

*Proposed Vancouver-Sea Island Tunnel*

before the house what I personally consider is a matter of urgent importance to the city of Vancouver and the entire greater Vancouver area. Notice of motion No. 19, which I have introduced today, reads as follows:

That, in the opinion of this house, the federal government should give consideration to the advisability of constructing a bridge or tunnel across the north arm of the Fraser river between the city of Vancouver and Sea island in the municipality of Richmond.

In presenting the background underlying the importance and necessity of this resolution I wish to draw to the attention of the house the population figures for the greater Vancouver area. The population of the greater Vancouver area for 1961 is estimated at 769,900 by the dominion bureau of statistics. The population of the whole of British Columbia is estimated at 1,631,000. The British Columbia research council predicts that by 1971 the population of the greater Vancouver area will be 1,076,200, and that the population of the entire province will be 2,316,900. It is pointed out by the industrial development commission of greater Vancouver that this area includes 309,257 acres of land and embraces ten municipalities. This indicates that this important area is Canada's third largest industrial area. I provide this background information in order to indicate the importance of the problem I am trying to raise.

Sea island which is in the municipality of Richmond within my riding is in the mouth of the Fraser river. The island is surrounded by the north arm of the Fraser river which functions as a barrier between the city of Vancouver and Sea island. The other part of Sea island is surrounded by Moray channel. Sea island itself contains some 4,050 acres and is noted primarily for the fact that it is Vancouver's international airport.

I should point out to hon. members that at the present time the Vancouver international airport is being acquired by the federal government. It is hoped that in the very near future we shall be able to see construction started on a terminal the cost of which would amount to perhaps more than \$20 million. The majority of Sea island is owned by the Department of Transport. A fairly small portion is owned by the Department of National Defence. From talking to the town planners in Richmond I understand it is hoped eventually that the whole of Sea island—the whole 4,050 acres—will eventually become zoned for airport use. At the present time there are some 3,000 people living on Sea island.

The point I am trying to make with this resolution is the fact that at the present time there is no—and I emphasize the word "no"—direct access to the city of Vancouver from Sea island. The only access at present is a

two lane swing span bridge over the Moray channel. This swing span bridge connects Sea island with Lulu island. From Lulu island it is necessary to go over the Oak street bridge which is a \$9 million provincial government toll bridge. Previously there was direct access to Vancouver international airport through the old Marpole bridge which was also a swing span bridge. I think many of the people in the former government will remember the many times tugs and tows forced the opening of that bridge, with delays from 45 minutes up to an hour. However, eventually the Marpole bridge was removed by the provincial government.

There is in existence another bridge called Eburne bridge which connects Sea island and Lulu island. The Eburne bridge is a wooden structure which has come to be in a very dilapidated condition, with the result that there was forced closure of this bridge some time last March. Since that time in March 1961, the only communication between Sea island which is Vancouver's international airport and the lower mainland of Vancouver has been the swing span bridge of two lanes. Anybody knowing the idiosyncrasies of bridges will understand when I say that on several occasions this particular bridge has either closed and failed to open, an occurrence which has tied up the water traffic, or else the reverse procedure has taken place, namely it has opened and failed to close, something which has caused a great deal of difficulty.

It seems to me to be idiotic, to say the least—and that is a rather strong word—that this very important airport, one of Canada's most important, is completely dependant on this two lane swing span bridge. Perhaps to my friends who are not familiar with that area in Burnaby-Richmond I might say that they could get the same analogy if they consider what the situation would be if they had only one access road, for instance to Malton airport or to Dorval airport, and this particular access road were subject to closure without notice. I think it would be fairly easy to imagine the difficulties that situation would produce with respect to traffic tie ups. On a couple of recent occasions last year the bridge failed to close for a period of two or three hours and traffic has been backed right up over the Oak street bridge into Vancouver, a distance of from one and a half to two miles. It has also been backed up into the Richmond area, also another two miles.

I think this will indicate to the house the necessity, as I have indicated in the resolution, for the construction of either a bridge or tunnel. While I mention the alternatives of a bridge or tunnel, in my opinion