

# Denman Island and Hornby Island Ferry Advisory Committee

## September 29, 2023 Meeting Agenda

Friday, September 29, 2023 12:00 pm – 2:30 pm  
Hornby Island Community Hall

### Meeting Purpose

- 1. Share information by providing the Ferry Advisory Committee with:**
  - Updates on corporate and route-specific activities, plans and projects
  - Answers and updates on route-specific questions and concerns
- 2. Hear feedback and initiate action by:**
  - Hearing from the Ferry Advisory Committee about potential solutions to areas of concern
  - Generating trackable action items and next steps to address areas of concern raised by the Ferry Advisory Committee
- 3. Increase transparency and accountability by providing a public venue where:**
  - Community members can observe and hear the information and feedback exchanged between BC Ferries and the Ferry Advisory Committee
  - Actions and solutions to concerns can be identified, recorded, tracked and reported

Topic	Time
Intros and welcome <ul style="list-style-type: none"> <li>• Territorial Acknowledgement</li> <li>• Message from FAC</li> <li>• Approval of agenda</li> </ul>	10 mins
<b>Follow up Items</b> <ol style="list-style-type: none"> <li>1. Hornby courtesy lane</li> <li>2. Denman East terminal traffic</li> <li>3. Driveway hatching</li> <li>4. Written procedures for priority loading</li> </ol>	30 mins
<b>New Items - Discussion section</b> <ol style="list-style-type: none"> <li>1. Implication of summer service</li> <li>2. Island class vessels</li> <li>3. Update on Significant Service Requests</li> <li>4. Traffic management</li> <li>5. Gravelly Bay Terminal expansion project</li> <li>6. Shingle Spit terminal water maintenance cistern</li> <li>7. Shared deck space on route 21</li> <li>8. Winter schedules</li> <li>9. Weight restrictions</li> <li>10. Shuttling</li> <li>11. Reservations</li> <li>12. Policy on the BSC</li> <li>13. Baynes Sound Connector requests</li> <li>14. Crewing the Baynes Sound Connector</li> <li>15. Performance Term 6</li> <li>16. 2024 Planning</li> <li>17. Spear grass at terminals</li> </ol>	1.5 hour
<b>Presentation from the public</b> <ol style="list-style-type: none"> <li>1. Pete Kimmerly</li> </ol>	5 mins
Final questions and close	5 mins

## Denman Island and Hornby Island Ferry Advisory Committee Meeting Topic Log September 2023

**NOTE:** notes summarizing the general discussion of meeting participants is included in the appropriate section of each agenda item in the table below.

**Text in black** was information sent to all meeting invitees prior to the meeting as part of the agenda. **Text in blue** are notes taken during the meeting as each item was discussed. **Text in red** captures a follow up action and parties responsible.

### Meeting attendees:

#### BC Ferries:

- Brian Anderson (Virtual, Vice President, Strategy)
- Captain Claudiu Raduta (Marine Superintendent)
- Megan Caldwell (Regional Manager, Terminal Operations)
- Scott Kesteloot (Terminal Manager, Terminal Operations)
- Jameson Mtanga (Project Manager, Terminal Construction)
- Mak Rokic (Project Coordinator, Terminal Construction)
- Carrie McIntosh (Director of Community Relations)
- Tamara Olson (Community Relations Manager)
- Arielle Houghton (Community Relations Coordinator)
- Tudor Popa (Analyst, Fleet Deployment and Scheduling)
- Natalie McCall (Manager, Marketing & Customer Experience)

#### Ministry of Transportation & Infrastructure:

#### FAC:

- Karen Ross (Chair)
- Chris Danks
- Grant Scott
- Jack Forsyth
- Lora Mercieca
- Ron Edmonds
- Rob Manering
- Rob McCreary
- Sandra Rutherford
- Stephan Wehner
- Kevin Hutton

Intro and welcome	
<b>Territory acknowledgement, introductions and welcome</b>	We gratefully acknowledge that the Buckley Bay, Denman Island and Hornby Island terminals are located on the territory of the K'ómoks and Qualicum First Nations.
<b>Message from FAC</b>	<p>Thank you again to all involved in making the summer a pleasant experience for Route 21 and 22 travellers. It was a breath of fresh air!</p> <p>All BC marine highway-dependent users look forward to future improvements with robust planning that includes a vision for population growth and increased ferry route capacity.</p>
<b>Summer service</b>	From a vessel point of view, BCF acknowledged the great work of the vessel crew over the summer. We appreciate all the communities support with the changes and we look forward to more feedback and an in-person engagement later this fall.

Follow-up Items	
<b>Hornby courtesy lane</b>	<p>During the summer two-ship service on route 21 (Buckley Bay – Denman West) Hornby courtesy lane will be unavailable. The FAC expressed concerns that the removal of the Hornby Island lane 1 courtesy lane would create safety concerns across Denman Island due to speeding.</p> <p><b>Update:</b> We were not able to facilitate the courtesy lane for Hornby – Lane 1 with the two ship service.</p> <p><b>ACTION:</b> M. Caldwell and N. McCall to work with the FAC on additional signage to reduce traffic speed on Denman Island within BC Ferries terminals and vessels.</p> <p><b>ACTION:</b> Community Relations to follow up with MoTI on other possible solutions along the road.</p>
<b>Denman East terminal traffic</b>	<p>A FAC member made a request for static BCF official signage in the lead-up to the terminal to inform traffic on where to go.</p> <p><b>ACTION:</b> M. Caldwell and N. McCall to work with FAC to explore what signage can be deployed along the road leading to the terminal to prepare traffic.</p> <p><b>Update provided in June:</b> In the coming weeks, you will begin to see messaging on our digital signs at the Buckley Bay and Hornby Island terminals, in BC Ferries' social media feeds, and in the travel tips and advisories we issue for routes 21 and 22 asking all our customers to please drive safely and respectfully while on Denman Island</p>

	<p>and Hornby Island. This is just one way BC Ferries can support safe travel on Denman and Hornby, and we are exploring other opportunities to work with partners and stakeholders in the longer term.</p> <p>The FAC noted that traffic was manageable at Denman East terminal, however, there were periods of line ups creating unsafe passage. While traffic control at the terminal was sufficient, marshalling is needed beyond property lines to ensure road safety.</p> <p>BCF responded that on Denman East and West, we trained staff to manage traffic. In 2024 we have budgeted for 3 staff members to be on site daily during the peak season at each terminal. We are working to extend the season and enhance the schedule to provide additional coverage. Currently, BC Ferries staff are <b>not permitted</b> to marshal traffic outside of BCF property lines. We are working with MoTI to address this issue.</p> <p>We hope to see an improvement in traffic management with the additional measure in place. This includes increase in vessel capacity in the summer, upgrades coming to the Denman East terminal and additional staff.</p> <p>The FAC emphasized that the issue with traffic safety occurs outside of the BCF property, where cars wait to board and interfere with Denman southbound traffic. The FAC requested that announcements be made on the vessel prior to each sailing asking that travellers drive safely across the island.</p> <p><b>NEW ACTION:</b> The community relations team to follow up with operations and marketing teams to explore adding a safe driving announcement onboard the vessels.</p> <p>The FAC requested that traffic be loaded onto the vessel while docked to reduce traffic congestion on the road. Alternatively, changes to the schedule could be considered to minimize the amount of time that cross-Denman traffic sits waiting for the Hornby ferry.</p> <p><b>NEW ACTION:</b> FAC and BCF to carry forward the topic of traffic safety at Denman East terminal to the spring meeting for further discussion.</p>
<p><b>Driveway hatching</b></p>	<p>An FAC member shared that the driveway hatching at Shingle Spit and Gravelly Bay had not yet been re-drawn.</p> <p><b>ACTION:</b> M. Caldwell to review Shingle Spit and Gravelly Bay driveways and work with the team to re-paint the lines in these areas. Completed.</p> <p><b>New Items:</b>  FAC requests driveway hatching be done each spring by May long weekend at Shingle Spit, Gravelly Bay and Denman West (not in fall as it fades by summer).  Terminal operations acknowledged this request and will continue to work with terminal maintenance to implement this feedback.</p>

<p><b>Written procedures for priority loading</b></p>	<p><b>Question about “16th” vehicle in line</b>            After the 15 cars are loaded, customers should follow the standard loading procedures. The line jumping is something that is extremely difficult to manage with or without Deckhands/Terminal Attendants on site, but we are hopeful that the additional staff added this summer will help.</p> <p><b>Update provided in June:</b> We heard from Hornby Islanders that it can be confusing for people who do not receive one of the 15-car priority loading passes to know what to do when they reach the Denman West terminal. We are working with our terminal and vessel staff to update and simplify this process in response to what we’ve heard. We’ll communicate an updated process to the community later this summer.</p> <p>In the meantime, the current policy remains in place and we will situate staff at Denman West terminal to facilitate a safe and smooth 8:00 am sailing. The current policy for vehicles without a priority pass on the first sailing of the day is as follows:</p> <p>If the light is green, please proceed into the terminal holding lanes in the order you arrive and fill the holding lanes until they are full.            If the light is red, please wait on the hill behind the priority pass customers.</p> <p>We continue to work on this project to ensure there is a clear policy and consistency across all teams. Once the policy is clear, we will work with the community to communicate the revised process.</p> <p><b>NEW ACTION:</b> BCF to share the new policy once it is complete and work with FAC to get the information out to the broader public.</p>

<b>New Items – Discussion Section</b>	
<p><b>Implication of summer service</b></p>	<p><b>Implications of summer performance</b>            Residents of both Hornby and Denman Island expressed their gratitude for the improved summer service. Nevertheless, the Ferry Advisory Committee (FAC) reports that constraints persist, primarily due to the lack of additional capacity on the summer weekends, during the shoulder seasons and limitations of the Baynes Sound Connection (BSC). The FAC acknowledged that allowing the Quinitsa on Route 22 to shuttle as needed could trigger cascading congestion at the Denman West terminal. The FAC suggested that the solution to this was communication between the two vessels. When traffic starts to backup on Denman, the BSC communicates with the Quinitsa to hold off shuttling.</p> <p>The FAC requests that the peak season be extended to include April, May, September and October where there are also multiple sailing waits.</p>

	<p>Commercial vehicles noted that the waits persisted for their drivers, particularly in the absence of a shuttle service.</p> <p>Captain Raduta acknowledged the need to address the scheduling concerns that became evident during the summer months. A comprehensive assessment was conducted throughout the season, involving monitoring of all three vessels and we are currently collecting feedback from BCF teams.</p> <p>Clarity on when crewing meal breaks occur was requested. BCF responded that meal breaks must occur as close as possible to the middle of the crew’s shift and ensuring that crew members receive their mandated breaks is a priority, and strategic planning is underway to alleviate bottlenecks before the commencement of the next summer season.</p> <p>An issue arose on Thursdays, as the break coincided with the Dangerous Goods (DG) run resulting in overloads and sailing waits. A request was made to consider adjusting the meal break on Thursdays to avoid this issue. BCF appreciates this feedback and will continue to work with their scheduling team to optimize operational efficiency.</p> <p>The FAC requested scheduling adjustments be made to Route 22. In the summer, delayed sailings led to a cascading effect on other modes of transportation such as the community bus. The problem was attributed to the additional loading time for the <i>Quinitsa</i>. Some delays could be addressed by the crew starting to load the Quinitsa earlier than they had historically started to load the Kahloke.</p> <p><i>*Note: public feedback on the Baynes Sound Connector and summer service can be found in the addendum of this agenda.</i></p>
<p><b>Island class vessels</b></p>	<p>FAC requested more information on which islands will receive the four new electric Island Class vessels.</p> <p>The Island Class Phase 3 and terminal electrification program has received approval from the Board of Directors to move forward with an application to the BC Ferries Commissioner. This application seeks support for the procurement of four new Island class battery vessels, accompanied by the necessary terminal infrastructure to facilitate their electrification for service. The comprehensive report detailing these plans is scheduled for submission this week. The BC Ferry Commission will then provide an opportunity for feedback from the public on their website here: <a href="https://www.bcferrycommission.ca/">https://www.bcferrycommission.ca/</a> Upon approval, the procurement process for the vessels will be initiated.</p> <p>Two of the four new Island Class vessels will be deployed to the Campbell River–Quadra Island route (Route 23). The remaining two will serve the Nanaimo–Gabriola route. Terminal electrification will be undertaken for each of these designated routes. The existing four Island class vessels will be strategically repositioned to the Quadra to Cortes route, Crofton and Vesuvius Bay and the final vessel will be a relief vessel to ensure operational reliability.</p>
<p><b>Update on Significant Service Requests</b></p>	<p>Update on new process requested.</p>

	<p>The existing Significant Service Request (SSR) is no longer in effect. The Ministry of Transportation and Infrastructure (MoTI) and BC Ferries are currently designing performance measures to assess the effectiveness of existing infrastructure and evaluate if, when and what further investments in the system are required. These will serve as guiding principles in decision-making processes. If there are proposals characterized by net neutral costs, aligning with existing crewing and capital parameters, they will be thoughtfully considered and potentially implemented as part of ongoing improvements.</p>
<p><b>Traffic management</b></p>	<p>FAC requests daily &amp; hourly traffic counts at all four Denman and Hornby terminals, in both directions, for July and August of 2023.  <b>ACTION: BCF will take this away and follow up with BCF. We have shared this request with the tariff and revenue team and will follow up.</b></p> <p><b>Traffic Marshaling</b>  FAC requests a flagger on MOTI property at all 4 terminals when busy</p> <p>FAC requests an explanation for line-ups at Gravelly Bay when there were more traffic marshals at Buckley Bay.</p> <p><b>Safe turnaround area</b>  Safe turnaround area on Denman for Route 21</p> <p>Potential solutions:  FAC suggests a roundabout up by the old John Monk house. That is a current meld of traffic coming from Lacon Road onto Denman road.</p> <p>The FAC clarified the proposed location at the intersection of Lacon Road and Denman Road. During the discussion, a committee member highlighted the challenge faced by commercial vehicles in navigating roundabouts, emphasizing the need for new roadworks to accommodate the spatial requirements of semi-trucks.</p> <p>BCF acknowledged the feedback and will pass on these suggestions to our project development teams for consideration.</p> <p><b>Speeding</b>  FAC offer the idea for numbered through-fare ticket for travellers bound for Hornby Island to reduce speeding. Meaning dictating the order for loading on the Hornby ferry.</p> <p>Also, numbered tickets for those leaving Hornby, to dictate the loading order for Hornby traffic on Route 21, recognizing the challenge in managing this. BCF acknowledged the challenge with trying to manage numbered tickets with the restrictions of the space at the terminals for staging vehicles.</p>

	<p>RCMP enforcement of traffic laws on Denman and Hornby Islands</p> <p>The FAC noted that speeding is an issue across all regions. While the ferry may create a motive for disobeying traffic laws, they are not the cause. With a growing tourism sector and residential population, traffic safety is a priority. The FAC suggested including messages on digital boards, static signage, adding law enforcement officers and adjusting schedules. Adding announcements on the vessel year-round and asking the senior master to make general announcements on both routes were also provided as solutions.</p> <p><b>ACTION: BCF to work with teams to explore adding notices onboard the vessel.</b></p> <p>A FAC member noted that the Denman Island Residents and Ratepayers Association has scheduled a meeting with the local RCMP to address the issue and noted that speeding is not unique to tourists. However, if offloading from the vessel followed the same order as boarding the FAC believes that less speeding would occur.</p>
<p><b>Gravelly Bay Terminal expansion project</b></p>	<p>The FAC request an update.</p> <p>We have incorporated the feedback from the engagement sessions held in May and are currently reviewing the revised plans with the K’omoks and Qualicum First Nations. This collaborative effort represents our next crucial step, and we anticipate returning to the community in November with in-person engagements. We’ve heard the concerns about traffic and the preservation of trees and these issues remain top of mind in our planning process.</p> <p>A question was asked about the movement to the fence on a neighbouring property. Will this create space for a passing lane for vehicles not in line for the ferry? An FAC member responded the movement was made to create space for an cross-island trail.</p>
<p><b>Shingle Spit terminal water maintenance cistern</b></p>	<p>Discussion on the arbutus tree and midden.</p> <p>Many times washroom facilities were closed and unplanned cistern changes created unnecessary havoc on Hornby. Request for future plans on this issue.</p> <p>Remediation efforts are ongoing as we continue to collaborate with the K’omoks First Nation. In response to the Nation's request, we are actively engaging with the Ministry of Forest and Archaeology Branch to conduct a post-impact assessment on the trees and midden. This evaluation aims to enhance our understanding of the impacts and align restoration efforts. Additionally, we are exploring avenues to support cultural reclamation activities, including the utilization of LIDAR technology to precisely identify sensitive archaeological sites. The insights gained from these assessments will guide the K’omoks Nation in determining the appropriate remediation strategy.</p> <p>To safeguard the midden, it has been securely covered at the request of the K’omoks Nation. We are committed to keeping the community and the Ferry Advisory Committee (FAC) informed through the Hornby Island community page as more information becomes available: <a href="https://bcferriesprojects.ca/hornby-island">bcferriesprojects.ca/hornby-island</a></p>



	<p>Regarding upgrades to the water cistern and washroom facilities at Shingle Spit, the project is currently on pause as we await the assessment on the midden site. The washrooms are functional for the winter months. Concerns about water availability typically arise during the peak season when usage increases.</p> <p>The FAC asked for more information on the cause of the incident and what preventive measures have been put in place for the future. BCF responded that the occurrence stemmed from a communication breakdown between teams. We extend our sincere apologies and are actively engaged in enhancing our internal systems to prevent this from reoccurring. Immediate changes were implemented, and a new policy has been established to mitigate the likelihood of similar incidents.</p> <p>The FAC expresses appreciation to BC Ferries for the actions taken following the incident, particularly the presence of C. McIntosh and M. Caldwell on-site and their consistent engagement with the community. The FAC acknowledged the unacceptable loss of the arbutus tree and site damage but expressed gratitude for the ongoing remediation efforts and damage control measures.</p>																												
<p><b>Shared deck space on route 21</b></p>	<p>This topic was carried forward due to time constraints on the meeting. Hornby Denman shared deck space on the Route 21 vessel was a primary theme at the Hornby Spring BCF public engagement. Discussion on how to address equity on sailings.</p> <table border="1" data-bbox="495 841 1835 1110"> <thead> <tr> <th colspan="7">CENSUS DATA, ISLANDS POPULATION</th> </tr> <tr> <th></th> <th>Hornby &amp; Denman Population combined</th> <th>Hornby</th> <th>% of total</th> <th>Denman</th> <th>% of total</th> <th>% change, by census</th> </tr> </thead> <tbody> <tr> <td>2016 # residents</td> <td>2181</td> <td>1016</td> <td>47%</td> <td>1165</td> <td>53%</td> <td></td> </tr> <tr> <td>2021 # residents</td> <td>2616</td> <td>1225</td> <td>47%</td> <td>1391</td> <td>53%</td> <td>120%</td> </tr> </tbody> </table>	CENSUS DATA, ISLANDS POPULATION								Hornby & Denman Population combined	Hornby	% of total	Denman	% of total	% change, by census	2016 # residents	2181	1016	47%	1165	53%		2021 # residents	2616	1225	47%	1391	53%	120%
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<p><b>Winter schedules</b></p>	<p>Connectivity with the major routes to Denman and Hornby</p> <p>The FAC noted that on Friday nights, during the winter season, the last connecting sailing for those bound for Vancouver Island leaving Hornby Island is at 8:00 pm. However, there is an additional sailing at 9:30 pm from Hornby to Denman Island that does not connect to Vancouver Island. As a result, some passengers who do not check the schedule are left stranded on Denman Island. To address this issue, the FAC requested that BCF change the schedule to ensure the last sailing, at 9:30 p.m., from Hornby Island connects at Denman West to Vancouver Island.</p> <p><b>ACTION: BCF to investigate the scheduling requirements and follow up with the FAC</b></p>																												
<p><b>Weight restrictions</b></p>	<p><b>Overall Vessel GVW Issues</b></p>																												

	<p>Discuss concerns over weight restrictions on the vessels and ramps and concerns of the return of the Kahloke to route 22. (the Kahloke’s weight carrying capacity was reduced in Nov./21, which resulted in excessive waits when commercial traffic is using the ferry.</p> <p>What is the plan to rectify the lack of GVW all around?</p> <p><b>No Shuttling Permitted with weight restriction considerations</b> Discuss concerns over no shuttling order.</p> <p>M. Caldwell provided that teams are currently working to address weight restrictions on the BSC. Our goal is to enhance the current weight capacity by summer 2024.</p>
<p><b>Shuttling</b></p>	<p>This topic was carried forward due to time constraints on the meeting.</p> <p><b>What is the policy for each route?</b> Information on BC Ferries shuttling policy can be found here: <a href="https://www.bcferrries.com/shuttle-sailings">https://www.bcferrries.com/shuttle-sailings</a>. According to this page, as of September 8, 2023: <i>On the Denman Island East – Hornby Island route, we change to shuttle sailings when 9 vehicles or 20 passengers are left behind for a sailing.</i>  <i>On the Buckley Bay – Denman Island West route, we change to shuttle sailings when 14 vehicles or 20 passengers are left behind for a sailing.</i></p>
<p><b>Reservations</b></p>	<p>Some FAC members have shared concerns with a reservation system for the route.</p> <p>The FAC stated that they have not heard significant support from the community to implement a reservation system. Feedback heard from commercial vehicles is also not favourable given variables such as road conditions, delivery times and others may change leading to additional stress should drivers attempt to arrive within a reservation window.</p> <p>BCF noted that before reservations are introduced to a route, consultation would be done.</p>
<p><b>Policy/training on the BSC</b></p>	<p>This topic was carried forward due to time constraints on the meeting. FAC would like to discuss policy on the BSC regarding:</p> <ol style="list-style-type: none"> <li><b>1. Unloading in the same order vehicles are loaded.</b> BCF may put up signs that say “vehicles may not be unloaded in the order loaded”, but this causes problems in the community. Primarily with people speeding to regain their “nudged out” positioning. This is one of the most common complaints that come from Hornby residents</li> <li><b>2. Communication with the Hornby Ferry</b></li> </ol>

	<p>It is a fairly common complaint that if the Hornby ferry is running a few minutes' late, people arrive at Denman West to watch a partially full BSC pulling away. Inter-route communication could alleviate this frustration.</p>
<p><b>Baynes Sound Connector</b></p>	<p><b>BSC Report and data</b>            FAC re-iterate the request made at the AGM for the worksheets that form the basis of assumptions and calculations in the February 16, 2023 Baynes Sound Connector Report presented by Brian Anderson.</p> <p>How is the Feb. 16, 2023 Baynes Sound Connector report being implemented, reviewed, or varied? FAC note that the community continues to ask for the supporting documents. A community member currently has an F.O.I. submitted to receive the information</p> <p>FAC continue to seek total operational repair costs, and off-hours availability for emergency services for the BSC figures for Fiscal 23.</p> <p><b>New cable specifications</b>            A new cable was just installed on the BSC. Did the new cable replaced the 1 1/2" south guide cable? Will the original matrix for wind, up to 50 knots, will be reinstated before the upcoming storm season? (note: the temporary directive has been only 39 knots for safety)  <a href="#">The Marine Superintendent updated the FAC that all cables on the Bayne Sound Connector have been restored to their original size and weather restrictions have returned to normal. Wind speed capability has returned to 55 knots.</a></p> <p><b>Deck space expansion</b>            What are the plans to expand the deck space on the BSC?  <a href="#">FAC also noted they would like to have an update on possible BSC expansion.</a></p>
<p><b>Crewing the Baynes Sound Connector</b></p>	<p><a href="#">This topic was carried forward due to time constraints on the meeting.</a>            Changes to the Marine Personnel regulations will be announced fall 2023. This means that the cable ferry will need a Master and a Mate and possibly an Engineer. What does BSF plan to do?</p>
<p><b>Performance Term 6</b></p>	<p><b>At the minimum, starting in 2024, can Route 21 provide annual, two ferry service, or one meets-capacity vessel?</b>            On September 5, 2023 the <i>Kahloke</i> (22 AEQ vessel) stopped servicing route 21. It is not scheduled to return until July 2024. The FAC see the July – August 2023 two ship service as a limited success. FAC request an extension of this service to include the fall season and spring shoulder seasons. The route metrics show increased traffic as population growth occurs and the BS Connector only provides the same service AEQ as in 1983. The route needs reliable year-round capacity of 80-100 AEQ capacity.</p> <p><b>Will BCF make the Quinitsa or equivalent vessel a permanent part of route 22 in PT6?</b></p>

The *Quinitsa* was a huge success for route 22 users. Thank you! What a difference it made to improve the poor performance of the 50 year old Kahloke that struggled to carry 22 AEQ. The long waits, the limited large truck capacity, the 1.6 km lineups causing dangerous one-way traffic on the wrong side of the road to the ferry, the seniors missing medical and booked appointments, the businesses that could not supply the community needs, the extra wait charges to all islanders reliant on delivered good were all relieved with a 50 AEQ ferry. Please do not stop service of this utmost important marine highway vessel for route 22 this December. This vessel, the Quinitsa or an equivalent or larger capacity ferry is required year round and must be part of PT6, which it currently is not.

**Will BCF please not wait until 2034 to deploy a new vessel to Route 22, and make a plan for new vessel of approximately 50 AEQ as part of PT6?**

As the Quinitsa is an aged vessel, FAC request a new route 22 vessel be planned for service within three years to allow the Quinitsa to become a standby replacement vessel. For example, the Quinitsa can be used to serve route 21 when the BS Connector is unable to provide service. Currently there is no plan for a new route 22 new vessel of larger than 50 car capacity to allow for population growth, only a 47 AEQ ferry and not until 2034.

**BCF Info:** Performance Term 6 is going through its final review with the commissioner. The Commissioner will make a final determination on the Performance Term Six price caps by September 30, 2023, after which BC Ferries will review and begin work with final results to be shared with the public beginning of 2024.

The Coastal Ferry Act does outline the minimum required sailings for each route, with Route 21 and 22 outlined below:

**Route 21:**

Season	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Holiday Mon
Off Peak	15	15	15	15	15	15	14	15
Peak	23	23	23	23	23	16	15	23
Shoulder	15	15	15	15	16	15	14	15

**Route 22:**

Season	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Holiday Mon
Off Peak	11	11	11	11	13	10	9	11
Peak	11	11	11	11	14	11	10	11
Shoulder	11	11	11	11	14	10	9	11

**Schedule of local events**

FAC Recommend compiling a schedule of events, from both islands, to anticipate heavy traffic on Sundays. Provide flaggers and route information.

	<p>Summer of 2023 Denman weekend, regional events:</p> <ol style="list-style-type: none"> <li>1. Regional soccer tournament on Denman: July 8/9<sup>th</sup> (looking for off-Denman teams, fundraiser for community field)</li> <li>2. Music festival on Denman: July 29/30<sup>th</sup> July from 10 am – 10 pm and July 30 from 10 am – 4 pm. Parade begins at 11 am Saturday July 29.</li> <li>3. Studio tour on Denman: August 12/13<sup>th</sup> - Buckley Bay terminal quit selling passenger tickets for so many people coming over to the tour.</li> </ol> <p>BCF would be happy to help communicate expected busy sailings. FAC can provide a list of dates and BCF will share with the teams and post SN to inform passengers of potential busy sailings.</p>
<p><b>Spear grass at terminals</b></p>	<p>At the last FAC meeting, FAC raised the issue of the spear grass growing in the small grass area by the Denman West terminal. FAC request an update on its removal.</p> <p>BCF regional terminal manager reported that the spear grass was cut in the week prior to the FAC meeting. The FAC requested the current vegetation be replaced with new grass turf and continually monitored. BCF expressed appreciation for this feedback and affirmed that plans are currently underway for the enhancement of this area.</p>

**Presentations from the public – 5 minutes each**

<p><b>Hornby Ferry Action Discussion Group c/o Pete Kimmerly</b></p>	<p>Have enough appreciation for what happened this summer to express that. Four issues were solved to provide 80 and 50 AEQ, speeding, travel time improved, P. Kimmerly expressed gratitude for the enhancements to summer service and noted that in past years he has avoided travel together. While this year he has been able to travel and appreciated the addition of the Kahloke on Route 21 and the Quinsam on Route 22.</p>
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**Addendum**

<p><b>Discussion topic 1:</b> Bayne Sound Connector vessel specifications</p>	<p>Questions in the meeting were raised around the expansion of the Baynes Sound Connector (BSC) including the AEQ*, weight restrictions, speed limitations, cable capacity and wind tolerance. Responses to these questions were deferred to a future meeting when more details on expansion plans are confirmed.</p>
<p><b>Discussion topic 2:</b> Capacity needs for Route 21 and Route 22</p>	<p>A member of the public proposed to reassess the capacity needs for Routes 21 and 22 until 2034 requesting assurance from BCF that current and future service needs will be met. He added that any advocacy for a direct ferry from Vancouver Island to Hornby Island is directed towards Minister Fleming, the local MLA and BCF.</p>
<p><b>Discussion topic 3:</b> Infrastructure demands</p>	<p>A FAC shared that increased wait times are occurring for all public services and infrastructure including buses and medical providers. He echoed that requests for enhanced infrastructure be directed towards those funding the projects</p>

	such as the BC Government. There are many issues that the BC Ferries Corporation is facing and asked for clarity on the FAC's role in addressing these issues.
<b>Discussion topic 4:</b> Bayne Sound Connector appreciation	A speaker stated their appreciation for the Baynes Sound Connector noting that is more environmentally friendly than a traditional diesel vessel and added that it has adequately met his needs for travel to and from Vancouver Island.
<b>Discussion topic 5:</b> Baynes Sound Connector Report Request	The FAC Chair requested the supporting worksheets for the Baynes Sound Connector report. B. Anderson conveyed that discussions with the Ferry Commissioner have occurred and the decision has been made for the Commissioner to serve as a mediator to safeguard privacy under FOI regulations.
<b>Discussion Topic 6:</b> Summer Service	<p>Attendees participated in significant deliberation over the adequacy of additional capacity over the peak season. FAC members agreed that two months of service was insufficient for the utilization rates of Routes 21 and 22. Specifically, FAC members would like to see additional service in the two months in advance and following the summer season and additional service on the weekends to address the increased utilization on the weekends.</p> <p>It was noted that it is particularly difficult for traffic bound for Vancouver Island since travellers at Denman West are cumulative from both Denman and Hornby Island residents. They requested that any ideas or decisions on improvements for 2024 be provided as soon as possible.</p> <p>An FAC member added that their experience of travelling through Buckley Bay to Denman Island this summer was excellent and exceeded expectations. Their concern is not engineering or which ship sails, but rather that there is reliable and efficient service on and off the island. If this happens between two ships or one ship is not of concern, however, service in the shoulder seasons and on the weekends is needed. Another added that weekend service is especially important since this is when motorhomes utilize the routes and take up significant deck space.</p>
<b>Discussion Topic 7:</b> Emergency Services	<p>FAC member and Denman Island Fire Chief noted that the additional service did not address after hours emergency services to Denman and Hornby Island. The Baynes Sound Connector does not provide service overnight, therefore there is no access for emergency vehicles during this time.</p> <p>This matter is of huge concern for residents and emergency services providers of both islands that rely on Route 21. People's lives are at stake.</p> <p><a href="#">BCEHS is the entity responsible for emergency patient transport across the Province.</a></p>
<b>BCF Acknowledgement</b>	The BC Ferries Vice President of Strategy and Community Engagement acknowledged the feedback and recognized the impact of service disruptions on the community. Emphasizing the financial constraints, BC Ferries is committed to optimizing existing resources and added that we continue to work to balance competing priorities on the ferry system including growing demand, crewing and staff limitations, traffic safety, terminal upgrades, capital costs, and more. Recognizing the evolving demographics and increasing population in many island communities, the transportation

	<p>system is facing pressures to remain adaptive to the changing desires and needs of coastal communities. The capital portfolio submission for the upcoming 4-year period in PT6 was nearly double that of other PTs, involving significant investments for longer operational days, increased services, full vessel deployment, augmented crewing for enhanced resiliency, and ongoing improvements. The ambitious plans, however, placed financial pressure on taxpayers, which prompted a government allocation of \$500 million to support projects while maintaining a 3% price cap. Without government support, the potential price increase could reach 9% annually. The looming pressure on the system requires thoughtful reconsideration of the ferry system's vision, incorporating land use planning, service locations, and integration within the broader transportation network.</p>
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