

Appendix 4

Page 4

They went on to say “Absolute constraints to increasing this channel depth exist because of the Massey Tunnel”. The strategy to increase the depth of the Lower Fraser River would not be possible until a new crossing was built to replace the George Massey Tunnel.

Further on Feb.2, 2012, the B.C. Governments Department of Transportation met with Port Metro Vancouver, Surrey Fraser Docks, and Bridge Engineers, and Tran:Ex (A leading logistics company in the delivering of goods), to plan a strategy for the removal of the George Massey Tunnel and through Freedom of Information I was able to obtain copies of memos and e-mails to prove it.

On Nov. 19, 2012 they discussed the need to consider future new terminals. For example, liquid bulk tankers with large air draft requirements (e.g. LNG) and the expansion of the Auto Terminal, the VAFFC, Leigh and Richmond Properties, should also be considered.

Port Metro Vancouver was asked their opinion regarding what depth and heights they would require for larger ships to navigate to the industry and the docks above the tunnel, if a new crossing were to be built to replace the George Massey Tunnel.

In a memo on Dec. 4, 2012, they said “ the depth should be 15.5m over 50 years and 18.5 over a 100 year old period”, well beyond the initial proposal of 14.5 metres. In order to meet Port Metro’s standards, it would require the removal of the George Massey Tunnel, the lowering of Greater Vancouver Water District 30” water main (costs yet to be determined) and one time dredging cost of \$200 million and an annual dredging cost yet to be determined.

From a report by Douglas Massey dated August 24, 2013 and submitted to Richmond City Council.