



APPENDIX Y

Communication Plan

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G3 Terminal Vancouver
Port Metro Vancouver Project Permit Application



APPENDIX Y - COMMUNICATION PLAN

1 – Communications and Consultation Plan



Project Communications and Consultation Plan – G3 Terminal Vancouver Limited Partnership

Project Overview

In June, 2015 G3 Global Holdings Limited (G3) announced that it would examine the feasibility of building an export grain terminal – G3 Terminal Vancouver – at Lynnterm West Gate at Port Metro Vancouver (PMV). In the summer and fall of 2015, G3 began outreach, engagement and consultations consistent with a Category D Review, as prescribed by PMV External Guidelines for Public, Stakeholder and First Nations' Consultations.

G3 Terminal Vancouver will be designed to optimize grain receiving, storage, and shipping throughput on Canada's west coast, and will be an essential conduit for Canadian farmers and marketers to ensure global competitiveness in moving agricultural commodities to world markets. The proposed grain terminal will be a state-of-the-art facility in which best practices – including those associated with sustainability – are a foundation of design.

The Project Permit Application includes removal of existing terminal facilities, site preparation and construction of a new grain terminal with associated and related facilities. Project activities and components include:

- demolition of existing above ground structures, buildings and areas supporting Berth 3;
- operations in addition to demolition, relocation and modification of underground utilities;
- on-shore ground improvements may include a combination of over excavation and engineered fill as well as piling in selected areas. Offshore improvements include placement of underwater rock revetment;
- Extension of existing below grade road at Brooksbank Avenue and construction of an additional new underpass (within the confines of the terminal).

In addition to these, internal access roads, vehicle parking, utilities, administration building, maintenance facility and other buildings will be constructed.

The G3 terminal, when complete, would consist of the following key infrastructure, each of which supports a component of the overall supply chain associated with the facility and its operations:

- A rail car loop. All agricultural commodities arrive and are contained within the rail car loop system. This loop, consisting of three rail loops, is capable of accommodating, at any given time, three trains.
- A receiving system. The receiving system consists of the transfer of the commodities (grain) from rail cars and movement of grain via underpasses and conveyors to the grain storage silos.
- Grain silos and a cleaning building. There will be travelling belt conveyors (i.e., shuttle conveyors) on top of the silos that will move grain to the appropriate silo.
- A ship loader and dock. Commodities will be moved from the silos to the ships by ship loading conveyors. The ship loading system consists of three loading booms.

Use of an existing industrial operations site allows G3 to minimize impacts to the neighborhood, region and foreshore while maximizing the full marine exporting potential of Vancouver's North Shore.

G3 looks forward to working with the public and stakeholders in the review, design, building and operation of a grain terminal in a manner that is transparent, consistent with local land use, and of economic benefit to the local and national economies.

Communications Plan – Goal

The goal of G3communications and consultation during the Application Review Stage is to provide information to the public and stakeholders, respond to and incorporate feedback, and work collaboratively with all parties in a timely and comprehensive manner through PMV's Project and Environmental Review.

Public Communications and Consultations

Public communications will be conducted by G3 and will:

- Inform the public and media about G3's proposed grain export terminal development in North Vancouver
- Contribute to a sustained and constructive working relationship between G3 and the public
- Be conducted through a variety of mediums including on-line and in-person/'Open House' meetings
- Be targeted to a defined set of audiences in North Vancouver
- Be undertaken ahead of all major project milestones in accordance with timelines set out in PMV's Project and Environmental Review process
- Be conducted in tandem with consultations with stakeholders and First Nations – activities which are being led by PMV
- Be, in the case of media relations, coordinated with PMV
- Rely on PMV to review and approve all external materials before being widely distributed

Public comments will be invited by G3 and will:

- Be conducted in two phases: Preliminary Review Stage (completed) and Application Review Stage and:
 - o Be guided by a comprehensive communications plan (herein) and approved by PMV
 - o Offer appropriate notice in advance of in-person meetings
 - o Be tailored to the objectives of the Application Review Stage
 - o Include a project website whereby project descriptive information can be reviewed and feedback received
 - o Be advertised in local newspapers (North Shore News)
 - o Be facilitated by a Discussion Guide and by input gathered via public feedback forms
 - o Be informed by project-specific descriptions (information taken from the Application), backgrounders and displays (digital and hard copy), key stakeholder outreach tailored to the Application Review Stage and any other appropriate communications and consultation materials proposed by G3 or vice versa and approved by PMV
 - o Include an Engagement Summary Report
 - o Include a Consideration Report
 - o Include project-specific information as necessary for PMV to use with stakeholders as requested or required.

Additionally, the public comment period will:

- Provide the public – at the Application Review Stage – with an opportunity to review and comment on a comprehensive application that contains a more detailed project description as well as completed project technical studies. This application package will include:
 - o Communication of project impacts and mitigation measures
 - o In-person meeting(s) and public feedback opportunity
 - o Engagement Summary (to PMV for approval)
 - o Consideration Report (to PMV for approval)

Throughout the Application Review stage G3 will engage the public and be receptive to public input. For the purposes of communications and consultation, G3 defines “the public” as those people who live, work or operate in and around the proposed development. The public in this regard would include people presently living, working or operating in the vicinity of the Lynnterm West Gate site. Specifically, and in accordance with PMV Guidelines, public consultation will seek to engage residents and businesses near the Lynnterm West Gate site. More information on the area which has been identified for targeted notification and engagement can be found in the Appendices which accompany this document.

Stakeholder Outreach

In accordance with its Project and Environmental Review Guidelines, during the Application Review Stage, PMV will lead all stakeholder consultation. A stakeholder is any organization or individual who may be impacted by the proposed project, and according to PMV Guidelines, this would include municipalities, port tenants, industry organizations, regional agencies, transportation agencies, and government agencies and departments.

In the Application Review stage, PMV will lead all stakeholder consultation activities and send formal referral packages to key stakeholders as part of the project and environmental review. G3 also plans to reach out to stakeholders to update them throughout the process in coordination with PMV. This coordinated communication will take place to ensure that outreach activities are harmonized, messaging is consistent, and feedback is directed to PMV. Stakeholders will hear first from PMV, and then – where appropriate – be contacted also by G3. Regardless of which entity initiates stakeholder contact, it is critical that comments related to G3’s project submission be provided to PMV to ensure accurate tracking, consideration and response.

