

January 2015

Univar NDVC 12001 Storage Tank Repurpose



Agenda

- Current Site & Historical Volumes
 - General Site
 - Products currently handled
- Proposed Project
 - Product Throughput
 - Supply Chain (increase in rail/vessels)
 - Physical changes to site
 - Environmental/Other impacts of project during construction and ongoing operations
 - Timeline





Current Site & Historical Volumes

General Site

- Built in 1979 by Dow Chemical Canada
- Originally shipped glycol, caustic and ethylene dichloride (EDC) and exited shipping EDC in 2007
- Terminal sold to Univar in December 2007
- Have been a member of the Responsible Care Community Advisory Panel for over 15 years (partner with Canexus, Erco & New Alta)
- Historically have contributed to a variety of groups such as St. John Ambulance, Seymour Fish Hatchery, DNV Firefighter Charity Fishing Derby, NSWIA school programs, N.V. Food Bank



Products Currently Handled

Glycol

- Non – TDG regulated chemical
- Ship and rail operations

Caustic

- TDG regulated chemical (class 8)
- Ship, rail, barge, truck operations

Denatured Ethanol

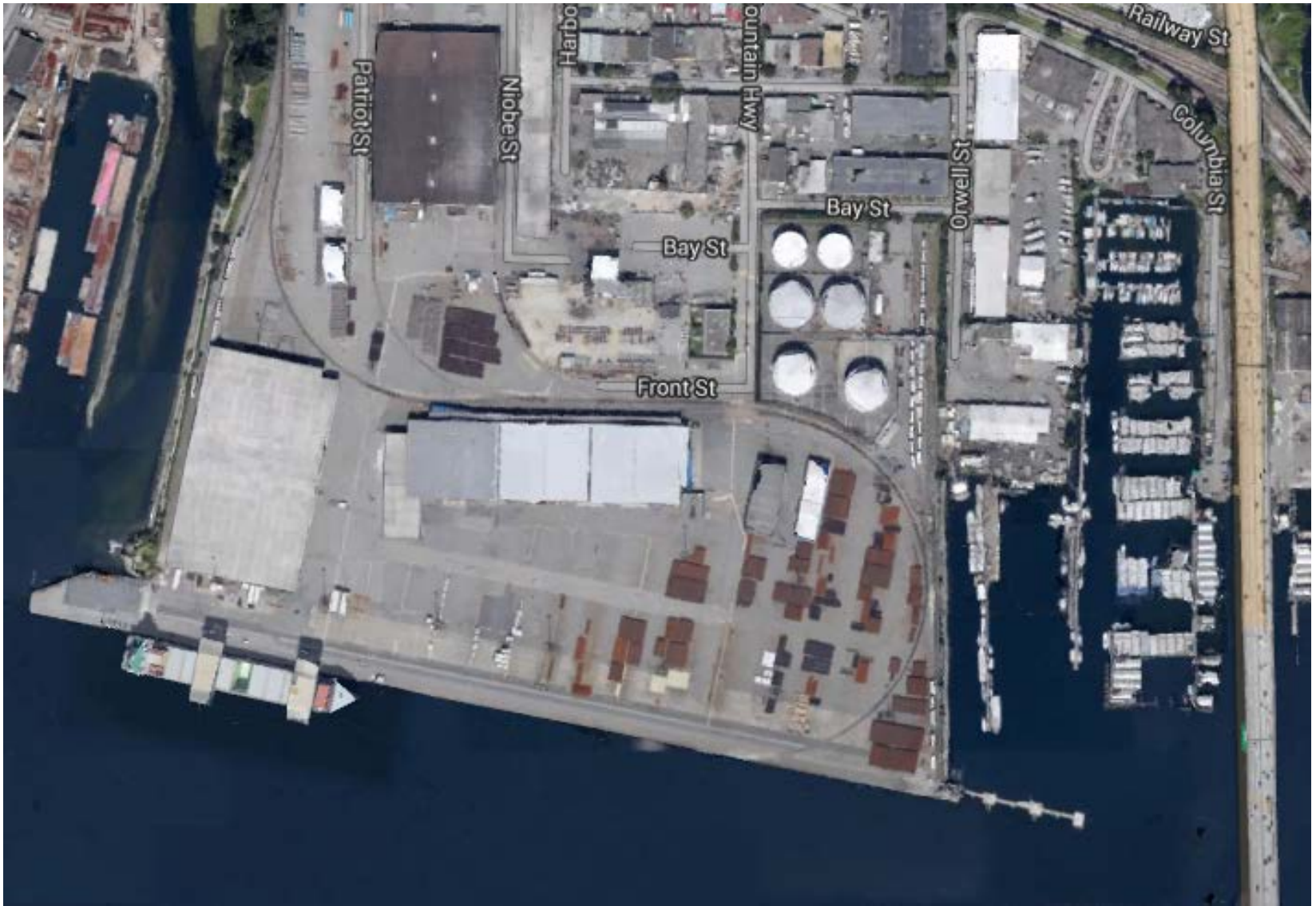
- TDG regulated chemical (class 3)
- Ship, rail, truck operations



Current Site Layout



Current Site Layout



Historical Throughput

- Up until 2007 received two switches a day (including a “noon switch” from CN)
- Allowed the site to easily do 36 railcars and as many as 48 in one day
- Historical volumes reached 1MM mt/yr
500,000mt/yr caustic, 275,000mt/yr EDC, 225,000mt/yr Glycol
- Over 11,000 railcars per year and approximately 80 vessels
- Current overall volume 480,000 mt/yr
- Currently 5600 railcars per year and approx 40 vessels





Proposed Project

Repurpose of T-12001 from Denatured Ethanol to Glycol Service

- Move 12001 – to allow for possible future storage tanks
- Reline 12001 for product quality purposes
- Dedicated transload system including
 - *4 New rail loading stations*
 - *New piping between dock compound and tanks*
 - *New piping between tanks and rail offloading stations*
- Increase in railcar and ship traffic from current levels
 - 28 extra railcars a week
 - Estimating 5-20 more ships a year (dependent upon chartering)

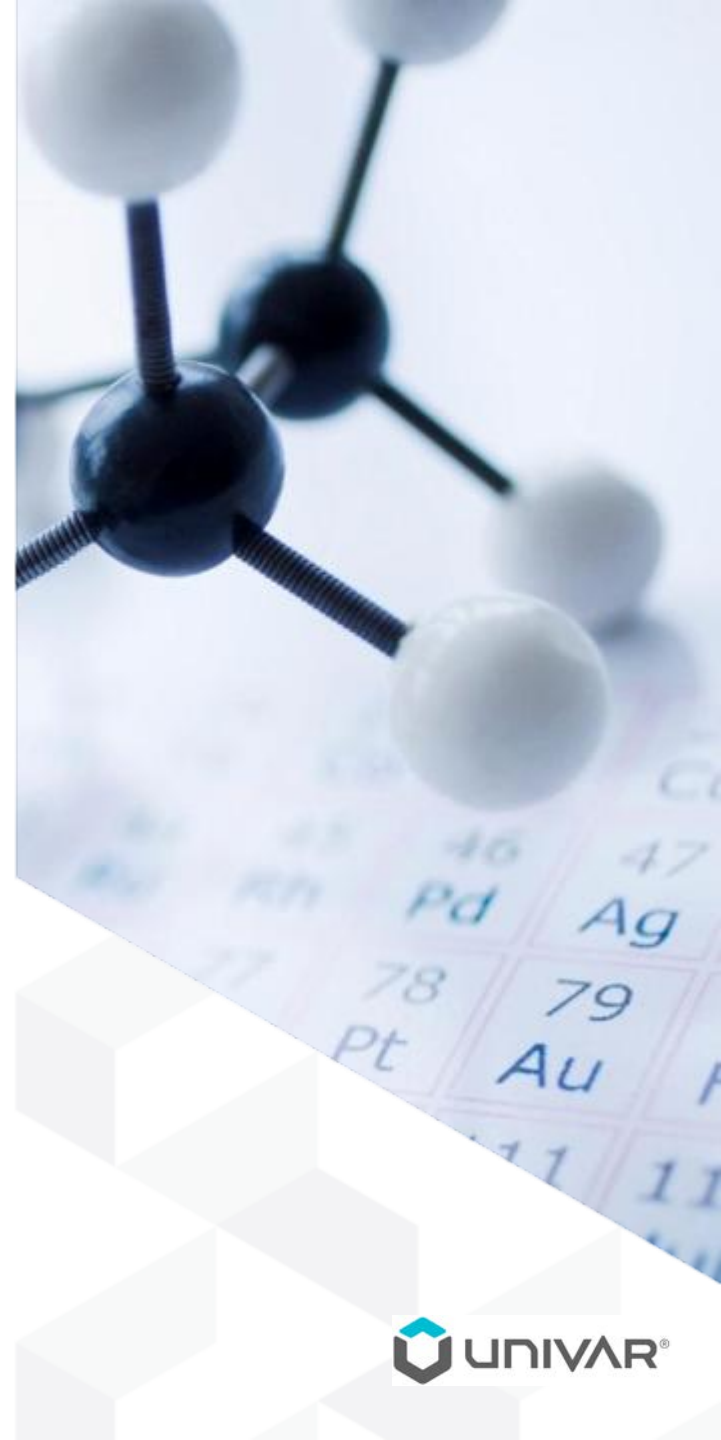


Proposed Site Changes



What won't change

- Number of switches by CN per day
 - Remains at 1
- Chemicals on site – Currently handle glycol already in different tanks
- Hours of operation
 - Only additional shifts expected are due to extra ships
- Dock operations
 - No change in loading arms, dock configuration, or ship requirements
- All transload operations will still occur within sealed containment



Environmental Implications

During Project Construction

- Monitoring of site water for contaminants and collection of rainwater in construction area
- VOC emissions from tank collected in activated carbon system to prevent venting to atmosphere

During Operation

- Ethanol VOC emissions from tank venting reduced by 50% (one less tank)
- Possible increased ship traffic with associated transport emissions
- Minimal increase only for glycol



Operational Implications

- 5-20 extra ships a year dependent upon chartering
- 7-28 more railcars a week
- 2-4 extra trucks liquid nitrogen delivery per year
- 20-40 extra shifts longshore per year (3 operators and 1 foreman)
 - Extra shifts due only to ship hook up and unhooking (will change dependent upon chartering)



Project Benefits & Timeline

- Employ approximately 15-20 people daily in a variety of operational, maintenance, laboratory, supply chain & management functions
- Project will provide more work opportunity for both construction and ongoing throughput operations
- Utilizing existing footprint/infrastructure to meet the increase in demand for shipments
- Supporting Canadian manufacturing industry in Alberta
- Estimated Project Timeline - begin construction in April 2015 and complete by Fall 2015



Questions?