

"Eby Tries to Talk Transportation ...", Vaughn Palmer, December 18, 2025

1 message

FR Jelfs <j0458@telus.net>

21 December 2025 at 21:31

To: Media-Vancouver Sun <sunletters@vancouver.sun.com>

Cc: vpalmer@postmedia.com

December 20, 2025

Editor - The Vancouver Sun

Dear Sir/Madam:

Premier Eby's desire to discuss transportation projects is laudable but those mentioned in Palmer's column ignore one major transportation corridor to the Port of Vancouver; the former BC Rail line north from Squamish. This line is a functioning railway, but only used by Rocky Mountaineer tours. CN, which leases the provincially owned line, plans to discontinue it and there is a distinct possibility the line will be abandoned and the rails torn up. This would end what was once Canada's third largest railway.

Yet as climate change enhanced atmospheric rivers wreak havoc along the Fraser River, potentially disrupting Canada's east-west transportation systems - both rail and road, our governments seem blind that the BC Rail line offers an alternative route to the Port of Vancouver from eastern Canada. As such, it provides valuable resiliency in our transportation system by allowing rail traffic to reach Canada's West Coast Gateway when the Fraser Valley floods or a slide blocks the Fraser Canyon.

The BC Rail line allows access to North Vancouver terminals and avoids the single-track Second Narrows Bridge and Thornton Tunnel, one of Premier Eby's issues. Was using the BC Rail line to reach North Vancouver's Neptune Terminals considered by Nutrien and governments for potash shipments? It would certainly be worth considering, given governmental concerns about Nutrien's plans to ship potash through the U.S.

The line's usefulness would be further enhanced by building the Ashcroft-Clinton connector allowing both national railways to avoid the slide-prone Fraser Canyon and the flood-prone Fraser Valley to reach Vancouver.

CC: Vaughn Palmer

Sincerely

Rick Jelfs

Secretary - Transport Action BC