMARY NOTES
NSEM, 147 E. 14th Street, North Vancouver
5:30 pm Dinner/Meeting 6:00 pm to 8:00 pm
Tuesday, November 21, 2017**

Attendance

Robin Lee, Univar
Steve Spence, Terrapure Environmental
Fiona Dercole, NSEM
Merrick Grieder, NSEM
Karen Rendek, DNV
Duncan Webb, Port of Vancouver
Anastasia Ovodova , Port of Vancouver
Kevin Bell, Wild Bird Trust
John Miller, Lower Capilano Residents
Association
Alex McNeil, Blueridge Community Assoc.
Tracey Godin, Miles Industries
Calvin Tran, Miles Industries
Dave Mair, Resident
Val Hammerberg, Maplewood Area
Community Association (MACC)
Stuart Porter-Hogan, Maplewood Area
Community Association (MACC)
Sharon Porter, Resident
Helena Begg, Univar
Ken Sasaki, Levitt Safety
Babs Perowne, NV Can

Regrets

Rick Denton, Chemtrade Logistics
Rob Schultz, Chemtrade Logistics
Tony Gutenberg, Chemtrade Logistics
Tom Miller, ERCO Worldwide
Mike Andrews, NSEM
Carleen Thomas, Wild Bird Trust
Dorit Mason, Resident
Lisa Richardson, Resident
Cathy Brydon, Resident

1. Introductions

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

Chemtrade Logistics sent regrets for not having a representative available for tonight's meeting due to operational constraints. ERCO Worldwide sent regrets for not having a representative available for tonight's meeting due to a plant wide shutdown involving all staff.

2. CAP Outreach

Members reviewed the revised CAP one pager the facilitator had compiled (see attached).

Suggestions for further edits included the wording around the Maplewood community and the Rapid Notify Network description.

There was discussion around the incident at Chemtrade October 2nd. Community members said they did not know what was happening but heard a prolonged alarm and some smelled chlorine so had tried to reach the companies and NSEM with no response, so had then called 911 and stayed inside.

Fiona Dercole from NSEM noted that the audible alarms by industry in the case of an emergency without notification to community members presented a challenge, as community members become concerned even though there may be no cause for concern. In addition, the sounds of the alarm are different for different companies. A member suggested they be made consistent in terms of tone and meaning.

It was noted that Chemtrade uses Rapid Notify because there is a need to inform the public of a chemical spill that could cause a health hazard, whereas alarms originating from the Terrapure facility generally do not indicate there is a danger or threat to the community.

Fiona noted that there had been a small puff release of chlorine at Chemtrade on October 2nd, but they did not sound their siren because it was well below levels that trigger a safety notification. Chemtrade made a courtesy call to ERCO, their closest downwind neighbour. ERCO sounded their alarm, but this doesn't trigger a 911 call like Chemtrade's siren would, and so the authorities were not alerted until residents phoned 911.

Chemtrade, CNV Fire and DNV Fire are planning a training exercise to practice response protocols. Chemtrade now has a DNV Fire radio so the two agencies can communicate while en route.

Fiona suggested that perhaps a protocol for public notification could be developed for prolonged audible alarms. A CAP member added that the length of time of the alarm is important, as if it goes on too long, it creates panic. For companies in general, the public doesn't trust they will get a message if they need to take action.

Robin Lee from Univar mentioned that it is hard to get the same sound for all of the companies, it's about making sure when the alarms go off, we know what they are.

Steve Spence from Terrapure suggested perhaps a notification could be sent out when testing the horn.

Fiona Dercole suggested that perhaps Rapid Notify could be used for these practices as well.

3. Agenda Brainstorming for the Year

Members were given the following list of suggested agenda topics to choose from:

- G3 (Grain Terminal development)
- Seaspan – shipyard development and barge safety
- Trucking Association
- Fisheries BC (BC Fisheries, DFO)
- Port – air quality; shipping and whale program
- Air quality related to ships (Metro Vancouver)
- Update from CN

A dotmocracy produced the following results:

- 1) Air quality related to ships (Metro Vancouver) – 12
- 2) G3 (Grain Terminal development) – 11
- 3) Fisheries BC (BC Fisheries, DFO) – 1
- 4) Seaspan – shipyard development and barge safety – 4
- 5) Port – air quality; shipping and whale program – 2
- 6) Trucking Association, Update from CN – 1 each

Speakers on the top two choices will be organized for upcoming CAP meetings.

4. NSEM Presentation

CAP was updated on staffing changes at NSEM. Fiona Dercole is the new Director and Mike Andrews is now Deputy Director. Anastasia Ovodova has left NSEM to work at the Port of Vancouver. Her position is in the process of being filled.

The training NSEM has delivered includes the Shoreline Cleanup Assessment Training at the Wild Bird Trust with environment staff from the three municipalities as well as training for the department operation centre, with a focus on engineering departments.

NSEM is participating in a Chemtrade training exercise next week with the Fire Department of both the District and the City of North Vancouver.

Merrick Grieder from NSEM gave CAP members an introduction to the EOC room, which serves as a public call centre to get information during an emergency and includes a radio room.

Member questions included:

-How do we get home in an emergency? Fiona Dercole mentioned that traffic is a challenge during a normal day and during an emergency it would be much more difficult. Transportation system upgrades and improvements will assist in day to day operations as well as emergency response. Municipal transportation planning/engineering staff are planning for evacuation on a neighbourhood scale. She recommends people keep a disaster preparation kit in their car in case of getting stuck there during an emergency, which should include sturdy shoes and warm clothes. Disaster Response Routes are multimodal, including road, marine hub and heliport. Disaster Response Routes are for emergency responders and critical supplies, not general public. DRRs may be used in a controlled manner for evacuation under the direction of the authorities.

-Is there an emergency generator in case of an emergency? It was confirmed that there is a back-up power supply and that it will last for 10 days.

-Do people working in the EOC live nearby? It was confirmed that the majority of people working in the EOC are North Shore residents.

-How does NSEM use volunteers? There are about 150 volunteers in a variety of roles.

5. Reports from the Companies:

a) Chemtrade

No report provided as a Chemtrade representative was unable to attend the meeting.

b) ERCO Worldwide

No report provided as an ERCO representative was unable to attend the meeting.

c) Univar

Robin Lee reported that it had been 586 days since the last reportable safety incident at Univar. There was a near miss when a hammer head unexpectedly released during use (railcar loading). The operator felt a twinge to his elbow when the head released, but there was no further issue. Upon inspection, the head had been loose (wood had shrunken over time). The corrective action was to discard all wooden hammers with attached heads in favour of molded hammers with head part of overall body to ensure this type of incident does not reoccur

Univar held a simulation of full ethanol car releasing from track 9. This involved an actual release (of water) with full operator involvement. The surface area affected was measured in order to confirm worst case scenario and off site impact. Once calculated, the site will be providing communication to immediate neighbours to inform them of the potential impact. The scenario is not realistic, however, since it does not take into account any site measures to mitigate impact such as operator intervention or deluge/foam systems – which would greatly reduce any vapours generated.

MEGlobal / Dow completed an onsite terminal audit in November and an internal Univar EHS audit is scheduled for December.

d) Terrapure Environmental

Steve Spence reported that the Terrapure facility continues to operate injury free. On October 31st, the plant completed its annual 10-day maintenance shutdown without incident or injury. AMGas vent scrubbing services were successfully deployed during the shutdown to clean vent-gas during vessel opening and tank cleaning operations.

The facility was subject to a Ministry of Environment inspection on October 25th, where no new deficiencies were reported. A previous non-compliance for pH of treated effluent water was highlighted and discussed. Ministry staff advised of the procedure to apply for approval of alternate effluent standards to address the pH issue, which Terrapure will pursue.

Terrapure also had a Worksafe BC inspection on November 2nd, which found several minor deficiencies requiring action; for example, chain sling inspection out of date by 1 year, broken rear-view mirror and torn seat cushion on a forklift and a broken regulator gauge cover. All deficiencies have been corrected at this time.

6. Maplewood Planning Process

The Maplewood Village Centre and Innovation District Implementation Plan & Design Guidelines was approved by Council on November 6, 2017. At that meeting Council instructed staff to prepare the consequential amendments to the Official Community Plan following approval of the plan. The OCP amending bylaw received First Reading on November 20, 2017 and the Public Hearing will take place early in the New Year. Staff are looking into the possibility of having the wrap up meeting at Maplewood Farm and will confirm whether or not the venue is available on that date.

7. Meeting Evaluation and Close

A meeting evaluation indicated members were happy with the meeting. The meeting ended at 8:10pm.

The next CAP meeting is scheduled for February, details to be confirmed.



Univar Canada update – November 2017

Safety

- 586 days since last reportable
- Near miss when a hammer head unexpectedly released during use (railcar loading)
 - Operator felt a twinge to his elbow when the head released, but no further issue
 - Upon inspection, the head had been loose (wood had shrunken over time)
 - Corrective action was to discard all wooden hammers with attached heads in favour of molded hammers with head part of overall body – will ensure this type of incident does not reoccur

Environmental

- Exercise that simulated a full ethanol car releasing from track 9
 - Actual release (of water) with full operator involvement
 - Surface area affected measured in order to confirm worst case scenario and off site impact
 - Once calculated, site will be providing communication to immediate neighbours to inform them of the potential impact
 - The scenario is not realistic however since it does not take into account any site measures to mitigate impact such as operator intervention or deluge/foam systems – which would greatly reduce any vapours generated

Terminal General

- Operating fine – steady volumes
- MEGlobal / Dow completed on site terminal audit in November
- Internal Univar EHS audit scheduled for December

Current status

Facility is currently operating at full capacity

Health, Safety and Environment

Our facility continues to operate injury free

On October 31, we completed our annual 10-day maintenance shutdown: Work completed on-time without incident or injury

Up to 20 additional contractors on-site during shutdown

Successfully deployed AMGas vent scrubbing services during the shutdown to clean vent-gas during vessel opening and tank cleaning operations

Training and Audits

Facility subject to a Ministry of Environment inspection October 25. Two Ministry members toured our facility and conducted an official regulatory inspection. No new deficiencies were reported during the inspection. A previous non-compliance for pH of treated effluent water was highlighted and discussed. Ministry staff advised of the procedure to apply for approval of alternate effluent standards to address the pH issue (which we will pursue)

Facility subject to a Worksafe BC inspection November 2. Two Worksafe BC auditors toured our facility and reported several deficiencies requiring action. The deficiencies were all minor in nature, for example; chain sling inspection out of date by 1 year, broken rear-view mirror and torn seat cushion on a forklift and a broken regulator gauge cover. All deficiencies have been corrected at this time.