

## **Chemainus-Thetis-Penelakut Ferry Advisory Committee Meeting**

**Overview: BC Ferries Head Office – Victoria, September 25, 2015**

### **In Attendance:**

Committee: Sue French, Art Hunter, Keith Rush, Ruth Sauder

BC Ferries: Mark Collins - VP Strategic Planning & Community Engagement, David Hendry - Strategic Planning Director, Captain Lewis MacKay - Marine Superintendent, Monique Turgeon - Terminal Operations Regional Manager, Darin Guenette - Public Affairs Manager, Steve Mayall – Terminal Construction Manager

### **Meeting Highlights:**

The objective of the meeting was to: discuss previous issues and explore options for addressing issues brought to the FAC from the community.

The next meeting is planned for sometime in May of 2016, with the FAC members suggesting they come to BC Ferries Head Office.

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Issues Summary and Resolution Plan

### **A. Issue: Chemainus Terminal Upgrade summary**

**Definition:** The current plan is to replace the trestle, ramp, pontoon and wingwalls at the Chemainus terminal, with the new trestle to be highway legal for weight capacity (i.e. 8 axles, 63.5 tons). The trestle is currently in the design conceptual stage. BC Ferries has previously done an archaeological consultation and will do further work for this project, as well as an environmental assessment.

The upgrade will require a berth closure for an estimated period of eight to 10 weeks. Preliminary ideas for alternate service include water taxi service to/from both Thetis and Penelakut islands, as well as regular vehicle service to/from Crofton. The closure will begin in Jan 2017 (tentative date).

### **Notes regarding water taxis:**

- a) the terminal compound is usually converted to a parking lot for water taxi customers
- b) BCF will inform businesses near the terminal to make them aware
- c) the BCF will provide priority to school runs
- d) it generally works best to run one small & one large vessel based on average peak times

**BC Ferries Commitment to Resolution:** follow a 3-step consultation process for the upgrade plan:

1. meeting with the FAC stakeholders to discuss and develop the closure and alternate service plan.
2. hold public open houses in Chemainus/Thetis/Penelakut, seeking community input on the basic plan for alternate service.
3. host info sessions to relay the final plans.

**Action Plan:**

Action	Responsible	Date
FAC/stakeholders meetings (1-2 typically)	Mayall	Mid – late Nov
Public open houses	Mayall/Guenette	Feb – Apr 2016
Info sessions	Mayall/Guenette	Sept 2016

**B. Issue: Voluntary “extra schedule changes” and BCF consideration**

**Definition:** Keith provided background info by summarizing the original 2012 discussion to explore voluntary schedule/operational changes to save costs, with BCF then giving some sort of direct benefit back to the local community.

As part of the 2014 Service Level Adjustment process, some additional scheduling changes were made that helped, in part, to meet the cost savings targets set by the Province. BCF agrees with the concept of “if the route volunteers to make changes beyond the round trip reductions set by the Province as part of the SLA process, and savings are realized from these additional round trip reductions, the benefit goes back to this route/community directly”. Thus, BCF looked at whether there is a measurable benefit in savings because of changes on this route. This analysis indicates there were indeed ‘additional cost savings’ from the additional round trip reductions, and now BC Ferries is asking for ideas from this group on how best to return the benefit to the communities.

Some ideas for how to implement the above include:

- a) a change in fares, either
  - i. reductions applied immediately, or
  - ii. foregoing future increases to foot passengers (maybe next ~4 years?)
- b) some type of increase/improvement in parking access at or near Chemainus terminal.
- c) a BCF contribution to some sort of community project(s); community investment.
- d) avoiding being included in future service level reductions (note: the Province has indicated that no future reductions are planned).
- e) finding a way to support efforts to build connections between the islands (discussion is required around the need for the communities to lead the analysis and discussion on whether a fixed link would be helpful in creating this support).

- f) conduct small pavement near the Penelakut Band office.

There was some discussion around the approximate fuel savings and the overall amount that may have been saved due to last year’s schedule changes. It was noted that the schedule change allowed for approximately 20 km/day less in distance travelled, and that there are no longer missed meal breaks or unscheduled overtime.

The bottom line is that BC Ferries understands that cost savings are not just realized on fuel savings, but also from labour savings, OT savings, repair and maintenance reductions, etc. and are working on finding the most accurate “true savings” of volunteer schedule changes and determining how to provide appropriate benefits back to the community.

**BC Ferries Commitment to Resolution:** determine ‘extra savings’ realized by voluntary schedule adjustments and inform FAC. Explore options/ideas submitted from the FAC for applying savings.

**Action Plan:**

Action	Responsible	Date
Reach out to FAC regarding cost savings and ideas for ‘returning benefit’ to the community.	BCF	Once “measurable amount of benefit” is ready

Related note:

BCF should consider creating some sort of voucher system at Chemainus for Penelakut travellers. The voucher would be presented to the attendant at the terminal, who would swipe the e-card linked to the Band account.

**Action Plan:**

Action	Responsible	Date
Discuss the logistics of developing a voucher	Monique & Ruth	When able

**C. Issue: Update on terminal cameras**

**Definition:** At the May meeting, concerns were raised about the crews not being able to always see or understand load composition. With the increase in triangle runs, it would also be very helpful for crews to be able to see if the vessel fills up at the other island. BCF is currently working on a minor “terminal camera project”, seeking to maximize the effectiveness and optimize the position of cameras.

**BC Ferries Commitment to Resolution:** provided info on camera project.

**Action Plan:**

Action	Responsible	Date
Inform FAC of any plans to come out of camera project	BCF	As appropriate

**D. Issue: Dangerous Cargo sailings**

**Definition:** The FAC has previously helped to establish off-peak DC (Dangerous Cargo) sailings every 2<sup>nd</sup> and 4<sup>th</sup> Thursday. They are now asking if the 2<sup>nd</sup> & 4<sup>th</sup> week sailings can also remain in place during July and August (peak season). Marinas on the islands have offered to analyse their summer DC needs.

**BC Ferries Commitment to Resolution:** discussions with suppliers and businesses will continue to determine if 2<sup>nd</sup> & 4<sup>th</sup> week DC sailings in peak are feasible.

**Action Plan:**

Action	Responsible	Date
Inform FAC when discussions happen.	Lewis	As applicable.

**E. Issue: Marine Superintendent Operations Report**

**Definition:** At the end of September, Malcolm Vale will assume the position of Senior Master on Route 20. Traffic has increased in the previous year, versus the 12 months prior, by 4% (vehicles) and 1.3% (passengers), and on-time performance was in the 88%-99% range during the past year.

**BC Ferries Commitment to Resolution:** none required.

**Action Plan:**

Action	Responsible	Date
N/A		