

## Ferry Advisory Committee (FAC) - Record of Meeting

Date:	October 25, 2019
Committee Name:	Quadra-Cortes Islands
Routes:	23, 24

### Attendees:

<p>For the FAC:</p> <p><i>Chair(s):</i> Michael Lynch (interim)</p> <p><i>Members</i></p> <ul style="list-style-type: none"> <li>• Uschi Kobberling, Carolyn Howson</li> <li>• Jim Abram, Kate Maddigan</li> <li>• Jan Boas, Steven Brown</li> <li>• Julie Clelland, Corry Dow</li> </ul>	<p>For BCF:</p> <ul style="list-style-type: none"> <li>• Jeff West</li> <li>• Peter Simpson</li> <li>• Al de Koninck</li> <li>• Brian Anderson</li> <li>• Darin Guenette</li> <li>• Loriena Melnick</li> </ul>
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### Points of Information/Agreement:

<p>1. Terms of reference discussion. BCF explained that the TOR is meant to situate committees with members that are 'new' and others with experience. BCF will use some discretion to try and keep a balance of these members, and this means trying to appoint members appropriately.</p> <p>Michael asked for positive interaction and collaboration from all members, as there had been some conflict and difficulty in the past. Corry asked about which current members are beyond two terms and what plans were in place to make any changes. There was discussion around how Reg Dist directors may be extended beyond two terms. BCF reiterated that, ultimately, the overall goal of the committee is to keep a wide range of representation. BCF was asked to consider putting more specific language into the TOR around expectations of local government representation.</p> <p>A code of conduct proposal has been brought forth by Kate, and she suggests this be considered to allow all members to agree to a form for behaviour and interaction. It was agreed that the FAC will look at this draft code and determine if they think this makes sense to help the productive functioning of this committee; they will let BCF know.</p> <p>2. FAC Chair selection. The committee discussed how to appoint a member as the Chair. Steven suggests BCF take the Chair role, but BCF would like to work to see committee members serve this role. The idea of having co-Chairs appointed to this committee was discussed, with a rationale that a member from each island filled these positions. These two members would serve as 'equals' and take turns actually chairing the meetings. Discussion followed around if/how to fill the Chairing function. Brian noted that the key to having the committee functioning well is not necessarily the structure of the FAC, but respectful behaviour, which all on the committee should strive to 'self-enforce'. The</p>
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decision of the discussion was to keep Michael as the Chair and assess again in two further meetings.

3. Klahoose assured loading request. BCF explained the terminology of assured loading and gave some examples of where this procedure is in place (both on this route and others). Initial requests should come through the FAC to BCF, who then assess operational feasibility.

Steven reiterated that the specific Klahoose request has come to BCF and the FAC, but for various reasons has not been actioned. This request has a basis to support the travel of Klahoose elders going to/from medical appointments, as individual travel is very challenging during congested ferry times. Some of the concerns raised on Quadra have come about providing assured loading to a specific Cortes group. It was clarified that the request (Tues/Friday, one 15-pax bus, 9:50 am ex WHAL, 11 am from QCOV, 4:30 pm from CR and 5:05 pm from HB) was presented as it provides the needed connections for appointments. Steven added that there would often be room on the bus for non-Klahoose residents. It was noted that the Cortes Connection had previously travelled on more than two days at those same sailing times. Some discussion occurred around whether the Klahoose would operate on these days even if they don't have members travelling. An idea was to consider it a trial, if this helped.

Brian expressed that BCF makes decisions based on recommendations/suggestions from the FAC. To this, BCF can then assess the general community feeling behind the issue. After some discussion, it was determined that there has been enough general understanding of what both communities may feel about this assured loading request to close the conversation. BCF confirmed that they are committed to coordinating this procedure and will confirm the implementation date as soon as possible.

4. Assured loading request from Cortes food business. Bill Dougan provided a basic summary of his request to see commercial vehicles bringing food goods to Cortes receive assured loading. There are multiple stores and restaurants on Cortes to serve local and tourism needs. To this, there are significant challenges in receiving food products in a timely manner, particularly during peak season when traffic levels are higher. He noted that his trucks had been loaded late at Campbell River (regardless of arriving much earlier than most Cortes traffic) and thus overload at Heriot Bay. Similar experiences happened for R&B trucking company. Shipping timing is unreliable and costly as well. Thus, the request is for food trucks to get assured loading onto/off Cortes. Ideally, anytime/any-day would be the best, but they will work at limiting to certain days of the week if required. Other ideas offered were an earlier morning sailing off of Cortes, a commercial vehicle-only sailing, or allowing commercial vehicles on the Dangerous Cargo sailing.

Al noted that BCF is conducting a risk assessment to understand if non-DG vehicles can be carried on DG sailings, but Bill noted that this may not always be at times that would work for food trucks. R&B (40') comes over twice/week, Refuge Cove has a large vehicle and other stores take personal vehicles. Jeff and Al noted they wanted to reach out to Bill later and discuss details of how to help.

5. Island Class update. The plan is to replace the Powell River Queen with two Island Class ferries in approximately 2.5-3 years. They have three wide lanes on the main deck and another lane above the passenger lounge. Engagement sessions will be planned to introduce the vessel to the communities. As for Route 24, the plan is to keep the Tachek on this route until an Island Class vessel replaces it in 2031, but plans can change. Al noted that there is no capability of adding a round-trip into the Route 24 schedule. BCF

encouraged any traffic related to major construction projects to make their plans know well beforehand...as this can help manage loads.

6. BC Ferries updates Darin explained that the new website will be launched in early 2020, and this provides new functionality and appearance features. The fare flexibility features for the major routes are due to be launched soon after the new website. Note that the information displaying the level a sailing is full and parking lot status will now indicate how much space is available instead.

**Action Items<sup>1</sup>:**

Item	Who	By When
1. Let Klahoose know when assured loading will be implemented.	Darin	Completed-end Nov start

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<sup>1</sup> Significant Service Request (SSR) requiring detailed analysis and formal decisions from BCF should be submitted using the SSR process. Submission of a SSR should be noted as an Action Item.