

## **G3 Terminal Vancouver Air Permit Status Update**

### **Background**

G3 Terminal Vancouver (G3), a state-of-the-art export grain terminal currently under construction at the Port of Vancouver in North Vancouver, is designed to optimize grain receiving, storage, and shipping throughput operations on Canada's west coast, and act as an essential conduit for Canadian farmers and marketers to ensure global competitiveness in moving agricultural commodities to world markets. Primary materials handled at the G3 facility include wheat, canola, peas, soybeans, corn (occasionally) and some specialty by-products.

As G3 Terminal Vancouver's contractor prepares to begin commissioning work in late 2019 and hand over the facility to G3 for commercial operation in 2020, we provide the following update on our work with regulatory agencies to monitor and manage air emissions.



### **Air Permit Status**

G3 filed an Air Permit Application with Metro Vancouver in January 2018 and was granted an Air Quality Management Permit #GVA 1080 on May 31, 2019. Due to G3's modern design and technologies to control air emissions and dust, G3 has committed to more stringent particulate matter limits than other grain terminals at the Port of Vancouver.

Through both commissioning and operations, G3 will regularly monitor and report air emissions to ensure they remain at or below acceptable levels.

G3 also participated in the Vancouver Fraser Port Authority's (VFPA) Project and Environmental Review Process which included an Environmental Air Assessment. G3 received a project permit from VFPA in May 2016 and has an Air Emissions Management Plan which was approved by VFPA in June 2019.

### **Emission Mitigation Measures**

G3 will use the best available technologies to control air emissions and dust produced by the facility in various stages of process, including:

- Railcar unloading: Point-of-generation capture at the receiving hoppers and receiving belt conveyors
- Over 85 baghouses and filters: All bins, silos, conveyors, elevators, and transfer points are closed at the points of dust generation and equipped with dust collectors with filters.
- Ship loadout system: Moveable, covered belt conveyors extend over the ships for loading, each with a spout that extends down from the end of the conveyor into holds of the ship.
- Locomotive emission sources: The continuous movement rail loop and receiving system will allow grain to be received using the line-haul locomotives directly, optimizing the railcar unloading process by synchronizing car movements with the robotic rail car gate openers/closers.

G3's facility will receive grain exclusively by rail. A state-of-the art rail loop and unloading system allow full trains to enter the property, unload, and leave without breaking up or stopping the train for long periods of time. Railcar unloading will occur within a building, with openings at each end for continuous rail access. Particulate matter (dust) generated at receiving will be captured with down-draft air flow into the receiving hopper and routed to an air pollution control device (baghouse) that removes particulates from the air.

For more information on air permits related to G3 Terminal Vancouver visit:

<http://www.metrovancouver.org/services/Permits-regulations-enforcement/air-quality/apply-permit/Pages/default.aspx>