

**Meeting Details:**

FAC:	Salt Spring Island Ferry Advisory Committee
Date:	November 30, 2005
Location:	Harbour House Hotel, Ganges
Time:	7:00 p.m.

**Attendees:**

<i>Committee</i>	<i>BC Ferries</i>
Chair, Bob Jones	Captain Christian (Chris) A. Frappell, Marine Superintendent, Southern Islands
Bryan Denton	Captain George Capacci, VP, Fleet Operations
Bruce Patterson	Gary Leitch, Manager, Stakeholder Relations & Public Consultation
Gary Holman	Betsy Terpsma, Community Relations Manager
<i>Observers</i>	Stephen Nussbaum, Manager, Terminal Operations, Southern Islands
Doreen Hewitt, BCF Board Member Gregg Dow, BCFMWU Mitchell Sherrin, Driftwood Reporter	Captain Zbig Cwiklinski, Senior Master Rte 6
24 Members of Salt Spring Public	Captain Tom Schnare, Senior Master Rte 4
	Captain Lewis MacKay, Master Rte 9
	Steve Anderson, Manager, Fleet Deployment and Scheduling
	Joanne Doyle, Planning Analyst

- 1. Call to Order:** 7:00 p.m.
- 2. Approval of Agenda:** Approved with the addition of some clarification around the Coastal Services Contract renewal for 2008.
- 3. Public Presentations:** Betty Pincher a member of the public, asked for additional information on the issue of fare increases and the new fuel surcharge. It was felt that these issues would be addressed through the current agenda items.

#### **4. Minutes of Previous Meeting:**

- a. Minutes of the meeting held in June, 2005 were approved by email and attached to the November 30, 2005 Agenda. Bruce Patterson moved that they be adopted as circulated, Bryan Denton seconded the motion. The minutes were approved as circulated.

#### **5. Old Business from Minutes of Previous Meeting:**

##### a. Fulford Terminal Master Plan

- Gary Leitch provided an overview of the Terminal Master Planning process. Fulford Harbour is next on the Master Planning list for BC Ferries (BCF). From the BCF perspective the planning process will include a detailed analysis of traffic patterns, foot passengers, travel times, and potential growth but this information must be integrated with local planning processes and extensive community consultation.
- Master plans are developed for a 20 year planning horizon.
- BCF only does improvements to land it owns or on land that is under long term lease. BCF is committed to supporting the process but wants local elected officials to take the lead. BCF to present initial data, functional design criteria to the Ferry Advisory Committee (FAC) and Island Trust planners.
- Bruce Patterson commented that there are new players on the Islands Trust with the recent municipal election. Wes Boyd is the BCF representative to contact the trustees on the Fulford Master Plan.
- It was pointed out that this planning exercise needs to coordinate and integrate with many other community processes such as the trail committee. Bob Jones added that many regulatory agencies need to be involved such as the Ministry of Highways (MOT) and federal fisheries.
- It was pointed out there was a precedent of adding an extra lane on the highway at Swartz Bay even though BCF didn't own the land. BCF acknowledged that there was collaboration on the Swartz Bay project with MOT and the local residents to facilitate a land swap and build an extra lane on Hwy. 17. This is a good example of what might work in the Master Planning process on Salt Spring.
- Discussion around ongoing safety and traffic issues at Fulford Harbour. It was agreed that the Fulford Residents Association need to take an early and active role in any planning process. MOT must also be at the planning table. In the short term it was suggested that the local authority could also consider a parking bylaw for Fulford Village.

##### b. Rte 1 & 4 Interchange

- The Fulford ferry leaves 10 minutes early to accommodate the transfer to the Rte 1 Tsawwassen ferry. Bryan Denton commented that the new time seems

to be working well so the FAC's reservation system proposal has not been initiated.

- Captain Schnare said that the schedule change was made for several reasons: to guarantee that regular Salt Spring Island (SSI) commuters are ahead of the Spirit traffic in the morning; and to enable Fulford customers with an assured loading or reservation to be able to catch the Rte 1 sailing. The downside: due to the tight schedule the Skeena Queen cannot wait for any transfers on the return trip.
- FAC commented that while there is still room for improvement it seems that 90% of the problems at Swartz Bay Terminal have been addressed with this schedule change.
- Captain Schnare noted that the last sailing of the day is the exception to the not waiting for transfer traffic rule on the return trip. On the last sailing of the day BCF does wait for transfer traffic or sends the vessel around for an extra sailing. If the Spirit vessel is late and Salt Spring Island customers are trying to catch the last Rte 4 sailing the Chief Steward must be notified. The Spirit vessel then notifies Swartz Bay tower that there is transfer traffic.

c. Queen of Nanaimo Sustainment Plan Update

- BCF is preparing the Queen of Nanaimo for a further 10 years of service.
- The vessel is currently at Deas Dock and stripped back. Equipment is starting to be re-installed. The vessel is scheduled for a return to service on December 23 but the timelines are very tight.
- Primary driver for the capital project was the requirement for a new marine evacuation system.
- In addition to the new slide based marine evacuation system there has been a tremendous amount of steel replacement and a complete interior upgrade.
- Washrooms are being completely redone. The gift shop is being expanded and the cafeteria is being redone. The interior will be fresh, modern and visually appealing.
- BC Ferries is investing in excess of \$14 Million on the sustainment project but the replacement value for a comparable vessel would be in excess of \$80 million.
- FAC asked about BCF's long-term commitment to Long Harbour as a terminal? BC Ferries is committed to that location and has moved the Southern Islands Operations Team there.

d. BC Ferries mandate for SSI FAC will be addressed with the committee members at a later time.

## New Business:

### a. Preferred boarding for accredited medical cases in private autos

- This issue was initially raised to the FAC by Isabelle Richardson (in attendance at the meeting). Bryan Denton took the initiative to write a letter to the medical committee on the Island. It was determined that there are likely a number of these cases on Salt Spring Island. The next proposed step would be for the FAC to meet with group of doctors to lay ground work. Who would qualify? What process? Should the preferred boarding privilege apply to leaving Salt Spring Island as well as traveling back to the Island?
- BCF responded that the current policy is to approach medical traffic and special needs on a case by case basis. Individuals can contact BCF to expedite loading of vehicle for medical/stress related reasons. Customers can contact the office at Long Harbour (250) 537-1478 during week day office hours to request assistance.
- Gary Leitch reported that Medical TAP stats on Rte 5 are 969 Year to Date (to end of October) or 5 per day. TAP stats on Rte 9 are 1318 Year to Date or 6.2 per day.
- **Action:** FAC to meet with local doctors and bring forward ideas to BC Ferries to improve preferred boarding for accredited medical cases traveling to and from Salt Spring Island.

### b. Cross subsidization

- Discussion around the requirement in the Coastal Ferry Act to eliminate cross subsidization between route groups by the end of the first performance contract. It was pointed out this issue does not impact tariff rates. Essentially it is an accounting requirement for a more honest allocation of actual costs.
- Through fares may be an issue of for cross-subsidization. BCF confirmed that through fare revenue is applied to the appropriate route group.
- A member of the public asked a question about the allocation of overhead and head office costs? BCF explained that for the most part extra costs are allocated on numbers of passengers.
- Asked if the alternative service provider provision will apply to the Gulf Islands routes. Eventually these routes must also stand up to the ASP test but it is not on the planning horizon at this time.

### c. Report by the Southern Island Scheduling Team

- Power point presentation Southern Island Route Scheduling – Steve Anderson (attached).
- A review of past studies and FAC scheduling work has been completed.
- In the short term working on the summer of 2006 schedule and then the fall/winter/spring schedule under tight time lines.

- The long term plan needs to include the replacement of vessels over next 15 years. The Queen of Nanaimo will need to be replaced in 2014. Ask the question what will the SGI service look like in the future?
- Bob Jones commented that the Scheduling Team should be aware of the needs of the B&B Accommodation industry on Salt Spring Island especially in the summer months. The current Friday evening Rte 9 schedule means that customers do not arrive on Salt Spring Island until very late in the evening.
- BCF goal is to improve the bottom line and service to customers. BCF cannot change the schedule without working with the stakeholders – this is part of the Coastal Ferry Contract.
- **Action:** Require SSI FAC representatives for the working group.

Bob Jones commented that BCF can count on the support of the SSI FAC for this process.

**6. Correspondence:** None

**7. Next Meeting:** At the call of the chair

**8. Meeting adjourned:** 9:05 p.m.

**Approved:**

Captain Chris Frappell, Marine  
Superintendent

Date: December 29, 2005

Bob Jones, Chair

Date: December, 27, 2005

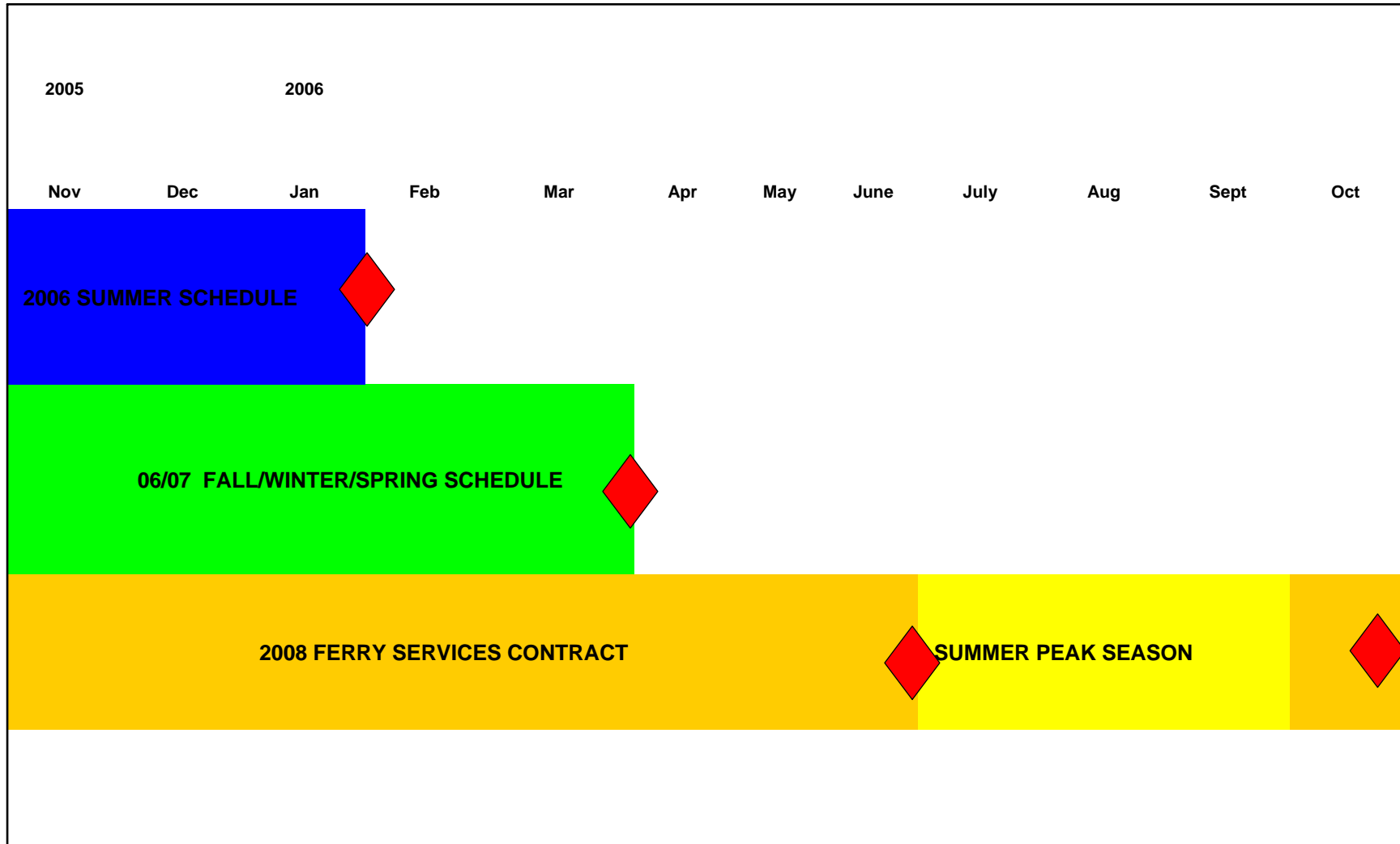


## Southern Islands Route Scheduling

November, 2005



- Summer Schedule, 2006  
5, 5a, 9, 9a  
January, 2006
- Fall/Winter/Spring, 2006/07  
All Routes  
March, 2006
- 2008 Ferry Services Contract  
All Routes  
October 1, 2006
- Committees



## ROLE - Review and Approve proposed schedules

- BC Ferries
  - Vice President, Operations
  - Marine Superintendent
  - Manager, Fleet Scheduling
  - Manager, Operational Planning
  - Senior Masters, Terminal Directors/Managers
  - Senior Business Analyst
  - Union Reps
  - Employee Reps
  - Communications
  
- Ferry Advisory Committees
  - Southern Gulf Island
  - Salt Spring Island

ROLE - Develop proposed schedules within timeframe

- BC Ferries
  - Marine Superintendent
  - Manager, Fleet Scheduling
  - Manager, Operational Planning
  - Planning Analyst
  - Senior Masters
  - Terminal Directors/Manager
  - Senior Business Analyst
  - Union Reps
  - Employee Reps
  - Communications
  - Ferry Advisory Committee Representation - TBD

**SUMMER, 2005 SCHEDULES**

- WHAT WORKED; WHAT DIDN'T

**SUMMER, 2006 SCHEDULES**

**FALL/WINTER/SPRING, 2005/06 SCHEDULES**

**2008 FERRY SERVICES CONTRACT**

- Queen of Nanaimo, Mayne Queen, Bowen Queen, Howe Sound Queen
  - Replacement of Vessels over the next 15 years
  - Opportunity to make major changes