



PORT METRO  
Vancouver

April 26, 2013

**Mr. Geoff Freer**  
Executive Project Director  
George Massey Tunnel Replacement Project  
Ministry of Transportation and Infrastructure  
7351 Vantage Way  
Delta, BC V4G 1C9

Dear Mr. Freer:

Thank you for inviting Port Metro Vancouver's (PMV) participation in the Province's consultation process for the George Massey Tunnel Replacement Project. We recognize the importance of this project to improving the efficient movement of people and goods along the Highway 99 corridor in support of a number of regional objectives related to livable communities and a healthy economy. As the manager of Port lands throughout the region that are both served by this corridor and impacted by the Tunnel, our interests for this project are primarily related to the goods movement aspect. We appreciate this opportunity to provide our comments in the early stage of the project as you assess a range of different options for a future crossing and consider other improvements along the corridor.

This project has potential to improve the efficiency of container truck movements along the corridor in at least two ways: reducing congestion that currently occurs at the tunnel and improving connectivity to nearby industrial lands. While trucks destined for or originating from a port facility currently account for a very small portion of total traffic travelling through the project area, their efficient movement is important to the competitiveness of this region's gateway. Replacement of the tunnel with a modern crossing can reduce congestion and improve this competitiveness, particularly if consideration is given to improving traffic flows at the interchanges on either side of the tunnel.

We were pleased to see the scope of the project now includes a longer section of the Highway 99 corridor. As you explore opportunities for improvements along the route, we encourage you to consider options to provide direct access from Highway 99 to major truck destinations nearby such as the busy and growing logistics hub along Blundell Road. Doing so would support several of the project's stated draft goals by diverting truck traffic away from local communities, reducing truck travel distances and related emissions, and facilitating trade through efficient goods movement.

This project can also expand trade opportunities for marine terminals along the Fraser River, located both on PMV managed land and on privately held sites, by improving vessel access to those terminals. The Fraser River is a thriving national asset, as economically significant to the Canadian economy as the St. Lawrence Seaway. The river economy generates more than \$4.6 billion in GDP annually, \$9.6 billion in economic output and generates 53,150 jobs. The single biggest challenge to growing or even just maintaining these benefits is the George Massey Tunnel.

.../2

Mr. Geoff Freer  
George Massey Tunnel Replacement Project  
April 26, 2013  
Page 2

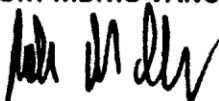
The current depth of the Tunnel limits the maximum channel depth that can be achieved for the main arm of the Fraser River. With a continuing trend towards larger vessels in the shipping industry, the percentage of the total global fleet that can transit the river is decreasing. Established terminals up river of the Tunnel are already at risk of becoming obsolete as they are unable to accommodate these larger vessels. Similarly, the Tunnel deters new investment to expand or develop new marine terminals on vacant or underutilized industrial sites along the river. In our land-constrained region, it is critical that we make best use of existing industrial lands and support their continued viability. Replacing the tunnel with a new crossing that allows larger vessels to access industrial sites along the river would provide such support.

In summary, our preference is for a project design that enables container trucks to travel more efficiently, improves connections to riverfront industrial lands and provides sufficient channel clearances for existing and potential future vessels transiting the Fraser River. We recognize there are a number of options that could achieve these objectives in balance with objectives of other stakeholders. Of the options you've presented for the George Massey Tunnel itself, only Scenarios Two and Three have potential to address our last objective to provide sufficient channel clearances. We are happy to work with you to develop channel clearance criteria to advance either of these options. However, please note that there are many privately held industrial parcels along the Fraser River that we do not represent. We encourage you to consult with the owners of these parcels directly as they will have their own aspirations for their sites that may inform the design of a new crossing.

Once again, I'd like to thank you for this opportunity to provide feedback on the George Massey Tunnel Replacement Project. A modernized crossing and improved connectivity to industrial lands from the Highway 99 corridor will further expand trade opportunities for the Fraser River terminals well into the future, which in turn supports a strong economy and good local jobs for many years to come. Should you have any questions regarding the above, please contact either myself or Jennifer Natland, Manager, Development, at 604-665-9206 or [Jennifer.natland@portmetrovancover.com](mailto:Jennifer.natland@portmetrovancover.com).

Yours truly,

PORT METRO VANCOUVER



Robin Silvester  
President and Chief Executive Officer

cc: Jennifer Natland, PMV