

SPECIAL REPORT

BETTER WAY FOR GATEWAY PROJECT

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Gateway Route Lacks Logic

INCREASED RAIL TRAFFIC WILL IMPACT COMMUNITIES

Quality of life is being sacrificed in communities south of the Fraser River as the federal and provincial governments push ahead with the Asia Pacific Gateway Corridor project.

Increased rail traffic will mean more noisy, emission-belching container trains traveling through the heavily developed residential areas in South Surrey, Cloverdale and Langley.

These trains will pass through Langley's busy town centre, conflicting with local traffic or requiring expensive and intrusive overpasses.

The dead-ended area of South Delta surrounding Deltaport will bear the brunt of huge increases in truck traffic.

A marshalling yard with a number of rail lines will occupy agricultural land adjacent to that being transferred to the Tsawwassen Indian Band as part of the Treaty settlement process.

A good portion of the 500+ acres of new native lands to be removed from the Agricultural Land Reserve will likely be utilized for container storage and warehousing as committed by the Tsawwassen Band to the

Vancouver Port Authority.

Trucks will shuttle both incoming containers laden with goods to local destinations and empty containers for temporary storage or re-packing.

It makes little sense to pave over valuable farmland in South Delta to house stacks of empty containers and acres of warehouses simply because it is close to the Port. Trucks will have to traverse almost the entire breadth of the Lower Mainland to access a congested Port and container storage area.

Sustainable Development Important

No one disputes that British Columbia shouldn't be the recipient of federal spending on port infrastructure, especially with international trade increasing during rapid globalization. But a commitment to sustainability must tie this public spending to responsible development planning and smart growth principles.

When our attention and

concern today is so rightly focused on reducing pollution, alleviating traffic congestion, protecting the environment and other quality-of-life concerns, we shouldn't be spending money on a massive project that ignores these concerns.

Unfortunately, the Asia Pacific Gateway Corridor project is poorly conceived and planned. It lacks inno-

vation. It ignores best practices in mitigating impacts on communities.

Compare this approach with what is happening in Holland, where one of that country's largest infrastructure project is nearing completion. The massive port of Rotterdam is close to completing a

Continued on Page 2
See "Port Infrastructure..."

WHAT DO YOU THINK?
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Why Re-Think The Rail Route?

- Avoid funneling all traffic into the already congested bottleneck of South Delta.
- Avoid costly grade separation projects which degrade and de-value our communities.
- Avoid noise, visual, pollution and traffic impacts by diverting around highest density growing population centres in South Surrey and Langley.
- An electrified line will reduce carbon emissions and noise.
- Allow for more efficient looping and sharing of CN and CP mainlines closer to their terminus.
- Locate empty container yards and distribution centres closer to main transportation connections and closer to users.

Port Infrastructure Spending Valid If Built Sustainably

Cont'd from Page 1

dedicated freight railroad that will carry freight of all kinds on a dedicated electrified line from the port through the Netherlands over 160 kilometers to the German border.

Those guiding the \$6 billion Betuweroute infrastructure project in Holland point to the fact that while the project appears to be about steel and concrete it

also is about accommodating the needs of the people impacted by the line.

The Asia Pacific Gateway Corridor project needs to make the same commitment to putting the interests of people first.

If we really believe our strategic geographical location as an entry point for trade traffic between

Asia and North America holds such economic promise, let's take the time and exercise due diligence.

We can take advantage of this opportunity without sacrificing quality of life for those who live in the communities impacted by the traffic.

"The Betuweroute is primarily a project about people, of course... with maximum attention being paid to the interests of local residents."

Betuweroute Puts Public Issues First

Holland Gets it Right

The Betuweroute is a 160km, \$6 billion, double-track freight rail line stretching from the port of Rotterdam in the Netherlands to the German border at Zevenaar/Emmerich.

The Betuweroute line is unusual for a modern railway. It is being built for freight traffic only with a capacity of 150 freight trains per day.

The trains will be powered by a 25kV AC electric supply that allows for heavier trains and better acceleration with larger loads.

The 160km line includes five tunnels with a total length of 18km and 130 bridges and viaducts with a total length of 12km. All tunnels

on the Betuweroute can accommodate double-stack trains.

The new route also shares existing rail infrastructure in many places, some of which are being expanded and upgraded to cope with the extra traffic and mitigate impacts on surrounding communities.

For example, the four tracks at Barendrecht have a special cover built to protect the surrounding environment from noise. The roof is 1,500m long and landscaped on top.

Residents in the Rotterdam districts of Zuidwijk and Lombardijen have seen the existing railway line disappear from their neighbourhood. The new Port

Railway has been moved further from the residential areas and the space has become part of the Zuidelijk Rand Park.

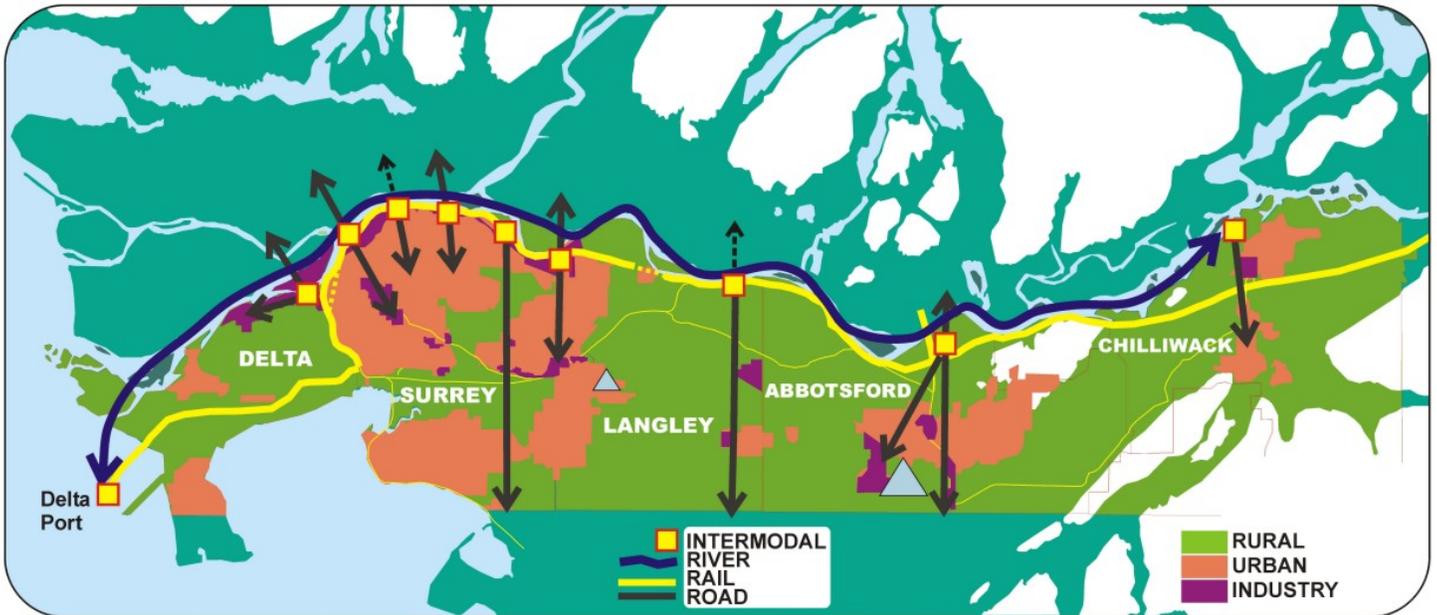
Interestingly, the Betuweroute project office acknowledges the important duty of consulting the public.

"Dozens of municipalities are concerned in the project and hundreds of thousands of people are involved in one way or another."

Not surprisingly, the project office sets as its top priority:

"maximum attention being paid to the interests of local resi-





ALTERNATE PLAN FOR RAIL AND ROAD CARGO MOVEMENTS

The map above shows the proposed alternative rail alignment plan that will reduce east-west traffic across the region and allow for shorter, more efficient north-south movement of containers with the least amount of impact on agricultural and residential areas of South Delta, Sur-

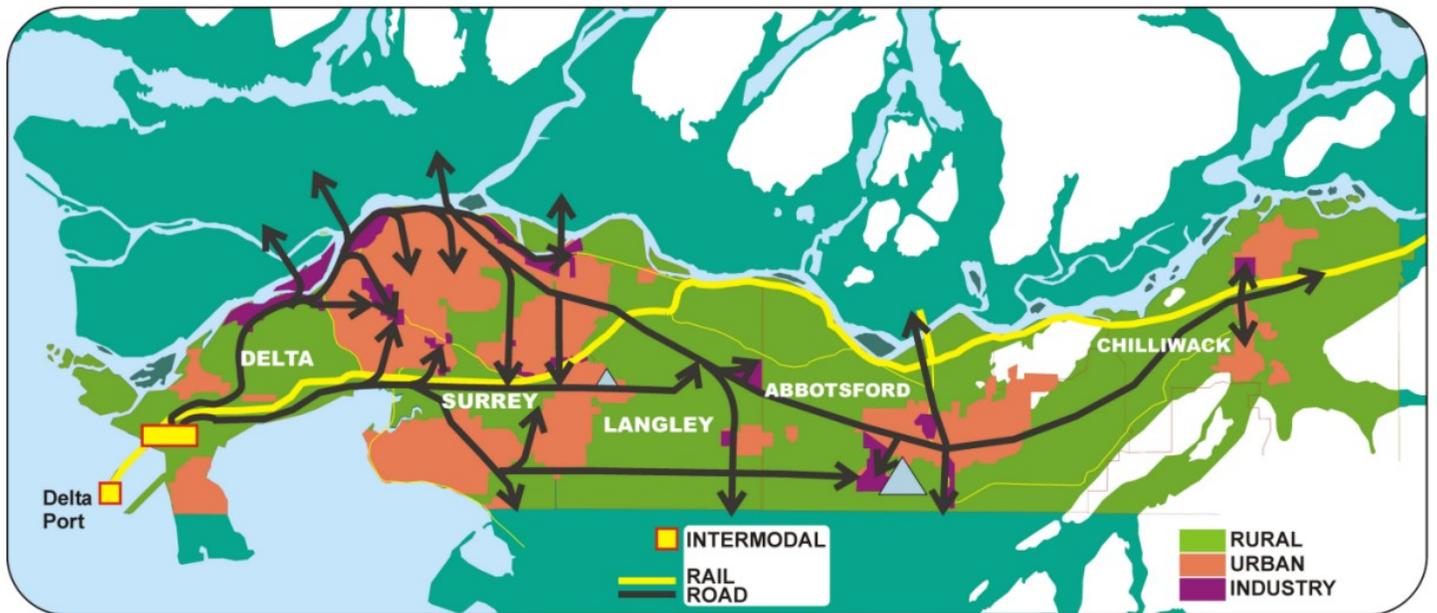
rey and Langley.

The map below is the existing Gateway plan that was devised without full consideration of its impacts on the communities in which rail and truck traffic will pass.

These impacts will only worsen over

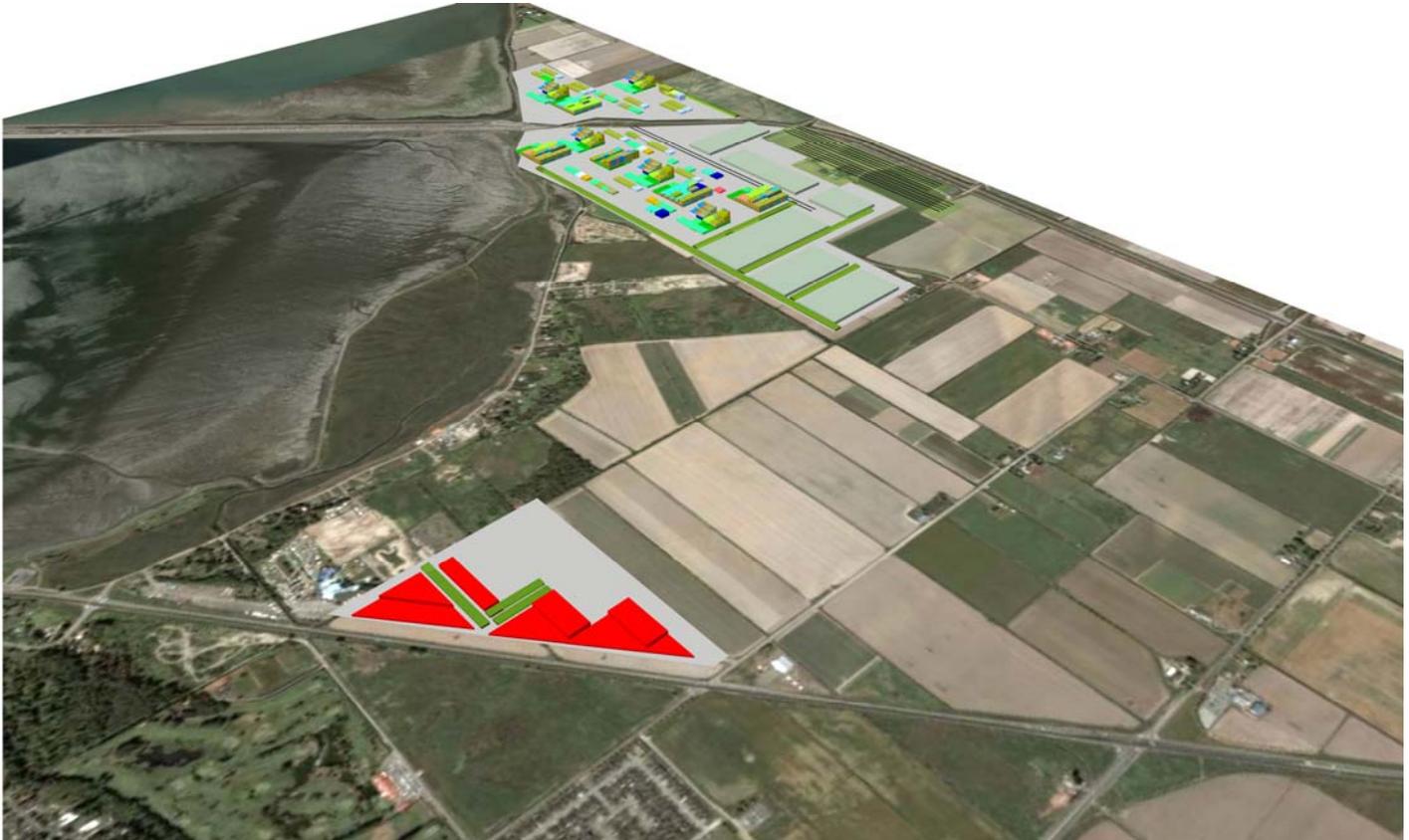
time as the port and the region grows, burdening the communities of Delta, Surrey and Langley.

It is imperative that this plan be re-thought and the alternative plan above be given full consideration.



CURRENT GATEWAY PLAN FOR RAIL AND ROAD CARGO MOVEMENTS





This graphic representation shows how a rail marshalling yard, container storage area and warehouses might be developed on the farmland removed from the ALR if the Tsawwassen Treaty settlement is successful. The buildings at the bottom of the graphic represent commercial buildings that could be constructed along Highway 17.

Move Port Traffic With Fewer Impacts

KEY FEATURES OF AN ALTERNATE CARGO RAIL LINE

- Electrify the dedicated freight rail line from Abbotsford border to Roberts Bank.
- Re-route Roberts Bank line north to connect with Burlington Northern Railway/Santa Fe line parallel to Highway 91 – avoid East Ladner, South Surrey, Cloverdale and densely populated areas of Langley.
- Route tunnel under North Delta near Nordel Way. Proceed east through Surrey Flats industrial area to connect to CN mainline at Thornton Yard near Port Mann

- Bridge.
- Continue east though Fort Langley. Mitigate impacts on residential areas with covered trench parallel to Fraser River.
- Consider new crossing of Fraser River near Douglas Island to inter-connect with CP line on north shore of Fraser River (allows more efficient looping closer to Vancouver).
- Connect with CN mainline (double-tracked) east of Langley.
- Consider storing empty con-

tainers at multiple industrial sites on both sides of Fraser River further east instead of at Deltaport—reduces truck movements.

- Consider moving full and empty containers using river-based short-haul barges.

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