

**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, April 12, 2022**

Attendance

Owen Horn, Chemtrade Logistics
Robin Lee, Univar Solutions
Brian Scott, ERCO Worldwide
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
Alex Adams, Blueridge Community
Association
Barbara Rennie, Blueridge Community
Association
Mike Rajtek, Dynamic Equipment
Rentals
Ryan Ford, Port of Vancouver
Krista Trounce, Port of Vancouver
Alanna Smith, Port of Vancouver

Regrets

Anastasia Ovodova, Port of Vancouver
Lianne Payne, Wild Bird Trust
Dave Mair, Resident

1. Welcome and Introductions

Members introduced themselves and welcomed new attendees.

2. Review of February CAP meeting minutes

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

3. Presentation: Enhancing Cetacean Habitat and Observation (ECHO) Program Burrard Inlet Initiatives

Ryan Ford, Program Manager for the ECHO program provided the presentation with input from Krista Trounce, Research Manager.

Ryan noted that the ECHO program is the first of its kind in the world. It is a collaboration with over 100 U.S. and Canadian partners and advisors from across the marine transportation industry, government, Indigenous communities, and environmental groups. The aim of the program is to better understand and reduce the cumulative effects of commercial vessel traffic on at-risk whales on the southern coast of B.C.

There are three main groups involved with different roles: the Advisory Working Group, Vessel Operators Committee and Acoustic Technical Committee. There are a wide range of contributors involved in these groups.

The program's primary focus is on the endangered southern resident killer whales. Vessels share the waters with these at-risk whales.

The key known threats to marine mammals are:

- Acoustic disturbance (ECHO's focus)
- Physical disturbance
- Environmental contaminants
- Availability of prey

Research shows that 130 marine species are impacted by underwater vessel noise. This can disrupt their ability to communicate, socialize, rest, and mask their ability to hear returning echolocation clicks when feeding.

Since 2017, the Port has been organizing large-scale underwater noise reduction initiatives, asking vehicles to slow down or keep distanced.

This has expanded over 74 nautical miles, 47% of where the southern resident killer whales' critical habitat intersects with international shipping lanes.

There have been 3 main initiatives:

- 2021 Haro Strait and Boundary Pass – 90% of vessels participated with more than 3 decibels reduction in ambient noise.

- Strait of Juan de Fuca inshore lateral displacement – focus on tugs. The goal was to move them away from DFO'S Enhanced Management Area, near shore, where the whales are known to be. 88% participated, best result yet, and underwater sound intensity was reduced by up to 70% for each participating tug transit.

- Swiftsure Bank slowdown – 81% participation of all vessel transits, approximately 37% reduction in sound intensity.

In 2019, hydrophones were put in Burrard Inlet in collaboration with the Tsleil-Waututh Nation to be able to analyze and monitor underwater noise levels.

A key takeaway in 2020 was that it is important to use both visual and acoustic detection for marine animals.

Educational resources developed for mariners and the public, which can be found on the Port's website [here](#).

The EcoAction program has been providing an incentive for underwater noise reduction for commercial vessels since 2017.

The Port is also spearheading internationally-reaching research and education on ship-generated underwater noise.

Plans for 2022 include:

- New slowdown trial on the inbound lane, Swiftsure Bank

- Continued slowdown at Haro/Boundary and Swiftsure Bank outbound

- Lateral displacement in Strait of Juan de Fuca

-Benefits of voluntary slowdowns study (quantifying the co-benefits on whale strike risk and on greenhouse gases)

Further details can be found in the Power Point shared with CAP members.

CAP member questions:

How much of a slowdown is 11-14 knots? Is normal speed 15-20 knots?

Yes, many large vessels normally travel in excess of 11-14 knots. There are two speed categories so that faster vessels like cruise and containerships slow to 14.5 knots from normal speeds of 18-20 knots. Tankers and bulker are asked to travel at 11 knots, when normally would travel at 13-15 knots. The aim is to have them reduce their normal speed when safe and feasible to do so.

What contributes towards a ship generating noise? Does engine type contribute?

There are several areas on large ships that contribute. Cavitation from the ship's propeller causes bubbles that implode and make noise; the engine noise also vibrates out through the hull, shaft and propeller.

The program has not measured a significant difference when switching to alternative fuel types, but newer ships tend to have better designs and hopefully underwater noise will be part of the design considerations.

Is the aim to slow down vessels to have less cavitation?

Yes.

Does lateral movement mean away from where the whale feeding is happening?

Yes, it moves the tugs away into a special lateral displacement zone or the outbound shipping lane, away from known whale foraging areas near shore.

Why is the observed participation outcome lower for tugs in 2021?

There are far fewer tug transits (143 in 2021) and therefore even a small number of non-participating tug transits can reduce participation significantly. In contrast, there were close to 2,300 large vessel transits in 2021 at Haro/Boundary. 88% participation is quite high and an excellent outcome for tugs in the Strait of Juan de Fuca.

Have you been able to measure the impact of the program on the whales as a measure of success?

Fisheries and Oceans Canada (DFO) and counterpart NOAA on the U.S. side are responsible for determining what is an acceptable noise level for animals. The ECHO Program has done computer modelling of the potential impacts of the slowdowns on the 73 Southern Resident killer whales. The ECHO Program is an adaptive and voluntary process, and they are continually learning from science.

You mentioned the Seabus has an impact on the inner harbour. What about Tsawwassen and Nanaimo Ferries, are they participating in the program?

BC Ferries do not transit in any of the ECHO Program's current underwater noise voluntary mitigation locations, but they do have an [extensive underwater noise management program](#). Fleet renewal is ongoing, and they are incorporating quieter vessel design into their new ships.

Does the changing of vessel designs have any connection with other forward-thinking initiatives such as Shore Power?

Studies shows that connecting ships to shore power does significantly reduce noise levels. Some ships are not equipped to connect. They are working with BC Hydro to help increase accessibility to electricity on the south shore.

Do you do any education through the Vancouver Maritime Museum?

No, but will take note that the North Shore Waterfront Industrial Association sponsors elementary school programs run by the Maritime Museum and this could be a good venue for education outreach.

When using hydrophones, how do you determine what is making the noise?

The intensity of the sound and frequencies (hertz) at which it happens help indicate what the noise sources are. The ECHO Program investigates the total of accumulated underwater noise but also looks at specific noise sources.

The ECHO Program was developed in 2014, before the Trans Mountain Pipeline approval or the Government-led Oceans Protection Plan. The ECHO Program looks at cumulative effects of shipping and is not specific to any one project.

Are there benefits to the program aside from the impact on the southern resident killer whales?

There are co-benefits as the whale strike risk reduction and air emission reduction are complementary to slowing down ships. Vessel operators are keen to know how by slowing down ships, they can also reduce gas emissions. The Port's focus is on shipping and noise reduction and the co-benefits. ECHO began in 2014 before the Oceans Protections Plan. There was early recognition that shipping has cumulative impacts on whales and needs to be looked at. Southern resident killer whales need help right now from an acoustic perspective and make up 80% of the program's focus.

Are sonar and depth sounders used?

These are mandated for larger vessels.

Do industries along the waterways get picked up with their contribution to noise or only underwater noise is picked up?

Environmental programs staff at the port authority are responsible for above the ground sound monitoring.

Robin Lee from Univar Solutions noted that during their dock dolphin system work, there was an extensive environmental component, and noise & underwater monitoring is always considered as part of the Port Permit process requirements and will depend upon the scope of the work being done

4. NSEM Update

Ryan Benson provided the following update for NSEM.

- Responses: Apartment fire on 16th
- Volunteers: reworking the volunteer program to focus on NSEM's core strengths of ESS and communications, while broadening their reach to build force multiplier capacity.
- Staff: departure of Mike Andrews, who is back with the team as a volunteer, but has moved on to his own consulting work. They are in the process of hiring for a Manager of Operational Readiness, seeking to have this position filled and on-boarded in advance of the summer.

- [Alertable](#): now 35,000 registered users; promotional graphics are available for local or community association newsletters; always seeking ways to encourage people to download and register for this critical emergency notification tool. City of Vancouver and City of Burnaby are now using Alertable as well.

What's coming up

- Initiatives: working with all three municipalities on major planning initiatives, including Active Threat Planning; Extreme Weather – After Action Report, Strategy to come
- Updated *North Shore Evacuation Guide* will be provided to the various libraries/ community centres /senior centres across the North Shore this month. Pop into one near you for your copy, or find it [here on the NSEM website](#).
- Emergency Preparedness Week is coming up quickly: May 1 – 8th. NSEM will be heavily promoting EP Week as well as participating in several events including an [online public presentation \(7PM Wed May 4th\)](#) and the [NVSD44 Outdoor Safety Open House](#) at Argyle School on Saturday May 7th. See [nsem.ca](#) for event details and to register for the presentation.
- Seasonal Readiness session on May 4, inviting municipal and agency partners to hear subject matter expert presentations on potential hazards through the upcoming months, and to discuss and review collaborative response planning.
- Operational training being revamped to include more municipal and community agency participation; broadening scope to enhance public preparedness and resiliency; increasing focus on JIT and online training.

5. Update on Recently Submitted Development Applications

Arielle Dalley reported that since the last CAP meeting, there have been no new significant development applications in the Maplewood area. However, she provided an update on one ongoing application:

- 2045-2075 Old Dollarton Road
 - o Application to develop 32 apartments (27 owned and 5 rental), 6 commercial retail units, and a childcare space in a five-storey building.
 - o A detailed application was received in August 2021 and a public input period is currently ongoing and will be open until April 25th at 5:00pm. You can view the applicant presentation and public input video, as well as provide your input, at this link: <https://dnv.civilspace.io/en/projects/2045-2075-old-dollarton-road>

6. Reports from the Companies

a) Chemtrade Logistics

Owen Horn said the plant had a reportable injury when a worker tripped on some stairs. He didn't fall but bent in an odd position which caused strain. An investigation found that the stairs were compliant with ANSI standard, and the only contributing factors were potentially fatigue, hurrying, and wearing new boots.

Until recently, the plant was down to voluntary mask wearing but there has now been one case of COVID on staff, which has meant they have quickly implemented more stringent requirements, including increased requirements for contractors.

There are no new Process Safety, Environmental or Security incidents to report. A Transportation incident occurred when an overloaded truck left the plant. An investigation found that the wrong dip was communicated to the driver.

A strong year for sales is continued to be predicted although railcar shortages are curtailing the plant. The plant turnaround will start on April 21 with a variety of large-scale maintenance work planned that will cost \$7 million. There will be dedicated traffic control contractors on site during this time. The shutdown will last until May 1.

The final send-off for Rob Schultz was held on March 9.

b) ERCO Worldwide

Brian Scott reported that ERCO employees and contractors continue to work safely. On April 12, 2022, NV employees have worked 644 days since last Recordable safety incident (July 7/20) and 4115 days since the last Lost Time Accident (Jan. 05/11).

ERCO NV continues to ensure WorkSafe BC communicable disease guidelines are followed by all employees, contractors, and visitors. They are still asking employees to wear masks, stay 6 feet apart, have sneeze and cough barriers in place, and only allow 40 people at the plant at one time. An outbreak would cause staff shortage, which would seriously impact their operations.

It has been 326 days since the last Reportable Environmental Incident (May 21/21). On March 8 and 10, stack testing was performed on the Rotary and FBD Scrubbers as per air permit requirements. All tested parameters were within permit limits.

The plant has run well since the last CAP meeting. During February and March, it ran at 80% of full load due to lower sales demand.

A 5-day shutdown is planned in April coinciding with a BC Hydro power outage on April 25 and 26 on the main transmission line 60L90. The outage will last an additional 3 days after April 26. In response to a CAP member's question, Brian clarified that there will be around 30 additional contractors added to the workforce during this period.

c) Univar Solutions

Robin Lee reported that there have been 332 days since the last personal safety recordable, and 4118 days since the last DAWC (as of end of day April 11, 2022).

There have been no reportable EHS incidents since the previous CAP meeting.

Unplanned events reported include a loose fuel cap on a caustic truck being loaded. This was noticed when some diesel fuel was seen near the truck and was immediately addressed.

In March, Transport Canada conducted its first Rail Security Audit and suggested minor updates to the rail securement checklists.

The site is undergoing personnel transitions as experienced operations people are retiring and there are definite labour shortages in the market.

Planned site projects for summer involve shore tank coatings and ongoing site refurbishment.

Global supply chain issues in many different areas are presenting various challenges to different aspects of the overall terminal operations. In response to a CAP member's question about which mode of transportation is being impacted most, Robin said that repair and maintenance projects require a long lead time to get items, which means planning far ahead and presents budget challenges. There are also shortages of truck drivers, as well changes with cargo and forecasting for vessels.

COVID 19 challenges seem to be easing slightly. There have been cases with personnel on site, but the measures in place, as well as the ability to work remotely, or not attend site has been exercised so there hasn't been workplace transmission and operations have continued. Some additional meetings with visitors/safety indoctrinations are starting to be held inside, but on a limited basis.

d) GFL Environmental

Steve Spence reported that the refinery is currently running at 100% capacity, with a semi-annual shutdown scheduled for April 20 to May 6. They anticipate 20-30 contractors on site during this time.

The facility continues to operate within permitted approvals. Tank NDT and X-Ray work to determine tank and pipe thickness compared to baseline, is ongoing. They had an audit by Transport Canada and are working on a railcar security training program for employees to comply with their regulations.

The facility has operated lost time injury free since the last CAP report. One non-regulatory incident occurred on February 19, when a process operator brushed a hot pipe with exposed forearm, resulting in a minor burn. The operator was treated by the first aid attendant and returned to work. It was determined that the act of reaching up to turn a valve caused the coveralls to slide down exposing the forearm to the hot pipe. Corrective actions were that the specific hot pipe was wrapped with insulation and heat resistant sleeves were ordered for operators to use where necessary.

Covid protocols are still being followed. The mask mandate has been dropped. Work at a distance prevents transmission.

The facility has an Energy Safety Canada COR audit in progress, as well as forklift training updates over a period of 3 sessions. Fire fighter training with the Justice Institute has been booked for May-June.

7. Meeting Close

The meeting ended at 7:50pm.

The next meeting will be held on Tuesday, June 14, 2022, at 6pm. The meeting was moved from the original date of June 21 so as not conflict with National Aboriginal Day.

The majority of members present were in favour of moving the meeting to in person, and holding it at the Wild Bird Trust, possibly with attendees wearing masks. This is depending on what the provincial regulations are at the time. The facilitator will keep members updated.



Community Advisory Panel (CAP) April 12th Briefing Notes

Responsible Care – Safety, Security, & Environmental

- We had a reportable injury when a worker tripped on some stairs. He didn't fall but bent in an odd position which caused strain. An investigation found that the stairs were compliant with ANSI standard. The only contributing factors that were found was potentially fatigue, hurrying, and wearing new boots.

Covid-19

- Infection rates have dropped, and we are down to voluntary mask wearing. Continuing to monitor the cases and hospitalizations.
- Staff are all back to work

Process Safety

- No new process safety incidents to report

Environmental

- No new environmental incidents to report

Security

- No new security issues

Transportation

- We had an overloaded truck leave the plant. An investigation found that the wrong dip was communicated to the driver

Plant Operations

- Continue to project a strong year for sales, however railcar shortages are curtailing the plant

- Final sendoff for Rob March 9th
- The plant turnaround will start April 21st
 - \$7 million will be spent including capital, 498 workorders will be executed
 - >1400 locks will be applied and removed
 - >100 blinds will be installed and removed
 - 23 capital projects will be completed
 - >125 scaffolds will be built and taken back down
 - >250 workers will be on site on each day
 - >30 employees and consultants are on the turnaround planning team



ERCO Worldwide

ERCO Worldwide Update - (since last CAP meeting on Feb 15, 2022)

Safety

- ERCO employees and contractors continue to work safely. On April 12th, 2022, NV employees have worked 644 days since last Recordable safety incident (July 7/20) & 4115 days since our last Lost Time Accident (Jan. 05/11).
- ERCO NV continues to ensure WorkSafe BC communicable disease guidelines are followed by all employees, contractors, and visitors.

Environmental

- It has been 326 days since last Reportable Environmental incident (May 21/21).
- Stack testing was performed March 8 and 10 on the Rotary and FBD Scrubbers as per air permit requirements. All tested parameters were within permit limits.

Operations

- ERCO NV plant has run well since we last met in Feb 15th.
- During the months of February and March the plant has been running at 80% of full load due to lower sales demand.

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 – April 11, 2022

Robin Lee reported that there have been 332 days since the last personal safety recordable, and 4118 days since the last DAWC (as of end of day April 11th, 2022).

- There have been no reportable EHS incidents since the previous CAP meeting.
- Unplanned events reported include a loose fuel cap on a caustic truck being loaded (noticed when some diesel fuel was seen near the truck and was immediately addressed).
- Transport Canada conducted its first Rail Security Audit in March and suggested minor updates to our rail securement checklists.

Site is undergoing transitions with personnel

- Experienced operations people retiring, and definite labour shortages in the market

Site projects being planned for summer involving shore tank coatings and on-going site refurbishment.

Global supply chain issues in many different areas still exist and so are presenting different challenges to different aspects of the overall terminal operations.

COVID 19 challenges seem to be easing slightly. There have been cases with personnel on site, but the measures in place, as well as the ability to work remotely, or not attend site has been exercised so there hasn't been workplace transmission and operations have continued. Some additional meetings with visitors/safety indoctrinations are just starting to be held inside, but on a limited basis.

Thanks & Regards,

Robin Lee (she/her/hers)

Terminal Manager

Univar Solutions

P: 604-904-3002



Status / Schedule

- Refinery running at 100% capacity
- Semi-annual shutdown scheduled for April 20 - May 6

Health, Safety and Environment

- Facility continues to operate within permitted approvals;
 - Tank NDT and X-Ray work on going (determine tank and pipe thickness, compared to baseline)
 - Working on a railcar security training program for employees to comply with Transport Canada regulations
- Facility has operated lost time injury free since the last CAP report
- 1 non-regulatory incident to report February 19:
 - Process operator brushed a hot pipe with exposed forearm, resulting in a minor burn. Operator treated by the first aid attendant and returned to work. Determined that the act of reaching up to turn a valve caused the coveralls to slide down exposing forearm to the hot pipe. Corrective actions; specific hot pipe wrapped with insulation and heat resistant sleeves ordered for operators to use where necessary

Training and Audits

- Energy Safety Canada COR audit in progress
- Forklift training updates on-going over a period of 3 sessions
- Justice Institute fire fighter training booked for 3 sessions May-June