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VANCOUVER SUN

'DISAPPOINTING' REMARKS

B.C. Tory slams leader's dig **NP1**



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Experts weigh in on impact **A2**

FRIDAY, JULY 10, 2026



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B.C. sues for share of gangster's riches

Province seeks millions in property owned by accused drug smuggler

KIM BOLAN

The B.C. government wants to keep three properties worth more than \$11 million linked to an accused drug

smuggler whom U.S. authorities alleged aided an Indian-based gang involved in extortions and contract killings.

The director of civil forfeiture filed a lawsuit against longtime B.C. gangster

Garinder Deo on Wednesday, a day after police raided his \$5.5 million West Vancouver home in connection with a massive U.S. investigation.

Deo, a Wolfpack gang associate, is charged in California with aiding the so-called Bhagwanpuria gang "by purchasing bulk quantities of cocaine and heroin that were to be shipped from Southern California to the eastern

United States." While 24 people were arrested Tuesday on charges stemming from the FBI's Operation Hard Ball, Deo has not yet been found. The massive probe targeted the notorious India-based Bishnoi gang, the Bhagwanpuria group and the Dhanda drug trafficking organization, allegedly headed by Ravinder Dhanda of Surrey. SEE ASSETS ON **A7**



Canada is buying 12 German-Norwegian designed Type 212CD submarines based on the existing Type 212A, shown. *THYSSENKRUPP MARINE SYSTEMS*

Federal government's sub decision a big deal for Seaspan shipyards

DERRICK PENNER

The dust has barely settled from Ottawa's decision this week to select a German-Norwegian group to build new Royal Canadian Navy submarines, but B.C.'s Seaspan is already launching into the next round for its role in the deal.

Seaspan, whose Victoria operations already do maintenance for the navy's existing submarines, signed on as the "sovereign sustainment" partner to the German shipbuilder Thyssenkrupp Marines Systems' (TKMS) bid.

As TKMS begins negotiating a firm contract for the potentially \$100 billion deal with the federal government to build as many as 12 submarines, Seaspan's team has moved on to more formal plans for the maintenance facilities the fleet will need on both coasts for the "sustainment" part of the deal.

"It is huge," said Seaspan senior vice-president Dave Hargreaves. "It may well be, and probably will be, larger than the procurement."

Although the submarines, the latest version of TKMS's diesel-electric attack subs, the 212CD, will be built in Germany, their bid included "sovereign sustainment" facilities, one in Colwood, part of Canadian Forces Base Esquimalt, and one in Halifax.

"The thing you have to remember is these submarines will have a design life of somewhere between 30 and 40 years," Hargreaves said. "So you're going to have all of those jobs, all of that supply chain, all of the work, for a very long period of time." New submarines are expected to start arriving in 2034, with construction expected to take "several years," Hargreaves said.

The submarine procurement will add to Seaspan's involvement with the navy. The company's shipyard in Vancouver is building support ships for the navy and icebreakers, among a host of vessels for the Canadian Coast Guard under Ottawa's national shipbuilding strategy.

The decision to pick TKMS's bid over South Korean shipbuilding giant Hanwha Ocean solidifies Canada's ties with NATO allies Germany and Norway, which are each buying their own fleets of six 212CD subs.

Shortly after unveiling the decision July 6 in Halifax, Prime Minister Mark Carney, at a NATO meeting in Ankara, Turkey, touted the commitment to buy new submarines as evidence Canada is living up to its NATO-member promise to raise defence spending to five per cent of gross domestic product by 2035. SEE SUBMARINE ON **A8**

Plan for new oil shipping terminal in Delta raises questions over capacity

GORDON HOEKSTRA

There is a big question hanging over the choice of Roberts Bank in Delta as the location for a new oil shipping terminal: Can it be done?

Roberts Bank is already the location of two artificial islands — one is B.C. Ferries' Tsawwassen terminal, the oth-

er is the Roberts Bank Superport that contains the Westshore coal terminal and Deltaport, Canada's largest container-handling facility. There is also a \$3.5 billion second container terminal planned adjacent to the coal and container terminal on a new 1.3-square-kilometre artificial island, with a hoped-for construction start in 2028.

Approval for the second container terminal was granted because it was determined the project was key to supporting Canada's economic growth and the Pacific Gateway trade corridor, after an environmental assessment determined the project would cause significant adverse effects on the environment, threatening species

like chinook, orcas and birds. If it were decided the environmental impacts from an oil shipping terminal could be tolerated, there is still the question of whether there is enough room at Roberts Bank for another major terminal, and whether two major projects could be built at the same time.

SEE ROBERTS BANK ON **A4**



PALMER

Condo-buying plan still short on details **A3**

U.S.

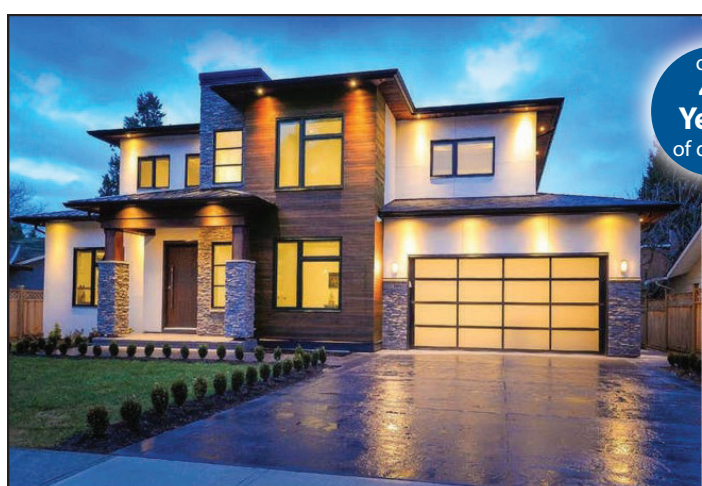
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