



FERRY ADVISORY COMMITTEE MEETING MINUTES

Salt Spring Island Ferry Advisory Committee
February 26, 2003
Fulford Regional Office
Salt Spring Island, BC

Attendees:

Committee

Doreen Hewitt
Chairperson
Janice Harkley
Bob Jones
Doug Mitchell

BC Ferries

Captain Ratch Wallace
Acting for the Marine Superintendent
Captain Thomas Schnare, Senior Master
Route #6
Steve Clapton, Manager, Terminal Operations
Huy Lam, Ticket Attendant, Long Harbour
Stephen Nussbaum,
Communications Coordinator,
Captain Roger Charron, Senior Master,
Route #9
Mia Aleksich
Recording Secretary

Guests:

Marion Andrew
Wayne Hewitt

1. **Call to Order – Doreen Hewitt called the meeting to order and asked everyone to introduce themselves**
2. **Approval of Agenda - Agenda approved with following additional items:**
Correspondence from John Woodward, Janice Hartley, Steve Wholleben and Jean Graham
3. **Presentations –**
 - Jean Graham - Cannot connect route# 4 and route #1 with the turn-a-round discharge from the Skeena Queen.
Steve Nussbaum explained the discharge and turn-a-round procedure in Swartz Bay
4. **Minutes of Previous Meeting**
Minutes of the meeting held on November 4, 2003 were approved and distributed on January 13, 2003.

a) Review of Action Items:

Routes #4 and #6 Customer Survey of Schedule – Steve Nussbaum

- Steve Nussbaum advised this committee that the schedules are set and will not change for two years
- Costs to do these surveys are \$8,300
- Survey could be completed before next schedule review
- Captain Schnare provided a presentation to the Committee explaining the genesis of the route #4 schedule

Bob Jones thanked BC Ferries for the explanation of the route 4 schedule

b) Route 4 unloading at Swartz Bay

- The Committee provided the following comments and observations :
 - It is difficult to make the route #4 and #1 connection at Swartz Bay terminal when discharged traffic is directed out of the terminal via the alternate east exit.
 - Using the alternate discharge route at Swartz Bay is not consistent with every arrival.
 - Berth availability, congestion in the terminal and conflicting traffic movement all contribute to difficulties inside the terminal.
 - The Committee suggests an ad should go into the local paper for customers to be aware of berth congestion and that the route #4 vessel may have some arrival delays at Swartz Bay
 - While a dedicated turn-a-round location through the gate just past the toll booth at Swartz Bay was analysed, the cost associated with this is approximately \$100,000.
 - Steve Clapton put forward a suggestion with regard to a sub committee of marketing, operations and committee members to meet to discuss this issue.

Action: Committee will provide input for a new master plan to be developed for Swartz Bay terminal

c) Reservation tracking on Routes 9 and 9a

- Steve Clapton provided this Committee with statistics for routes #9 and #9a and offered to provide this report on a quarterly basis.
- The Committee suggested that BC Ferries should advertise that, during the summer season, the vessels are nearly always 100% reserved. Steve Clapton provided an explanation of the 100% reservation system and Captain Charron advised that the number of reservable spaces is determined by the maximum number of vehicles that the ship can carry.
- The Committee suggested tracking the number of vehicles that are turned away from Long Harbour.
- The Committee requested that route #9a is expanded for 2003.

Action: Steve Clapton will send this Committee quarterly route statistic for routes #9 and #9a.

d) Route 6 Early Start Discussion – Captain Ratch Wallace

- Captain Wallace reviewed the petition signed to change the ferry schedule on route #6 to start one hour earlier. Captain Wallace's analysis on each option was provided as follows:

-Option1- this schedule would lose the 10:00 sailing; this would be unacceptable to our customers.

-Option 2 – adds to overtime

-Option 3 – cancelled sailings in the middle to compensate for the early morning sailings would not work for our customers. It would disrupt the afternoon traffic, and create extra traffic demand on the busier later sailings.

- The Committee advised that the majority of signatures on this petition are not from SSI residents and therefore, this petition may not reflect the requirements of the SSI residents.

e) Capital Projects – Steve Clapton

- Crofton upgrade 2004
- Fulford Upgrade 2005/2006

5. Correspondence-

- Mr. Doug Grey wrote to the Committee about concerns with loading procedures on route #1 and the inability to make a route #4 connection at Swartz Bay.
- Steve Wohlleben, asked if the SSI Dangerous Goods sailing on Wednesdays on route #6 can be changed to another day to accommodate the Dangerous Goods sailing on Wednesday for route #19.

6. New Business

a) Route 4 lengthened Crossing – Captain Schnare

The 10:00 am sailing from Fulford Harbour and the 7:00 pm sailing from Swartz Bay is now a 45 minute crossing instead of the 35 minute crossing for the following reasons:

- This will allow for the crew meal breaks for each shift.
- These crossing times will be reflected in the brochure, so people know that these sailings have slightly longer crossing times
- Service Notices have been posted on the vessel for public awareness

b) Stakeholder role in the new BC Ferry Services Company – Stephen Nussbaum

- The provincial Government will provide information for this process once the Act and the Coastal Ferry Services Contract have passed through the legislature in early March.
- Schedules are now set 2 years in advance
- Next planning for schedules will commence in 2004 for the 2005 year
- Local government representatives will be members on the FAC's in the future.
- In the future the new company expects to conform to municipal planning laws and other by-laws.

7) Next Meeting to be announced by the Chair

Approved: Captain Ratch Wallace
Doreen Hewitt:

Date: February 27, 2003
Date: April 23, 2003