

Meeting Details:

FAC:	Bowen Island Ferry Advisory Committee
Date:	October 27, 2005
Location:	Horseshoe Bay Boardroom
Time:	5:30 p.m.

Attendees:

<i>Committee</i>	<i>BC Ferries</i>
Chair, Doug Sinkinson	Captain Ratch Wallace Marine Superintendent, Southern Islands
Doug Elliott	Mark Collins VP, Engineering
Anne Ayre	Mark Stefanson VP, Communications
Alison Morse, Bowen Island Councillor and BIMFAC Liaison	Betsy Terpsma Community Relations Manager, Central & South Coast
Bruce Howlett	Gary Leitch Manager, Stakeholder Relations & Consultation
Gill Yaron	Ian Downie Terminal Director, Horseshoe Bay
Andrew Stone	Stephen Nussbaum Manager Terminal Operations, Southern Islands
Terry Cotter, Bowen Island Councillor	
Guests: Gregg Dow, BCF Cara Hawkins, BCF	

1. Call to Order:

5:35 p.m.

2. Approval of Agenda:

- a. It was noted that an ad should have been placed for the FAC meeting in the local paper.

3. Minutes of Previous Meeting:

- a. Minutes of the meeting held on November 30, 2004 were approved earlier by email and attached to the October 27, 2005 Agenda.

4. Correspondence or Public Presentations:

- a. None

5. New Business:

a. Horseshoe Bay Traffic Lanes

- The FAC noted challenges and safety issues with the Bowen Island marshalling lane at Horseshoe Bay and cross traffic to the village. Ian Downie explained that there are no easy solutions or alternatives in the busy summer months.
- The issue of crossing traffic to get to Booth 9 (Bowen Island ticket booth) was also mentioned. Ian Downie stated that there should always be a traffic person on site during busy times. If this is not the case, he should be contacted directly to rectify the situation.

Action: None

b. Improvement to Berth #1 at Horseshoe Bay

- The intent is to have Berths #1, #2 and #3 "Super C" capable and eventually compatible for all types of vessels.
- Cross traffic between routes is an issue during the summer months. The five minute summer schedule change was problematic particularly during the afternoon schedule.
- What is the timeline for Berth #1 improvements? They must be complete end of calendar year 2007 to accept the new Super C-class vessels.
- Who makes the decision about which ship goes into which berth? Masters in conjunction with the Tower operator make the decision at Horseshoe Bay.

Action: None

c. Queen of Capilano Security on vessel and at terminal

- New security requirements are a federal government driven process, this is a critical corporate issue for BC Ferries that will impact both terminals and vessels.
- New security measures will require controlled access to Horseshoe Bay terminal. There is a cost associated with additional security. This issue will be discussed with business community once BCF is further along in the process. BCF will have to develop options to address new security regulations.
- From a BCF perspective, early debate on the security issues in Horseshoe Bay is good.

Action: Who is the key contact person for this issue for BC Ferries and the Ferry Advisory Committee?

d. Platform Deck Installation

- Platform decks are moveable – a gallery deck is the correct terminology for the fixed decks proposed for the Queen of Capilano.

- The gallery decks for the Queen of Capilano are in the Capital Plan for 2011-2012.
- BCF does not believe that the installation of gallery decks will solve the problem with traffic on the Bowen Island route at this time as it is anticipated that it would significantly slow the turn around time
- The lift with one gallery deck would be 15-20 cars. Is that a possibility? BC Ferries would have to look at the loads and stow times in greater detail to see if one gallery deck would be feasible for the Bowen Island route.
- What about requirements for the new intermediate vessel at Snug Cove? An additional dolphin would be required for Snug Cove to accept the new vessel. More importantly, BCF requires additional shore side infrastructure to double lane load and off-load.
- When will the new intermediate vessel be delivered to BCF? The summer of 2007.
- The planned deployment of the new vessel is to Route 7, as Route 8 does not currently have the infrastructure to run the vessel at maximum capacity.
- FAC raised the issue of whether Rte 8 should be included with Southern Islands or with the Central Coast routes (Routes 2 and 3)? This is an internal management decision for BCF.

Action: None

e. Crew Licenses A and B

- The crewing license is driven by Transport Canada's requirements for life saving appliances. The "B" license on the Queen of Capilano is 400 passengers and 10 crew. An "A" license is 445 passengers and 12 crew.
- Licensing is driven by the traffic statistics.
- Wednesdays are an issue in the summer schedule with the 4:00 p.m. dangerous goods sailing. The short-term fix is to ensure that Wednesday sailings do not allow for any large group reservations.

Action: Check that group reservations are blocked out all sailings before 3:00 p.m. on Wednesdays in the summer schedule.

f. Centre lanes, fore and aft, 3 vehicles

- The comment was made that different masters load the vessel differently which affects the over all loads and capacity of the vessel.

Action: Captain Ratch Wallace will be working with all the masters over the next week to ensure consistency with loading the vessel.

g. Review of summer 2005 traffic

- Would a 1:00 p.m. scheduled sailing in the summer be a possibility with the current traffic statistics? There are labour issues and associated costs for the company to do this.
- Will the company be looking at price incentives to move traffic to different sailings? Yes the company is interested in looking at these types of initiatives.

Action: The FAC requests that BC Ferries look at a different system for hours of work for Bowen Island crews to get more sailings in the schedule at the same cost.

h. Summer 2006 schedule

- BC Ferries will be looking at the 2005 summer schedule in a meeting next week.
- From the FAC perspective the 2005 schedule change did not seem to solve many issues but there were additional challenges with the vessel running on three RAD's. Difficult to know if it was the schedule changes or other operational challenges at fault. The first afternoon sailing at 2:30 p.m. seemed to be frequently impacted by the Rte 2 vessel. Then there was no ability for the vessel to make up time.

Action: BC Ferries needs to take a close look at the statistics before decisions are made on the 2006 summer schedule.

i. Snug Cove Passenger gangway

- At present BCF has no plan to develop an overhead gangway for the Queen of Capilano as the vessel can accommodate the current traffic.
- The new intermediate vessel has the capability to use an overhead passenger gangway. Principle issue for BCF is the road infrastructure not the passenger gangway at Snug Cove. Infrastructure for a gangway could be built by BCF subject to all federal and municipal approvals.
- The shore side infrastructure and plan needs to be in place before passenger gangways would be constructed.
- Lead time required by BC Ferries? At least one year to plan and build.
- The new intermediate vessel will have additional speed capability and state of the art slide evacuation systems.

Action: None

j. New terminal at Snug Cove

- The BCF position is that a new terminal is the responsibility of the Bowen Island Municipality.
- What will it take for BC Ferries to build the new waiting room and washroom facility at Snug Cove?
- The only land that BC Ferries owns at Snug Cove is "Parcel D". BCF only invests capital in land that it owns. The site is not big enough to build a substantial facility.
- What if BCF owned the land? There may be other constraints such as support from community, design limitations, tax structure etc.

Action: Mark Collins will look at the site again and advise what BCF believes can be built in the "Parcel D" area.

k. Proposed fast (passenger only) ferry

- BC Ferries and Translink have signed a MOU to look at the feasibility of running a passenger only facility from Snug Cove to the Seabus terminal in Vancouver.

Action: Continue to update the FAC on this process.

l. Annual refit

- Currently the Queen of Capilano refit is scheduled for January 7 to February 5, 2006.

- Installation of the new vessel equipment may be in the fall of 2006 – a major investment of \$3.75 million – 5 weeks is required to do the installation. BCF is looking at the feasibility of combining the 2006 refit with the installation of the new equipment next fall. Working with Transport Canada on this issue.
- Where will the new “K” class vessel be deployed? Could it help the Bowen Island Route? Would it be possible to have the Bowen Queen and the Tachek during refit? The new “K” class will be deployed in the Southern Island it will not be available for the Bowen Island route.

Action: None

6. BC Ferry Announcements:

Review of the FAC

- Mark Stefanson announced that he has asked Gary Leitch to conduct a FAC review. As part of the review Gary will be talking to all Marine Superintendents and FAC Chairs.

Action: Committee members please pass any ideas they have on improving the operation of the FAC to the Chair for the review process.

New Marine Superintendent

- Captain Ratch Wallace announced that he will be moving to Senior Master, Vessel Construction for the new intermediate-sized vessel and the “K” class ferry. Captain Chris Frappell will be taking over as Marine Superintendent, Southern Islands in November.

7. Next Meeting:

a. TBA

8. Meeting adjourned: 8:15 p.m.

Approved:

Captain Ratch Wallace, Marine Superintendent

Doug Sinkinson, Chair

Date: November 10, 2005

(with one change)

Date: November 22, 2005 (with changes)