

## AM Direct Service and PM Triangle Service

### ASTO calculations

<b>Peak</b>	From	01-Jan	To	29-Jun
<b>Peak</b>	From	06-Sep	To	31-Dec
<b>Peak 2</b>	From	29-Jun	To	06-Sep

<b>Peak</b>								
	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	
AM <b>ERA</b>								1
AM Mate	7.5	8.25	7.5	8.25	8.25	7.5	7.5	2
AM DH	7.5	8.25	7.5	8.25	8.25	7.5	7.5	3
PM <b>ERA</b>	10	10	10	10	10	10	10	4
PM Mate	7.5	7.5	7.5	7.5	7.5	7.5	7.5	5
PM DH	7.5	7.5	7.5	7.5	7.5	7.5	7.5	6
<b>Peak 2</b>								
	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	
AM FRA								1
AM Mate	7.5	8.25	7.5	8.25	8.25	7.5	7.5	2
AM DH	7.5	8.25	7.5	8.25	8.25	7.5	7.5	3
PM ERA	10	10	10	10	10	10	10	4
PM Mate	8.5	8.5	8.5	8.5	8.5	7.5	7.5	5
PM DH	8.5	8.5	8.5	8.5	8.5	7.5	7.5	6
<b>Off Peak</b>								
	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	
AM FRA								1
AM Mate	7.5	8.25	7.5	8.25	8.25	7.5	7.5	2
AM DH	7.5	8.25	7.5	8.25	8.25	7.5	7.5	3
PM ERA								4
PM Mate	7.5	7.5	7.5	7.5	7.5	7.5	7.5	5
PM DH	7.5	7.5	7.5	7.5	7.5	7.5	7.5	6

		<b>Annual Average</b>			
		HRS	HRS		
<b>ERA</b>		<b>1216.7</b>	<b>5.0</b>		
Mate	1880.6	7.72	Avg is 7.5	1826.3	
DH	1880.6	7.72	Avg is 7.5	1826.3	

AM	PM	
4	5	8
Rotation =		12

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Hi Carrie – in terms of Texada meeting, I plan to simply summarize that the results of our financial review led to a net cost of \$250,000 for this incremental service. There is lots of back and forth, but at the end of the day, the fundamental difference appears to be lack of inclusion of these incremental costs [REDACTED] compared to our estimates.

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Rest of the script remains the same as shared with [REDACTED] Warren the other week – loosely:

- You will see in our Performance Term plan that many routes and regions are under intense pressure for additional service. We can't advance all of them at once and we had to make choices with regards to which moved ahead for further consideration by the Commissioner and the Ministry of Transportation.
- We have concluded our review of the proposed service for a Texada Island – Comox pilot.
- We heard clearly that a solution that fit within the economic paradigm of the model was not supported by the community. And the solution desired by the community is not affordable at this time given all the other pressures across the system.
- While we understand the strong desire for direct service to Vancouver Island the solution adds incremental costs and presents challenges associated with logistics of implementation.
- For these reasons, we will not be proceeding with any further work related to the proposed pilot project. This information will be shared with the broader community via an update to the project page shortly. I know this is not the outcome you and the community hoped for.
- We shared our decision with the BC Ferry Commissioner who understands the difficult choice we made.
- That said, if you or the community feels strongly that this service should be considered further, the Commissioner is inviting public comments on the submission.
- Thanks again for your efforts in advancing this initiative

Any concerns?

**From:** Simpson, Peter <Peter.Simpson@bcferries.com>

**Sent:** November 10, 2022 12:38 PM

**To:** Anderson, Brian <Brian.Anderson@bcferries.com>

**Subject:** FW: Direct Service Texada to Comox

This email and attachments contain all the financial bits and pieces.  
I've added an email between Rob and I wrt to revenue.

Peter

**From:** Simpson, Peter

**Sent:** August 30, 2022 9:05 AM

**To:** Anderson, Brian <Brian.Anderson@bcferries.com>; Johnston, Karen

<Karen.Johnston@bcferries.com>; McIntosh, Carrie <Carrie.McIntosh@bcferries.com>

**Subject:** Direct Service Texada to Comox

Hi, please find attached final draft for direct service.  
Short version: costs with revenue offsets - \$250,000 per year

Main assumptions:

- No reduction in total round trips
- Fare is fully paid at Comox; simplified tariff and fare collection
- MoTI supports
- Continuation of service conditional on usage

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Peter

**From:** Simpson, Peter

**Sent:** August 10, 2022 11:54 AM

**To:** Megaffin, Amethyst ; Vidalin, Jonathan ; Bremner, Jason ; McNair, Rob

**Cc:** McIntosh, Carrie ; Elliott, Scott ; Johnston, Karen ; Leduc, Sandra ; Raduta, Captain Claudiu ; Knutsen, Jordan ; Caldwell, Megan ; Horbas, Tony ; Van Es, Mike

**Subject:** RE: Route 17/18 Costing

Hi, we met with the Texada FAC this morning in order to clarify some points wrt their schedule proposal. Note, this schedule proposal is designed to replace and, then continue, with the service improvements for the Triangle run pilot.

I have attached both schedules and tables identifying changes in labour, overtime and service levels.

Please note:

Amethyst/Scott

- The FAC has asked we assess two options (Part A; Part B)
  - Part A is their original request that results in 50 fewer overall trips than currently provided (the call was to clarify if they understood this or not; they did not but still want this as a consideration)
  - Part B is their request with the 50 trips applied in the summer on days without a Comox connection
  - This is relevant because in both cases this will require a contract change in number of TEX-PR trips and MoTI will need to understand the relevance
- Route 18 labour for Mates and DHs is based on a 7.5 hour day and currently any extra time beyond 7.5 hours is paid at overtime, the costing should assume the same for the extra time in the proposal
- Route 18 labour for Masters, Chief Engineers and ERAs are 10 hour days and will be unaffected by these changes.

- A very rough estimate is included but is not intended to replace Finance analysis

Rob/Jason

- The FAC is proposing that the fare for the TEX-CMX trip be the Route 17 fare *less* the Route 18 fare; travel to/from TEX-CMX currently is Route 17 *plus* Route 18 fare
- Requesting an assessment of revenue impacts with the diversion of 4 round trips a week from normal Route 18 sailings to a TEX-CMX direct connection based on your recommended fare and both options (Part A being 50 round trips fewer).

Jordan/Tony

- Fare collection at Blubber Bay still an issue – can this be resolved within a few months?
- In the absence of a resolve, FAC propose that users pay full round trip fare at the Comox departures – is there a concern wrt to ‘fare manipulation’ if this were adopted

This service consideration will need to go to EMC soonest, with the appropriate financial estimates. MoTI have already enquired where this is at and enquiries from the community to the Board have been made.

We indicated to the FAC that the financial assessment would be complete by end of August and then included with the service changes to be presented to EMC for consideration.

Call myself, Carrie or Karen if you require any additional information

Peter

Peter Simpson

Director, Fleet Operations Strategy

Strategy and Community Engagement

**British Columbia Ferry Services Inc.**

T: 250-978-1163 [REDACTED] ss. 15, 19

[peter.simpson@bcferries.com](mailto:peter.simpson@bcferries.com)

[bcferries.com](http://bcferries.com)

**From:** Simpson, Peter

**Sent:** August 05, 2022 11:24 AM

**To:** Megaffin, Amethyst <[Amethyst.Megaffin@bcferries.com](mailto:Amethyst.Megaffin@bcferries.com)>; Vidalin, Jonathan <[Jonathan.Vidalin@bcferries.com](mailto:Jonathan.Vidalin@bcferries.com)>; Leduc, Sandra <[Sandra.Leduc@bcferries.com](mailto:Sandra.Leduc@bcferries.com)>

**Subject:** FW: Route 17/18 Costing

Hi Amethyst

Further to the email(s) on costing the Texada-Comox service proposal from the FAC, I have attached a work sheet that I needed to prepare to provide Brian and the community engagement team with some level of expected cost. I have attached that worksheet to this email with your previous work on this. There is a request for revenue estimates that you were copied on, and so hoping you are able to when you return. Timelines: this could be an issue raised at the AGM at the end of the month, so ideally need by end of next week if that is possible.

Thanks

Peter

Peter Simpson  
Director, Fleet Operations Strategy  
Strategy and Community Engagement  
**British Columbia Ferry Services Inc.** ss. 15, 19  
T: 250-978-1163  
[peter.simpson@bcferries.com](mailto:peter.simpson@bcferries.com)  
**bcferries.com**

**From:** Megaffin, Amethyst <[Amethyst.Megaffin@bcferries.com](mailto:Amethyst.Megaffin@bcferries.com)>  
**Sent:** November 01, 2021 3:55 PM  
**To:** Simpson, Peter <[Peter.Simpson@bcferries.com](mailto:Peter.Simpson@bcferries.com)>  
**Cc:** Vidalin, Jonathan <[Jonathan.Vidalin@bcferries.com](mailto:Jonathan.Vidalin@bcferries.com)>  
**Subject:** Route 17/18 Costing

Hi Peter,

s. 15 Here is a link to the costing, updated with the changes discussed this morning:

Thank you,

Amethyst Megaffin, CPA, CMA  
Senior Business Analyst, Financial Planning & Analysis (Operating)  
Finance Division  
**British Columbia Ferry Services Inc.**  
T: 250-978-1535  
[amethyst.megaffin@bcferries.com](mailto:amethyst.megaffin@bcferries.com)  
**bcferries.com | Facebook | Twitter**

DIRECT SERVICE TWICE PER DAY

THREE WEEKDAYS IN OFF PEAK

FIVE WEEKDAYS IN PEAK

Peak	From	01-Jan	To	29-Jun
Peak	From	06-Sep	To	31-Dec
Peak 2	From	29-Jun	To	06-Sep

Peak							
	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
AM	EW						
AM	Mate	7.5	7.5	8.5	8.5	8.5	7.5
AM	DH	7.5	7.5	8.5	8.5	8.5	7.5
PM	EW	10	10	10	10	10	10
PM	Mate	7.5	7.5	8.25	8.25	8.25	7.5
PM	DH	7.5	7.5	8.25	8.25	8.25	7.5
Peak 2							
	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
AM	FRA						
AM	Mate	8.25	8.25	8.25	8.25	6.25	7.5
AM	DH	8.25	8.25	8.25	8.25	6.25	7.5
PM	EPA	10	10	10	10	10	10
PM	Mate	9	9	9	9	9	7.5
PM	DH	9	9	9	9	9	7.5
Off Peak							
	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
AM	FRA						
AM	Mate	7.5	7.5	8.5	8.5	8.5	7.5
AM	DH	7.5	7.5	8.5	8.5	8.5	7.5
PM	EPA						
PM	Mate	7.5	7.5	8.25	8.25	8.25	7.5
PM	DH	7.5	7.5	8.25	8.25	8.25	7.5

		Annual Average			
		HRS	HRS		
EW		1216.7	5.0		
Mate		1935.8	7.95	Avg is 7.5	1826.3
DH		1935.8	7.95	Avg is 7.5	1826.3

AM	PM	
4	5	8
Rotation =		12

# Control Record for Changes to Service Plan

## Fiscal 2022/23

<b>Date:</b>	August 31, 2022	
<b>To:</b>	Corrine Storey	VP & COO
	Brian Anderson	VP Strategy & Community Engagement
	Janet Carson	VP Marketing & Customer Experience
	Joanne Carpendale	Interim VP & CFO
<b>Subject:</b>	Route 18– Direct Service Sailings – Texada to Comox	

### Background:

The FAC for Powell River and Texada requested direct service between Texada and Comox to support travel convenience for medical appointments and shopping. First tested using the Route 17 vessel with stops en route between Powell River and Comox, however the original start-up was rife with challenges around line-ups, fare collection and space allocation and, ultimately, was halted due to COVID.

### Discussion:

To renew the pilot, direction was given by the Executive that the service will be centered on using the Texada based Island Class and subsequently a proposal from the FAC was received with the Route 18 Island Class ship providing the service. Along with the FAC proposal a community survey was done for Texadan residents showing a result of strong support.

### Schedule:

- Late morning and early evening on Wednesday and Saturdays
- Maintain school and commuter runs between Texada and Powell River
- Will require amendment to CFSC to implement; FAC support required; MoTI advised

### Community preferences:

- No tariff for sailings departing Texada
- Paying double tariff at Comox to go to Texada
- Wednesday has Dangerous Cargo (DC) sailings – to be changed

### Operating parameters:

- Dock fit for Island Class at Comox is 'good'
- Transit time required is 85 minutes
- In port time required is 10 minutes

### Ticketing:

- Comox based departures – double tariff as done for minor routes/Rte 3
- Texada based departures – no fare (requires POS on ship or at Blubber Bay)
- Technology notes
  - No access point at Blubber Bay to support POS at this time
  - Full reservable minor route ticketing not yet available

Fare: E-card discount rate: fully paid at Comox at \$99.10; no payment at Blubber Bay

Community Engagement: refer to Texada-Comox Direct Service Pilot Engagement Report

# **Control Record for Changes to Service Plan**

## **Fiscal 2022/23**

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### **FAC Option Part A – Year Round schedule**

Provide direct service twice on Wednesdays and Saturdays using Island Class – see Appendix B

- Did not include 9<sup>th</sup> round trip in summer for Mon-Fri
- 50 round trips below CFSC & Contribution Agreement
  - FAC were unaware their original proposal was short of minimum service levels
- Contract compliance will require amendment sanctioned by MoTI

### **FAC Option Part B – Peak/Off Peak schedule**

Provide direct service twice on Wednesdays and Saturdays using Island Class – see Appendix B

- Includes 9<sup>th</sup> round trip in summer, albeit on the five days there is no direct sailing
- Maintains the same number of round trips if the TEX-CMX sailings attributed
  - FAC requested a version of proposal with all trips included
- Contract compliance will still require amendment sanctioned by MoTI

### **Alternate Option Part C to reduce overall costs – not reviewed with FAC**

Provide direct service with Route 18 Island Class in the morning only and provide 'drop off' service with Route 17 Salish in the evening

- Satisfies the 'ask' to get to Comox in AM and return to Texada in PM
- No Texada to Comox direct sailing in PM; visitors to Texada return via Powell River
- Retains full PM service for Route 18 – no 4.5 hour gap in service with Powell River
- Reduces overall costs

#### **Risks:**

- Low usage: counter-flow return trips, i.e. CMX to TEX in morning or TEX to CMX in the evening
- Fare avoidance: use TEX to CMX no-fare leg then Rte 17/18
- Fare manipulation: use PWL to TEX at Rte 18 fare then remain for no-fare leg TEX to CMX

#### **Mitigations:**

- Provide Wed/Sat service in Peak and Wed only service in Off Peak (per FAC)
- Set pilot for two months with cancellation if XX% of capacity utilization not met

### **CFSC and Contribution Agreement minimums (see Appendix C)**

- CFSC daily – 7 round trips
- CFSC annual – 2899 round trips; requires 8 round trips per day on average
- Contribution Agreement – 69 round trips annually



# Control Record for Changes to Service Plan

## Fiscal 2022/23

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### Financials – Summary or incremental costs and revenue

Part A – original request; 50 trips below CFSC

- Costs \$287,000 - \$290,000 \$220,000
- Revenue \$50,000 - \$70,000

Part B – request modified to include CFSC minimums

- Costs \$310,000 - \$320,000 \$250,000
- Revenue \$50,000 - \$70,000

Part C – modified option; not yet shared with FAC

- Costs \$197,000 - \$200,000 \$135,000
- Revenue \$50,000 - \$70,000

See Appendix A for detail

### Options:

1. FAC Proposal Part A (Year Round)
2. FAC Proposal Part B (Peak/Off Peak)

S. 13

### S. 13 Recommendation:

### Recommendation of Operations:

Recommendation	Signature or email support
Darren Johnston, Fleet Operations	
Melanie Lucia, Terminal Operations	
Stephen Jones, Engineering	
Mike Van Es, Catering, Crewing and Training	

### Approval Requested:

Approval of Recommendations	Signature or email approval
Corrine Storey, VP & COO	
Brian Anderson, VP SCE	
Janet Carson, VP MCE	
Joanne Carpendale, Interim VP & CFO	

.cc Jill Sharland, Interim CEO

# Control Record for Changes to Service Plan

## Fiscal 2022/23

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### APPENDIX A – Incremental Costs:

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# Control Record for Changes to Service Plan

## Fiscal 2022/23

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### APPENDIX A (cont.)

#### Incremental Revenue

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# Control Record for Changes to Service Plan

## Fiscal 2022/23

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### Appendix B – Sailing Times

<b>Route 18 - FAC Proposal – Part A</b>									
<b>Year Round</b>									
<b>Sun, Mon, Tue, Thu, Fri</b>			<b>Wed &amp; Sat</b>			<b>Current Mon-Fri</b>		<b>Current Sat-Sun</b>	
<b>Texada</b>	<b>Powell River</b>		<b>Texada</b>	<b>Powell River</b>	<b>Comox</b>	<b>Texada</b>	<b>Powell River</b>	<b>Texada</b>	<b>Powell River</b>
0600			0600			0600		0600	
	0650			0650			0650		0650
0750			0750			0750		0750	
	0835			0835			0835		0835
0920			0920			0920		0920	
	1020						1020		1020
					1055	1125		1125	
1230			1125				1215		1215
						1245 arrival		1245 arrival	
	1315			1315		1300 Peak only			
1345 arrival			1345 arrival			1425 arrival	1350 Peak only		
1500			1500			1500		1530	
	1545			1545			1545		1615
1630			1630			1705		1710	
	1715			1715			1800		1840
1800			1800			1850		1925	
	1845				1935		1940		2015
2110			2110			2035		2100	
	2150			2150			2120		2145
2225 arrival			2225 arrival			2155 arrival		2210 arrival	

# Control Record for Changes to Service Plan

## Fiscal 2022/23

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### Appendix B (cont.)

<b>Route 18 - FAC Proposal – Part A Peak</b>								
<b>Sun, Mon, Tue, Thu, Fri</b>		<b>Wed &amp; Sat</b>			<b>Current Mon-Fri</b>		<b>Current Sat-Sun</b>	
<b>Texada</b>	<b>Powell River</b>	<b>Texada</b>	<b>Powell River</b>	<b>Comox</b>	<b>Texada</b>	<b>Powell River</b>	<b>Texada</b>	<b>Powell River</b>
0600		0600			0600		0600	
	0650		0650			0650		0650
0750		0750			0750		0750	
	0835		0835			0835		0835
0920		0920			0920		0920	
	1020					1020		1020
1125				1055	1125		1125	
	1215	1125				1215		1215
1300			1315		1300			
<i>1425 arrival</i>	1350	<i>1345 arrival</i>			<i>1425 arrival</i>	1350		
1500		1500			1500		1530	
	1545		1545			1545		1615
1630		1630			1705		1710	
	1715		1715			1800		1840
1800		1800			1850		1925	
	1845			1935		1940		2015
2110		2110			2035		2100	
	2150		2150			2120		2145
<i>2225 arrival</i>		<i>2225 arrival</i>			<i>2155 arrival</i>		<i>2210 arrival</i>	

# Control Record for Changes to Service Plan

## Fiscal 2022/23

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### Appendix B (cont.)

<b>Route 18 - FAC Proposal – Part A Peak</b>								
<b>Sun, Mon, Tue, Thu, Fri</b>		<b>Wed &amp; Sat</b>			<b>Current Mon-Fri</b>		<b>Current Sat-Sun</b>	
<b>Texada</b>	<b>Powell River</b>	<b>Texada</b>	<b>Powell River</b>	<b>Comox</b>	<b>Texada</b>	<b>Powell River</b>	<b>Texada</b>	<b>Powell River</b>
0600		0600			0600		0600	
	0650		0650			0650		0650
0750		0750			0750		0750	
	0835		0835			0835		0835
0920		0920			0920		0920	
	1020					1020		1020
1125				1055	1125		1125	
	1215	1125				1215		1215
1300			1315		1300			
<i>1425 arrival</i>	1350	<i>1345 arrival</i>			<i>1425 arrival</i>	1350		
1500		1500			1500		1530	
	1545		1545			1545		1615
1630		1630			1705		1710	
	1715		1715			1800		1840
1800		1800			1850		1925	
	1845			1935		1940		2015
2110		2110			2035		2100	
	2150		2150			2120		2145
<i>2225 arrival</i>		<i>2225 arrival</i>			<i>2155 arrival</i>		<i>2210 arrival</i>	

# Control Record for Changes to Service Plan

## Fiscal 2022/23

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### APPENDIX C

Proposal: 208 round trips (of the 2920 round trips) go Texada-Comox

Part A 50 fewer round trips than CFSC+CA minimums

Part B Same total round trips

Part C Same total round trips

CFSC = 2899

Contribution Agreement = 69

Total required = 2968

Current	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Weekly	Weeks		Annual
Off Peak	8	8	8	8	8	8	8	56	42.15	2360.4	
Peak	9	9	9	9	9	8	8	61	10	610	
										Total	2970.4

Proposed

YR	Part A	8	8	8	8	8	8	8	56	52.15	Total	2920.4	-50
Peak	Part B or C	9	9	8	9	9	8	9	61	10	610		
Off Peak	Part B or C	8	8	8	8	8	8	8	56	42.15	2360.4		
											Total	2970.4	

Texada/Powell River regional investments relative to other service areas:

	Routes	Population	Capacity Used F2022	\$\$ spent past 15 yrs	for replacement or rebuild of:
Powell River, Texada	7,17,18	14,500	41%	\$200M	ISKY, Island, Salish LR, WV, BB, Salt, EC
Denman, Hornby	21,22	2,500	62%	\$45M	BSC and terminal
Bowen	8	4,300	61%	\$0	none
SGI	4, 5, 6, 9	16,850	59%	\$140M	2XSalish

# PROPOSAL FOR DIRECT FERRY SERVICE BETWEEN TEXADA ISLAND & COMOX

The objective of this proposal is to supply the residences on Texada Island with a direct ferry service between Vancouver Island (Little River) and Texada Island (Blubber Bay)



## **Contents**

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## **Executive Summary**

This is a proposal to reinstate the Texada Island direct ferry service to Vancouver Island pilot project utilizing the Island Discovery ferry and the current schedule for service between Powell River and Texada Island.

The direct ferry service allows the residents of Texada Island and especially the many elderly residents to travel for medical and specialty services directly from Texada Island to Vancouver Island, consequently saving substantial travel time from the current roundabout schedule. The service also diminishes their exposure to other people exponentially by not having to transfer ferries and pass through ferry toll booths or wait in line ups for tickets and loading of ferries.

The proposed schedule would also allow more options for travelers to travel between Powell River and Comox on Wednesdays and Saturdays. Utilizing the Island Discovery for the direct ferry service pilot project would eliminate the need to disrupt the current ferry schedule between Powell River and Comox.

These sailings open up more opportunities for Vancouver Island residents to stay within the staycation and 50 kilometer guidelines by traveling directly to Texada Island for day trips or overnight camping. Utilizing the Island Discovery as the vessel involved in the direct ferry pilot project would eliminate the need for reservations and vehicle limits.

Reinstating the Texada Island direct ferry service to Vancouver Island pilot project and utilizing the Island Discovery would eliminate needless exposure for Texada Island residents during the current Covid-19 pandemic.

## **Proposed Schedule**

Utilizing the current Island Discovery schedule between Texada Island (Blubber Bay) and Powell River (Westview), the pilot project would divert two(2) sailings on Wednesdays and Saturdays from Powell River (Westview) to Comox (Little River). The Island Discovery would run its normal schedule before, between, and after the following schedule changes:

- Wednesdays and Saturdays
- Leave Texada Island (Blubber Bay) 9:30 AM Arrive Comox (Little River) 10:15 AM
- Leave Comox (Little River) 10:30 AM Arrive Texada Island (Blubber Bay) 11:15 AM
- Leave Texada Island (Blubber Bay) 6:30 PM Arrive Comox (Little River) 7:15 PM
- Leave Comox (Little River) 7:30 PM Arrive Texada Island (Blubber Bay) 8:15 PM

In order for this schedule to go into effect the current designated Dangerous Cargo sailings to and from Texada would have to be shifted to Tuesday or Thursday.

## **Texada Island**

Implementing the direct ferry service from Texada Island to Vancouver Island would allow residents of Texada Island to access the many amenities that Vancouver Island has to offer. With the current staycations and requests to stay within 50 kilometers of your home base the direct ferry service makes Vancouver Island travel much safer and opens up a lot more vacation possibilities for residents of Texada by not having to backtrack through Powell River in order to get to Vancouver Island.

The direct ferry service allows the residents of Texada and especially the many elderly residents to travel for medical and specialty services directly from Texada cutting their travel time from 5 to 6 hours down to 45 minutes. The service also diminishes their exposure to other people exponentially by not having to transfer ferries and pass through ferry toll booths or wait in line ups for tickets and loading of ferries. Having the return ferry in the evening allows the residents to complete the return trip in one day therefore, eliminating the cost of an overnight stay and further exposure during the Covid-19 pandemic.

Utilizing the Island Discovery allows for direct access to Texada Island from Vancouver Island which would increase tourism to Texada Island by allowing residents of Vancouver Island to travel to Texada directly. They would have the opportunity to stay or camp on Texada for a few days or return directly back to Vancouver Island all while staying within the staycation and 50 kilometer guidelines.

Reinstating the Texada to Comox pilot project using the Island Discovery would allow essential service and resupply vehicles to implement a circle route twice a week therefore, cutting costs to Texada businesses. The circle run would eliminate backtracking to Powell River therefore reducing congestion at Westview terminal and limiting exposure to BC Ferry terminal employees.

## **Powell River**

Utilizing the Island Discovery for the direct ferry service pilot project would eliminate the need to disrupt the current ferry schedule between Powell River and Comox. The Island Discovery would be able to dock at Comox while the Salish Eagle is transiting to Powell River.

The proposed schedule would also allow more options for travelers to travel between Powell River and Comox on Wednesdays and Saturdays. There would be two options of traveling from Comox via Texada Island to Powell River and two options of travelling from Powell River via Texada Island to Comox to supplement the existing Comox to Powell River schedule. These extra options could help to eliminate overloads during the high travel season and also allow opportunities for travellers to visit Texada and continue on to Comox or Powell River without having to backtrack.

With Texada Island residents being able to travel directly to Comox it will cut down on congestion at Westview Terminal and decrease the stress and worry of Texada residents having to make a connection through Powell River.

## **Vancouver Island**

The use of the Island Discovery allows for Vancouver Island residents to have a direct morning sailing to Texada Island and a direct evening sailing back to Vancouver Island. These sailings open up more opportunities for Vancouver Island residents to stay within the staycation and 50 kilometer guidelines by traveling directly to Texada Island for day trips or overnight camping.

As previously stated these sailings utilizing the Island Discovery will also allow for two more opportunities for travelers to travel from Vancouver Island to Powell River, allowing the travelers to enjoy the sites of Texada along the way.

Implementing the direct ferry service between Texada Island and Comox will better utilize the Little River terminal by having two extra sailing arriving and departing the terminal on Wednesdays and Saturdays.

## **BC Ferries**

The implementation of the Island Discovery as the vessel involved in the direct ferry pilot project would eliminate the need for reservations and vehicle limits. The only limits that would be in effect are the capacity restrictions of the Island Discovery. The use of the Island Discovery would allow for all types of vehicles to be loaded, as there would be no requirement for vehicles to back on or turn around on the ferry. Commercial vehicles, recreational vehicles would all be able to travel on these pilot sailings from either Little River or Blubber Bay.

Utilizing the same schedule that is currently in effect for travel between Powell River and Texada should allow for this pilot service to be included in the current contract between BC Ferries and the BC Government.

Travelling between Blubber Bay and Little River terminals would allow for an increase in open water training for crew members of the Island Discovery.

## **Covid-19 Pandemic**

Reinstating the Texada Island direct ferry service to Vancouver Island pilot project and utilizing the Island Discovery would eliminate needless exposure between Texada Island residents and Westview terminal employees. Initiating a similar ferry service template as the Sunshine Coast ferry service will further eliminate exposure between BC Ferry crew members and travelers from Texada Island.

## **Summary**

The reinstatement of the direct ferry pilot project between Texada Island and Vancouver Island during the current Covid-19 pandemic and using the Island Discovery ferry will greatly reduce the exposure of resident and ferry employees to the virus. The direct ferry project utilizing the Island Discovery will enhance the tourism sector of Texada and will not create any disruption in other ferry routes' services. The service will also increase the ability for residents of Texada Island and Vancouver Island to stay within the guidelines set out by the BC government for travel during the Covid-19 pandemic. Utilizing Texada's own Island Discovery ferry to operate the direct ferry pilot project should decrease costs for BC Ferries and increase ridership and tourism for Texada Island with direct links now available to and from Vancouver Island.

**From:** McNair, Rob <Rob.McNair@bcferries.com>  
**Sent:** August 26, 2022 5:56 PM  
**To:** Simpson, Peter <Peter.Simpson@bcferries.com>  
**Cc:** Bremner, Jason <Jason.Bremner@bcferries.com>; Downie, Rebecca <Rebecca.Downie@bcferries.com>  
**Subject:** 4 RTS a week TEX to COM

Peter,

**Scenario 1 : Pricing that is same as Route 17 E-card rates**

if new service increases traffic from & to Texada by 10% the extra traffic revenue per week would be \$2700/week

if at the same time it diverts 10% of Comox – Powell River – Texada traffic we would lose about \$1700 /week

**Assumed Pricing**

		Compares to	ecard
Texada –Comox	\$38.1 for Car \$11.45 for Adult	Powell River –Comox	49.15 (car + adult)
Comox-Texada	<i>RT17 e card rates</i>	PR-CMX + PR-TX	\$71.95

**Scenario 2 : Same pricing from COMOX, special pricing from TEXADA with Saver fare from COMOX**

If new service increases traffic from & to Texada by 10% the extra traffic revenue per week would be \$3000/week

if at the same time it diverts 10% of Comox – Powell River – Texada traffic we would lose about \$1400 /week

**Assumed Pricing**

Texada –Comox	\$40 for Car \$0 for adult
Comox-Texada	Same as RT17 std & E card (avg \$52 for Car+Adult)

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**From:** Simpson, Peter  
**Sent:** August 30, 2022 9:05 AM

**To:** Anderson, Brian <[Brian.Anderson@bcferries.com](mailto:Brian.Anderson@bcferries.com)>; Johnston, Karen <[Karen.Johnston@bcferries.com](mailto:Karen.Johnston@bcferries.com)>; McIntosh, Carrie <[Carrie.McIntosh@bcferries.com](mailto:Carrie.McIntosh@bcferries.com)>  
**Subject:** Direct Service Texada to Comox

Hi, please find attached final draft for direct service.  
Short version: costs with revenue offsets - \$250,000 per year  
Main assumptions:

- No reduction in total round trips
- Fare is fully paid at Comox; simplified tariff and fare collection
- MoTI supports
- Continuation of service conditional on usage

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...or set a meeting for us to discuss.

Peter

**From:** Simpson, Peter  
**Sent:** August 10, 2022 11:54 AM  
**To:** Megaffin, Amethyst ; Vidalin, Jonathan ; Bremner, Jason ; McNair, Rob  
**Cc:** McIntosh, Carrie ; Elliott, Scott ; Johnston, Karen ; Leduc, Sandra ; Raduta, Captain Claudiu ; Knutsen, Jordan ; Caldwell, Megan ; Horbas, Tony ; Van Es, Mike  
**Subject:** RE: Route 17/18 Costing

Hi, we met with the Texada FAC this morning in order to clarify some points wrt their schedule proposal. Note, this schedule proposal is designed to replace and, then continue, with the service improvements for the Triangle run pilot.

I have attached both schedules and tables identifying changes in labour, overtime and service levels.

Please note:

Amethyst/Scott

- The FAC has asked we assess two options (Part A; Part B)
  - Part A is their original request that results in 50 fewer overall trips than currently provided (the call was to clarify if they understood this or not; they did not but still want this as a consideration)
  - Part B is their request with the 50 trips applied in the summer on days without a Comox connection
  - This is relevant because in both cases this will require a contract change in number of TEX-PR trips and MoTI will need to understand the relevance



- Route 18 labour for Mates and DHs is based on a 7.5 hour day and currently any extra time beyond 7.5 hours is paid at overtime, the costing should assume the same for the extra time in the proposal
- Route 18 labour for Masters, Chief Engineers and ERAs are 10 hour days and will be unaffected by these changes.
- A very rough estimate is included but is not intended to replace Finance analysis

Rob/Jason

- The FAC is proposing that the fare for the TEX-CMX trip be the Route 17 fare *less* the Route 18 fare; travel to/from TEX-CMX currently is Route 17 *plus* Route 18 fare
- Requesting an assessment of revenue impacts with the diversion of 4 round trips a week from normal Route 18 sailings to a TEX-CMX direct connection based on your recommended fare and both options (Part A being 50 round trips fewer).

Jordan/Tony

- Fare collection at Blubber Bay still an issue – can this be resolved within a few months?
- In the absence of a resolve, FAC propose that users pay full round trip fare at the Comox departures – is there a concern wrt to ‘fare manipulation’ if this were adopted

This service consideration will need to go to EMC soonest, with the appropriate financial estimates. MoTI have already enquired where this is at and enquiries from the community to the Board have been made.

We indicated to the FAC that the financial assessment would be complete by end of August and then included with the service changes to be presented to EMC for consideration.

Call myself, Carrie or Karen if you require any additional information  
Peter

Peter Simpson  
Director, Fleet Operations Strategy  
Strategy and Community Engagement  
**British Columbia Ferry Services Inc.** ss. 15, 19  
T: 250-978-1163 [REDACTED]  
[peter.simpson@bcferries.com](mailto:peter.simpson@bcferries.com)  
[bcferries.com](http://bcferries.com)

**From:** Simpson, Peter  
**Sent:** August 05, 2022 11:24 AM  
**To:** Megaffin, Amethyst <[Amethyst.Megaffin@bcferries.com](mailto:Amethyst.Megaffin@bcferries.com)>; Vidalin, Jonathan <[Jonathan.Vidalin@bcferries.com](mailto:Jonathan.Vidalin@bcferries.com)>; Leduc, Sandra <[Sandra.Leduc@bcferries.com](mailto:Sandra.Leduc@bcferries.com)>  
**Subject:** FW: Route 17/18 Costing

Hi Amethyst

Further to the email(s) on costing the Texada-Comox service proposal from the FAC, I have attached a work sheet that I needed to prepare to provide Brian and the community engagement team with some

level of expected cost. I have attached that worksheet to this email with your previous work on this. There is a request for revenue estimates that you were copied on, and so hoping you are able to when you return. Timelines: this could be an issue raised at the AGM at the end of the month, so ideally need by end of next week if that is possible.

Thanks

Peter

Peter Simpson

Director, Fleet Operations Strategy

Strategy and Community Engagement

**British Columbia Ferry Services Inc.** ss. 15, 19

T: 250-978-1163

[peter.simpson@bcferries.com](mailto:peter.simpson@bcferries.com)

[bcferries.com](http://bcferries.com)

**From:** Megaffin, Amethyst <[Amethyst.Megaffin@bcferries.com](mailto:Amethyst.Megaffin@bcferries.com)>

**Sent:** November 01, 2021 3:55 PM

**To:** Simpson, Peter <[Peter.Simpson@bcferries.com](mailto:Peter.Simpson@bcferries.com)>

**Cc:** Vidalin, Jonathan <[Jonathan.Vidalin@bcferries.com](mailto:Jonathan.Vidalin@bcferries.com)>

**Subject:** Route 17/18 Costing

Hi Peter,

Here is a link to the costing, updated with the changes discussed this morning:

S. 15

Thank you,

Amethyst Megaffin, CPA, CMA

Senior Business Analyst, Financial Planning & Analysis (Operating)

Finance Division

**British Columbia Ferry Services Inc.**

T: 250-978-1535

[amethyst.megaffin@bcferries.com](mailto:amethyst.megaffin@bcferries.com)

[bcferries.com](http://bcferries.com) | [Facebook](#) | [Twitter](#)

**From:** Horbas, Tony <[Tony.Horbas@bcferries.com](mailto:Tony.Horbas@bcferries.com)>

**Sent:** August 25, 2022 8:26 AM

**To:** Simpson, Peter <[Peter.Simpson@bcferries.com](mailto:Peter.Simpson@bcferries.com)>; Knutsen, Jordan <[Jordan.Knutsen@bcferries.com](mailto:Jordan.Knutsen@bcferries.com)>  
**Subject:** RE: Employee Bulletin -- Minor Terminal Wi-Fi Now Operational

If Texada had Wi-Fi, then the key technology blocker would be resolved. We could procure a site server and the MPOS hardware and it could be used for ticketing / reservation redemption there.

Tony

**From:** Simpson, Peter  
**Sent:** August 25, 2022 8:06 AM  
**To:** Knutsen, Jordan ; Horbas, Tony  
**Subject:** FW: Employee Bulletin -- Minor Terminal Wi-Fi Now Operational

Good news

Unfortunately, don't see Texada – Blubber Bay on the list. Am I correct that if it had wi-fi then the ticketing issue would be addressed?

Peter

Peter Simpson  
Director, Fleet Operations Strategy  
Strategy and Community Engagement  
**British Columbia Ferry Services Inc.** ss. 15, 19  
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[peter.simpson@bcferries.com](mailto:peter.simpson@bcferries.com)  
[bcferries.com](http://bcferries.com)

**From:** Martinez, Erwin <[Erwin.Martinez@bcferries.com](mailto:Erwin.Martinez@bcferries.com)>  
**Sent:** August 24, 2022 10:28 AM  
**To:** BCF All Employees <[BCF.AllEmployees@bcferries.com](mailto:BCF.AllEmployees@bcferries.com)>  
**Subject:** Employee Bulletin -- Minor Terminal Wi-Fi Now Operational

Refer to this [link for the PDF version](#) of the message below

[PLEASE DISTRIBUTE TO EMPLOYEES IN YOUR AREA AND POST TO BULLETIN BOARDS AS APPROPRIATE]

# Employee Bulletin

The logo for BC Ferries, featuring a stylized white wave icon to the left of the text "BCFerries" in a white sans-serif font.

**Aug. 24, 2022**

## **Minor Terminal Wi-Fi Now Operational**

### **14 new terminals now offer Wi-Fi to staff and customers**

Over the past six months, 14 BC Ferries terminals have been equipped with Wi-Fi. This is a service that our employees and our customers can access to maintain the connections that are important to all of us.

The terminals that have been equipped with the new Wi-Fi are:

- Alert Bay, Cormorant Island
- Buckley Bay, Denman Island
- Denman Island East
- Descanso Bay, Gabriola Island
- Heriot Bay, Quadra Island
- Long Harbour, Salt Spring Island
- Lyall Harbour, Saturna Island
- Nanaimo Harbour
- Otter Bay, Pender Island
- Port Hardy
- Sturdies Bay, Galiano Island
- Vesuvius Bay, Salt Spring Island
- Village Bay, Mayne Island
- Whaletown, Cortes Island

Bella Bella was on this list, but had to be replaced with Village Bay due to logistical challenges.

These locations join Swartz Bay, Tsawwassen, Departure Bay, Horseshoe Bay, Duke Point, Langdale and Saltery Bay as 21 of the 47 BC Ferries' terminals offering Wi-Fi service.

This project was first announced back in the summer of 2021, as a joint venture between BC Ferries and the Province of B.C. The Connecting British Columbia program provided approximately \$1.5 million of the nearly \$1.7 million needed to complete the installations.

Erwin Martinez  
VP and Chief Information Officer, IT

**From:** Megaffin, Amethyst <[Amethyst.Megaffin@bcferries.com](mailto:Amethyst.Megaffin@bcferries.com)>

**Sent:** August 23, 2022 5:21 PM

**To:** Simpson, Peter <[Peter.Simpson@bcferries.com](mailto:Peter.Simpson@bcferries.com)>

**Cc:** Vidalin, Jonathan <[Jonathan.Vidalin@bcferries.com](mailto:Jonathan.Vidalin@bcferries.com)>

**Subject:** Route 18 costing

Hi Peter,

I've added an Part C option, combining the addition of 1 RT TEX-COM in the AM from Part A with an stopover on Texada on route 17 in the PM.

- I have put in the 0.25 OT in the PM for deck on route 17 for now
- I assumed the route 18 AM schedule would result in 1 hour OT for deck (same as Part A)

Let me know if you have any questions.

s. 15



Thanks,

Amethyst Megaffin, CPA, CMA (She/her)  
Senior Business Analyst, Financial Planning & Analysis (Operating)  
Finance Division  
**British Columbia Ferry Services Inc.**  
**T:** 250-978-1535  
[amethyst.megaffin@bcferries.com](mailto:amethyst.megaffin@bcferries.com)  
**bcferries.com | Facebook | Twitter**

**From:** Simpson, Peter

**Sent:** August 26, 2022 12:56 PM

**To:** McNair, Rob <[Rob.McNair@bcferries.com](mailto:Rob.McNair@bcferries.com)>; Bremner, Jason <[Jason.Bremner@bcferries.com](mailto:Jason.Bremner@bcferries.com)>

**Subject:** Route 18 TEX - CMX direct - revenue gains

Attached is schedule with round trips highlighted that will change from TEX-PR to TEX-CMX. Showing it as before/after.

<b>Route 18 - FAC Proposal – Part A Year Round</b>								
<b>Sun, Mon, Tue, Thu, Fri</b>		<b>Wed &amp; Sat</b>			<b>Current Mon-Fri</b>		<b>Current Sat-Sun</b>	
<b>Texada</b>	<b>Powell River</b>	<b>Texada</b>	<b>Powell River</b>	<b>Comox</b>	<b>Texada</b>	<b>Powell River</b>	<b>Texada</b>	<b>Powell River</b>
0600		0600			0600		0600	
	0650		0650			0650		0650
0750		0750			0750		0750	
	0835		0835			0835		0835
0920		0920			0920		0920	
	1020					1020		1020
				1055	1125		1125	
1230		1125				1215		1215
					1245 arrival		1245 arrival	
	1315		1315		1300 Peak only			
1345 arrival		1345 arrival			1425 arrival	1350 Peak only		
1500		1500			1500		1530	
	1545		1545			1545		1615
1630		1630			1705		1710	
	1715		1715			1800		1840
1800		1800			1850		1925	
	1845			1935		1940		2015
2110		2110			2035		2100	
	2150		2150			2120		2145
2225 arrival		2225 arrival			2155 arrival		2210 arrival	

Peter Simpson  
Director, Fleet Operations Strategy  
Strategy and Community Engagement  
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**[bcferries.com](http://bcferries.com)**

## Hybrid Option

### BC Ferries Direct Run From Texada Island To Comox

This option uses BC ferries proposal on the Saturday and FAC Texada proposal for the chosen weekday (Tues, Wed, Thursday). Sunday Off-Peak season schedule would be reduced as a cost saving measure to ensure cost neutrality.

### Peak Season

Peak Season, Tuesday, Wednesday or Thursday						
Lv Tx	Arrive PR	Arrive Cmx	Leave Cmx	Arrive Tx	Lv PR	Arrive Tx
6	6:40				6:50	7:30
7:50	8:30				8:35	9:15
9:20		10:45	10:55	12:20		
12:30	1:10				1:15	1:55
3	3:40				3:45	4:25
4:30	5:10				5:15	5:55
6		7:25	7:35	9		
9:10	9:50				9:55	10:35

Peak Season Saturday						
Lv Tx	Arrive PR	Arrive Cmx	Leave Cmx	Arrive Tx	Lv PR	Arrive Tx
6	6:40				6:50	7:30
7:50		9:15	9:35	10:00		
10:15	10:55				11:05	11:45
12:00	12:40				12:50	1:30
3	3:40				3:45	4:25
4:30		5:55	6:05	7:30		
7:40	8:20				8:30	9:10

\*Please see Peak Season Saturday alternatives at bottom of document

**Sunday Schedule would remain as is during Peak Season**



## Off-Peak Season

Off-Peak Season, Tuesday, Wednesday or Thursday						
Lv Tx	Arrive PR	Arrive Cmx	Leave Cmx	Arrive Tx	Lv PR	Arrive Tx
6	6:40				6:50	7:30
7:50	8:30				8:35	9:15
9:20		10:45	10:55	12:20		
12:30	1:10				1:15	1:55
3	3:40				3:45	4:25
4:30	5:10				5:15	5:55
6		7:25	7:35	9		
9:10	9:50				9:55	10:35

Off-Peak Season Saturday						
Lv Tx	Arrive PR	Arrive Cmx	Leave Cmx	Arrive Tx	Lv PR	Arrive Tx
6	6:40				6:50	7:30
7:50		9:15	9:35	10:00		
11:15	11:55				12:05	12:45
3	3:40				3:45	4:25
5:05		6:30	6:45	8:10		
8:35	9:15				9:20	10:00

Sunday Off-Peak Schedule						
Lv Tx	Arrive PR				Lv PR	Arrive Tx
7:50 AM	8:30 AM				8:35 AM	9:15 AM
9:20 AM	10:00 AM				10:20 AM	11:00 AM
11:25 AM	12:05 PM				12:15 PM	12:55 PM
3:30 PM	4:10 PM				4:15 PM	4:55 PM
5:10 PM	5:50 PM				6:40 PM	7:20 PM
7:25 PM	8:05 PM				8:15 PM	8:55 PM

**Reservations for Texada - Comox - Texada:**

Reservations would only be available from Comox to Texada

**Number of days:**

2-3 days to start and more if needed

**What days:**

Any of the options below would be suitable

Wednesday & Saturday

Tuesday, Thursday and Saturday

**Cost:**

Leave Texada no charge and only pay in Comox, cost should be roughly the same as Comox to PR run

**Cost saving measures:**

Leaving Texada at no charge saves money by not needing extra staff to process payments and/or reservations. Also saves time.

Reduced sailings on Sunday during non peak season

**Why does Texada Island need this run:**

Medical appointments

Child visitation

Commercial traffic (Agriculture, Industrial, Construction)

Tourism

Shopping (saving money and more selection)

Family and friends accessibility

Shorten length of trip to Vancouver and Victoria

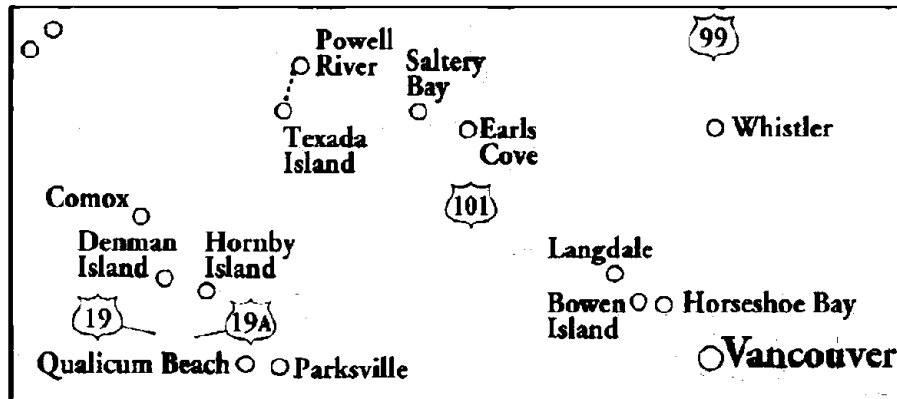
## Peak Season Saturday alternatives

Peak Season on Saturday alternate						
Lv Tx	Arrive PR	Arrive Cmx	Leave Cmx	Arrive Tx	Lv PR	Arrive Tx
6:00		7:25	7:35	9:00		
9:05	9:45				9:50	10:30
11:25	12:05				12:10	12:50
1:00	1:40				1:50	2:30
4:15	4:55				5:00	5:40
6:00		7:25	7:35	9:00		
9:05	9:45				9:50	10:30

Peak Season BC ferries for Saturday alternate						
Lv Tx	Arrive PR	Arrive Cmx	Leave Cmx	Arrive Tx	Lv PR	Arrive Tx
6	6:40				6:50	7:30
7:50	8:30				8:35	9:15
9:20	10:00				10:20	11:00
11:10		12:35	12:45	2:10		
3	3:45				3:45	4:25
5:05		6:30	6:40	8:05		
8:15	8:55				9:15	9:55

## ROUTE 18 – POWELL RIVER (WESTVIEW) TO TEXADA ISLAND (BLUBBER BAY)

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### OVERVIEW

Route 18 connects Texada Island with Powell River.

### CORE SERVICE LEVELS

Number of Round Trips to be Delivered per Contract Year		2,899
Minimum Number of Round Trips per Day	Peak	7 (6 on Saturday and Sunday)
	Off Peak	7
Minimum Hours of Operation	Peak	10 (9 on Saturday & Sunday)
	Off Peak	10

**Appendix 1: Contract Year 2019/2020 – Aggregate Ferry Transportation Fee for  
Additional Round Trips**

Route	Route	A BCF Discretionary Sallings above Contracted Core Service Levels	B Incremental Annual Round Trips (the "Sallings")	C Incremental Ferry Transportation Fee (\$)
6	Crofton – Vesuvius	63	229 – Off peak sallings and Friday am sailing	159,957
7	Earls Cove – Sallery Bay	147	218 – mid-afternoon sallings in off-peak season	440,589
8	Horseshoe Bay – Bowen Island	117	117 – Sunday AM and PM sallings year-round	62,281
10	Port Hardy – Prince Rupert: Off Peak Season	3	15 – Mid-week bi-weekly sailing	982,823
10	Port Hardy – Prince Rupert: Peak Season	6	11 – peak season sallings from Jun 1 – Sept 30	1,828,664
11	HaIda Gwaii – Prince Rupert	2	16 – Change from 2.5 RT per week to 3 RT per week mid- Sept to mid-June	396,763
17	Powell River - Comox	42	0 – N/A	0
18	Powell River – Texada Island	69	85 – AM summer and weekend sallings year-round (Sat/Sun)	79,864
19	Nanaimo Harbour – Gabriola Island	62	303 – Mid-day weekend sallings year-round and weekday AM sallings	223,484
21	Buckley Bay - Denman	294	0 – N/A	0
22	Denman – Hornby	294	0 – N/A	0
23	Campbell River – Quadra Island	7	461 – evenings sallings daily year-round and two mid-day on weekends	436,594
24	Quadra Island – Cortes Island	17	35 – Sunday AM sailing year-round	16,579
26	Skidegate – Alliford Bay	310	1,250 – 4 additional round trips daily year-round	1,174,916
<b>Total</b>		<b>1,433</b>	<b>2,740</b>	<b>\$5,802,514</b>

Distance: 4.5 miles  
Sailing Time: 40 minutes

### OFF PEAK SCHEDULE

**EFFECTIVE:** April 1, 2022 to June 28, 2022, inclusive.

#### Monday to Friday Schedule

<u>LV. TEXADA ISLAND</u>	<u>LV. POWELL RIVER</u>	
0600		0600
	0650	0650
0750		0750
	0835	0835
0920		0920
	1010 ▲	
	1020 +	1055
1125		1230
	1215	1315
		1500
1500 + ▲		1545
	1545	1630
1705		1715
	1800	1800
1850		1935
	1940	2110
2035		2150
	2120	

#### Saturday to Sunday Schedule

<u>LV. TEXADA ISLAND</u>	<u>LV. POWELL RIVER</u>
0600	
	0650
0750	
	0835
0920	
1125	1020
	1215
1530	1615
1710	
	1840
1925	
	2015
2100	
	2145

+ Daily Except Wednesdays  
▲ Dangerous Cargo on Wednesdays

**SCHEDULES SUBJECT TO CHANGE WITHOUT NOTICE**

Distance: 4.5 miles  
Sailing Time: 40 minutes

### PEAK SCHEDULE

**EFFECTIVE:** June 29, 2022 to September 5, 2022, inclusive.

#### Monday to Friday Schedule

<u>LV. TEXADA ISLAND</u>	<u>LV. POWELL RIVER</u>	<u>Triangle</u>
0600		0600
	0650	0650
0750		0750
	0835	0835
0920		0920
	1010 ▲	
	1020 +	1055
1125		1230
	1215	1315
1300		
	1350	
1500 + ▲		1500
	1545	1545
1705		1630
	1800	1715
1850		1800
	1940	1935
2035		2110
	2120	2150

#### Saturday to Sunday Schedule

<u>LV. TEXADA ISLAND</u>	<u>LV. POWELL RIVER</u>
0600	
	0650
0750	
	0835
0920	
1125	
	1020
	1215
1530	
	1615
1710	
	1840
1925	
	2015
2100	
	2145

+ Daily Except Wednesdays  
▲ Dangerous Cargo on Wednesdays

**SCHEDULES SUBJECT TO CHANGE WITHOUT NOTICE**

## Peak

[illegible]



## Off Peak

[illegible]

# Texada – Comox Direct Service Pilot

Engagement Report  
July 2022



## BACKGROUND

A direct service pilot between Texada Island and Comox was first initiated in February 2020, using a Salish Class vessel to provide service, however the COVID-19 pandemic forced an early end to this trial. Since this time, BC Ferries has heard that the pilot in its initial form was not meeting community needs with a limited number of available spots and constraints related to the types of vehicles that could be accommodated. This engagement explored the possible restart of a direct service pilot that might better serve the community and help ease travel for those making critical day trips between Texada and Vancouver Island.

We have been engaging with the North Sunshine Coast Ferry Advisory Committee and the Texada Island community to gather input on options for restarting the pilot using the Texada Island, Island Class vessel to provide direct service for specific sailings on specific days of the week. The pilot will require schedule changes that create gaps in sailing times between Texada and Powell River while the vessel makes the return trip(s) to/from Comox.

The goal of engagement has been to hear about the community's desire to see the direct service pilot restarted given the trade-offs in service, to explore schedule options, and to understand how many days, and what days of the week the community would like to have the pilot operate.

BC Ferries held an in-person engagement session on Texada Island on July 12, 2022 with a community open house and workshop along with the launch of the project website ([www.bcferry.com/texada-island-direct-service-pilot](#)). Over 60 participants from the Texada Island community and surrounding areas took part. This report details the feedback received through these sessions.

## ENGAGEMENT OBJECTIVES

The engagement about a direct service pilot, sought to achieve the following objectives:

**Assess the desirability** of possible direct service schedule options that require a trade-off of two round-trips to/from Texada – Powell River for one round-trip between Texada – Comox.

**Hear from the community** about their preferences for the structure of a pilot between Texada and Comox (days of week, frequency etc.)



## PARTICIPANTS

The engagement process sought to gather feedback from Texada Island residents who represent the ferry users directly impacted by the service. These groups from Texada included, but are not limited to:

- Residents travelling for medical appointments
- Residents travelling for business and personal i.e. family, shopping, concerts, shows etc.
- School commuters including students and parents
- Commercial users including goods and services for the Island

## PROMOTION OF ENGAGEMENT SESSION

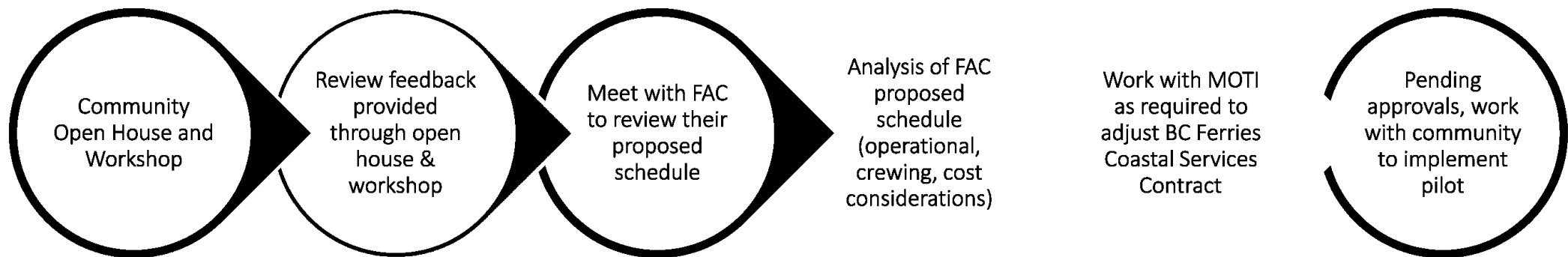
To promote the engagement session, an advertisement was created and placed in the following locations:

- Texada Island Lines Newspaper front page and insert
- Posted on the Van Anda sign board
- Posted on the Gillies Bay sign board
- Texada message board
- Posters around the Island distributed by the FAC
- Survey and notice sent to each Texada Island resident by the FAC

## ENGAGEMENT PROCESS

Engagement was conducted through an open house, immediately followed by a workshop held on Texada Island.

The feedback generated by the engagement feeds into key decision points for BC Ferries as follows:



**Why is the Ministry of Transportation and Infrastructure (MOTI) involved?** A direct Texada-Comox service establishes a new route in the BC Ferries system, and changes the amount of service provided between Texada and Powell River below what BC Ferries is contractually obligated to provide annually, something the original 2020 pilot did not do. Before we can make this kind of change, we need to ensure MOTI's approval. Community support for this change is an important part of the approval process.

## LEVEL OF PARTICIPATION

IAP2's Spectrum of Public Participation was designed to assist with the selection of the level of participation that defines the public's role in any engagement process. The Spectrum is used internationally, and it is found in public participation plans around the world.

As an important part of BC Ferries Engagement Framework, and to ensure alignment with our strategic goals and engagement commitment, IAP2 spectrum is used in our engagement projects and plans.



For the Texada engagement we approached the project at the **involve level**.

As described by the IAP2 Spectrum, this level involves:

**Public participation goal:** To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.

**Promise to the public:** We will keep working with you to ensure that your concerns and aspirations are directly reflected in the alternatives developed and provide feedback on how public input influenced the decision.



# ENGAGEMENT ACTIVITIES

## Survey

The Ferry Advisory Committee issued a survey to all residents of Texada Island requesting input on a proposed schedule and preferences for direct service, including preferred days.

## Community open house

Open Houses are a place where members of the community can learn about the project. The open house session hosted on Texada allowed participants to interact with BC Ferries staff to better understand the pilot options being presented, and to offer feedback on their preferences.

Information was presented on key considerations for restarting the pilot, trade offs related to schedule options, and next steps. Participants were also invited to provide input on their preference for days of the week and frequency of a direct service run.

## Workshop

Workshops allow a group of people to share in focused conversations that tackle a particular set of questions or topics. We began by providing an in-depth explanation of possible direct service options, and then facilitated discussion with participants in small groups. Groups discussed schedule options and preferences for the restart of the pilot. A larger plenary session to share the outcomes of small group discussions followed.



# KEY THEMES

After reviewing over 180 comments provided through our recent engagement, four major themes emerged:

## **Sailing times**

Feedback on timing of sailings to ensure service supports school and other required travel to Powell River.

## **Frequency**

Feedback on which days of the week, and how often direct service is desired.

## **Immediate start**

Feedback on using the original pilot with the Salish class vessel in order to restart direct service immediately.

## **FAC-proposed schedule**

Feedback on the desire for the schedule created by the FAC.

# SAILING TIMES

When asked about schedules the most common responses concerned sailing times, including:



## **School run**

The 7:50am sailing time was identified as non-negotiable as it is used for the school run. The suggestion was to move the 7:50am direct sailing to leave at 9:20am



## **AM sailings too late**

Using the 11:25am as a direct sailing shortens the length of a day trip to Comox, limiting the ability to get needed tasks done



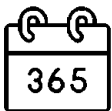
## **PM sailings too early**

Having a return direct sailing in the early afternoon impacts commercial workers returning to Powell River, and limits the ability to attend social and entertainment activities



## **Medical appointments**

The need for early sailings to Comox and late sailings back to support those travelling for medical appointments

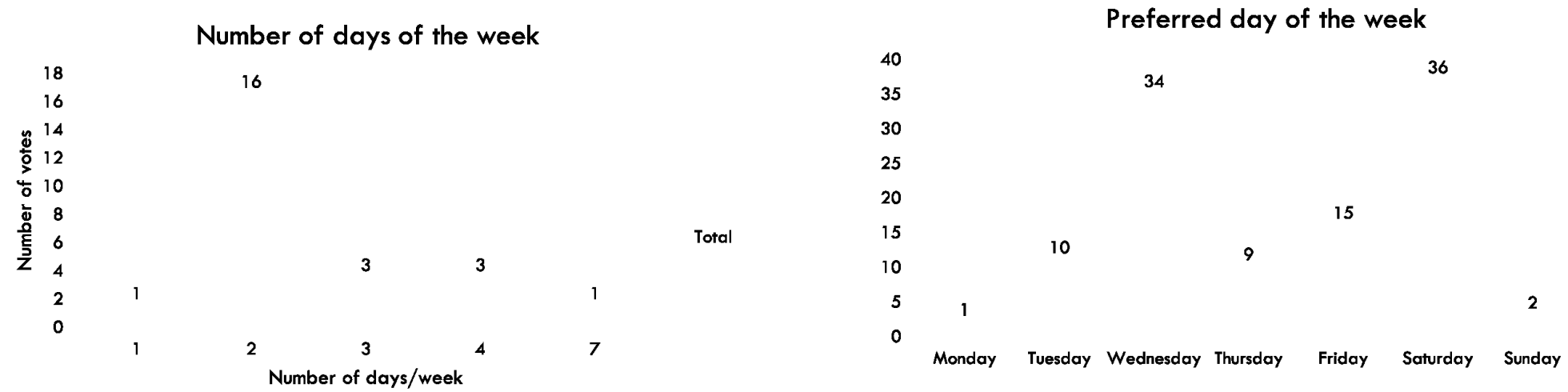


## **Schedule consistency**

The same schedule available year round

# FREQUENCY

During the open house, participants were asked to provide feedback on how many days, and which days of the week a direct service pilot should be offered. Participants placed sticky dots under their preferred options.



**Note:** Strong themes emerged for the preferred days of the week. These themes were:



Use of Wednesday sailings for medical appointments



Use of Saturday sailings for recreational purposes

## IMMEDIATE START

In February 2020 BC Ferries launched a pilot offering direct service on select days between Texada Island and Comox. This initial pilot provided a 'triangle run' between Powell River – Texada Island – Comox to create direct service, using the Salish vessel that serves the Powell River – Comox Route.

During the engagement some participants suggested bringing back the pilot in its initial form to provide direct service immediately while other options are explored. Although feedback on the return of the 'triangle run' format was mixed, what was clear is that participants would like to see the return of a direct service pilot as soon as possible.

## FAC-PROPOSED SCHEDULE\*

When asked to provide feedback on two new schedule options presented by BC Ferries, participants generally commented that although some of the example sailing times may work, neither of the two schedule options would meet the needs of the community.

Participants noted broad support for the FAC-proposed schedule that was included in the survey issued prior to the open house and workshop session.

*\*Proposed schedules can be found in Appendix D*

## OTHER KEY CONSIDERATIONS

In addition the main themes captured during the engagement, other common considerations heard during the open house and workshop included:



### **Reservations**

Access to free, unlimited reservations were noted as high priority.



### **Structure of pilot**

Concerns were raised about how the pilot would be operationally structured and participants did not want to see limits to number of vehicles, restrictions on type of vehicles and the need to back on and off the ferry.



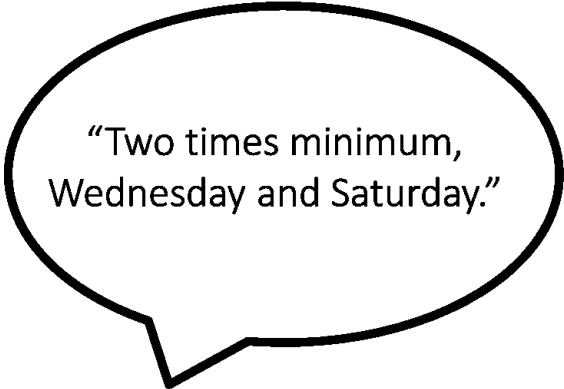
### **Cost and fare considerations**

Cost neutrality was identified by BC Ferries as one of the key considerations. The constraints created by this requirement were concerns for many of the participants. In addition, there was a preference indicated of round trip fares to be paid in Comox.

### **Communications**


Participants noted their frustration with the engagement process, and the feeling that they have been clear about the desire for direct service and their needs. Participants noted the need to ensure transparency, information sharing, and responsiveness when making decisions related to the pilot.

## EXAMPLE COMMENTS FROM ENGAGEMENT PARTICIPANTS\*

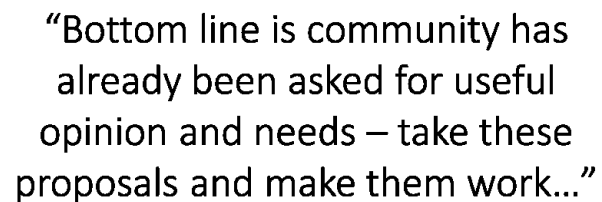


"Two times minimum,  
Wednesday and Saturday."

"We want a pilot without arbitrary  
restrictions, with no cost reservations!"

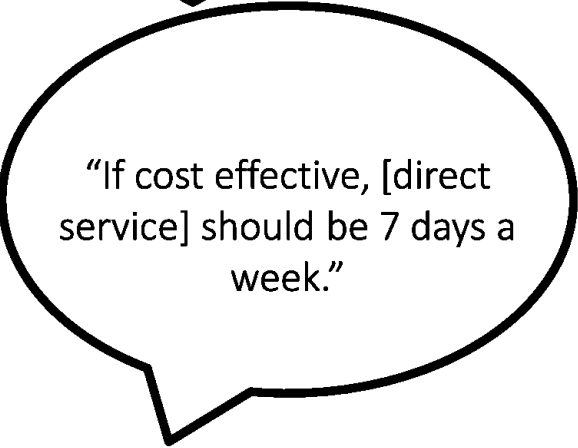


"Start the project asap  
on a trial basis."



"Bottom line is community has  
already been asked for useful  
opinion and needs – take these  
proposals and make them work..."

"We want the Texada/Comox run  
introduced by the Texada [FAC] Reps"



"If cost effective, [direct  
service] should be 7 days a  
week."

## NEXT STEPS

**Analysis and review of FAC-proposed schedule:** BC Ferries is assessing the FAC-proposed schedule including feasibility, incremental cost, and logistics of implementation. A meeting was held with FAC members to ensure clarity around the details of the proposed schedule as part of this process. Once analysis is complete, the schedule will be presented to BC Ferries Executive for their review and approval.

**Work with the Ministry of Transportation and Infrastructure (MOTI):** Once BC Ferries Executive has approved the proposed schedule, the next step is to engage MOTI. A direct Texada-Comox service establishes a new route in the BC Ferries system, and changes the amount of service provided between Texada and Powell River below what BC Ferries is contractually obligated to provide annually, something the original 2020 pilot did not do. These changes need to be approved by MOTI.

**Work with the community to implement the pilot:** Pending approval by MOTI, we will work with the FAC and the community to determine a launch date for the pilot and engagement activities to evaluate its success.



**From:** Simpson, Peter  
**To:** Anderson, Brian  
**Subject:** RE: texada costing  
**Date:** November 03, 2022 3:29:56 PM  
**Attachments:** Control Record F2023 SP - Route 18 Direct Comox v16 Aug 31.doc

Attached is SP Proposal with financial excerpts

Part A is their original ask which actually fell below CFSC minimums (assumes a Direct sailing = Rte 18 sailing)

Part B is their revised ask which included annual CFSC minimums (also assumes a Direct sailing = Rte 18 sailing)

Part C – ignore...my idea, but never presented

This is link to Finance spreadsheet.

s. 15



Peter

**From:** Anderson, Brian <Brian.Anderson@bcferries.com>  
**Sent:** November 02, 2022 4:45 PM  
**To:** Simpson, Peter <Peter.Simpson@bcferries.com>  
**Subject:** texada costing

Hi Peter – can you share whatever final information you had on the Texada costing... I'll synthesize and debrief with Doug/Warren. Thanks

Brian Anderson  
Vice President, Strategy and Community Engagement  
**British Columbia Ferry Services Inc.**  
Suite 500 – 1321 Blanshard Street, Victoria, BC V8W 0B7  
T: 250-978-1276  
[brian.anderson@bcferries.com](mailto:brian.anderson@bcferries.com)

## Bullets

- The Ferry Advisory Committee (FAC) for Powell River and Texada Island submitted a request for direct service between Blubber Bay and Little River.
  - Working with the FAC, BC Ferries agreed to pilot a service that provided a direct link between Blubber Bay and Comox (Little River) by stopping at Blubber Bay two days a week using the Salish Class ferry that services the route between Comox (Little River) to Powell River (Westview).
  - This service provided Texada Island residents with direct access to Comox instead of having to travel to Powell River first.
  - The service launched February 19, 2020.
- For the pilot, 10 vehicle spaces (one lane on the ferry) was guaranteed on the direct service sailings to and from Blubber Bay on Texada Island to Comox.
  - These spots were allocated on a first-come, first served basis. There were no limits in effect for walk-on passengers.
  - The pilot was to be in place for up to two years with ongoing analysis of its viability.
  - Success of the pilot was to be measured by a number of factors including the mitigation of additional costs, how well used the sailings are, fare payments, effectiveness of the modified schedule, ongoing safe and secure operations and continued support from all communities involved.
- With the onset of COVID protocols and significantly reduced travel demand, the pilot was suspended indefinitely.
  - Even with the limited duration of the trial, BC Ferries heard from the community that the pilot, in its initial form, was not meeting community needs given the limited number of available vehicle spots and constraints related to the types of vehicles that could be accommodated.
- BC Ferries engaged with the North Sunshine Coast Ferry Advisory Committee and the Texada Island community to gather input on options for restarting the pilot (July and August 2022) using the Texada Island, Island Class vessel to provide direct service for specific sailings on specific days of the week. See <https://www.bcferreriesprojects.ca/texadapilot> for more information.
  - The goal of engagement was to hear about the community's desire to see the direct service trial restarted given the trade-offs in service, to explore schedule options, and to understand how many days, and what days of the week the community would like to have the pilot operate.
  - This approach would require schedule changes that create gaps in sailing times between Texada and Powell River while the vessel makes the return trip(s) to/from Comox.
  - The engagement identified that the community was not in support of the required trade-offs to restart the pilot.
  - Given the cost (\$250,000) and the community not being supportive of the trade-offs required to restart the pilot, it has remained dormant.