

# Contingency Planning

Summer Service 2026



# Table of contents

---

<b>03</b>	<b>Summer readiness and system context</b>
<b>04</b>	<b>Summer service contingency plan</b>
<b>05</b>	<b>Service planning</b>
<b>06</b>	<b>Peak season deployment</b>
<b>08</b>	<b>Contingencies</b>
<b>10</b>	<b>Contingency scenarios</b>
<b>13</b>	<b>Communications and customer information</b>
<b>17</b>	<b>Operations and Security Centre</b>
<b>18</b>	<b>Our fleet</b>
<b>19</b>	<b>Our routes</b>

---

# Summer readiness and system context

BC Ferries plays a critical role as an essential transportation provider, connecting coastal communities and supporting the movement of people, goods, and services across British Columbia. During peak periods, including summer and major events such as FIFA World Cup 2026™, demand on the system increases significantly.

Over the past few years, BC Ferries has experienced increasingly high summer demand, particularly on major routes. This sustained growth reflects broader population increases, tourism, and changing travel patterns, and has resulted in peak sailings regularly operating at or near capacity.

We extensively plan to meet this demand while balancing the realities of a constrained and aging system. As demand continues to grow faster than system capacity, pressure on vessels, terminals, and crew availability increases, particularly during peak periods.

To address this, we focus on:

- Delivering safe service while maximizing reliability and on-time performance
- Making the best use of available capacity
- Providing customers with greater certainty through tools like reservations and travel planning

Looking ahead to summer 2026, we expect continued high demand based on recent trends. FIFA World Cup 2026™ introduces additional complexity, with the potential for increased travel volumes, particularly on major routes connecting Metro Vancouver and Vancouver Island. While the full impact of FIFA-related travel is not yet known, it is expected to add to an already busy peak season.

While we are adding sailings wherever possible and ensuring vessels are being used in the best way to sustain service during the busy season, there are limits to what the existing system can absorb. In the meantime, and in the context of our current operating environment, this plan outlines how we prepare, how we respond when disruptions occur, and what our customers can expect.

# Summer service contingency plan

## Objectives:

### Predictability of service

What is likely to happen in the event a vessel has to be unexpectedly removed from service.

### Availability of information

How and when we communicate with customers and other interest holders about a service disruption.

### Rationale for decisions

Why decisions are made and how they are reached.

---

While our technical availability remains high (99.7%+), even minor disruptions can have system-wide impacts during peak periods when the fleet is fully utilized and the vessels are operating near full capacity.

This is particularly true during summer and major events such as FIFA World Cup 2026™, when system flexibility is limited.

This plan provides transparency on how BC Ferries responds to disruptions, including:

- Operational recovery
- Customer communication
- Service mitigation strategies

# Service planning



BC Ferries' Service Plan includes sailing schedules, service levels and fleet deployment across the system. We ensure alignment and integration with projected demand, vessel refits and maintenance, dock modification, crew scheduling, berth utilization, and compliance with the Coastal Ferry Services Contract.

Service delivery is dependent on the availability of vessels, terminals, and trained crew. Peak season service is planned up to four years in advance to ensure availability of vessels, crew and berths. We then revisit the sailing levels on a continuous basis to monitor for any changing traffic demands or community needs. Schedules are posted 6 – 12 months in advance of the sailing dates.

## Preparing for summer 2026

BC Ferries reviews historical demand, current trends, and external factors such as major events, tourism activity, and regional growth.

Traffic volumes continue to increase year over year, with peak sailings often operating at or near capacity, particularly on major routes.

	Summer 2025	Summer 2024
Vehicles carried	4.1M	4.0M
Passengers carried	10.3M	10.1M
# of round trips	32.3K	32.2K

## Pre-season vessel maintenance

Pre-season maintenance is critical to supporting reliability throughout the summer period, especially with the overall age of the fleet. This work is prioritized ahead of the summer to ensure all vessels are fully prepared for peak season. BC Ferries does not schedule major refits during peak season.

# Peak season deployment

BC Ferries optimizes vessel deployment to support peak demand, with additional sailings added where possible. However, system flexibility is limited, particularly on major routes where vessels are already operating at high utilization.

	ROUTE	VESSEL POSITION	VESSEL
MAJOR ROUTES	Route 1	#1 Swartz Bay	Spirit of Vancouver Island
		#2 Swartz Bay	Coastal Celebration
		#1 Tsawwassen	Spirit of British Columbia
		#2 Tsawwassen	Queen of New Westminster
	Route 2	#1 Horseshoe Bay	Queen of Oak Bay
		#1 Departure Bay	Queen of Cowichan
	Route 3	#1 Langdale	Queen of Surrey
		#2 Langdale	Queen of Coquitlam
	Route 30	#1 Duke Point	Coastal Inspiration
		#2 Duke Point	Queen of Alberni
		#1 Tsawwassen	Coastal Renaissance
	NORTH COAST	Route 10	
Route 11		Northern Adventure	
Route 28/28A		Northern Sea Wolf	
ISLAND ROUTES	Route 4		Skeena Queen
	Route 5		Salish Raven
	Route 5A		Queen of Cumberland
	Route 6		Quinsam
	Route 7		Malaspina Sky
	Route 8		Queen of Capilano
	Route 9		Salish Eagle
	Route 9A		Salish Heron
	Route 12		Klitsa
	Route 17		Salish Orca
	Route 18		Island Discovery
	Route 19		Island Gwawis Island xwsaluxul
	Route 20		Pune'luxutth
	Route 21		Baynes Sound Connector Kahloke
	Route 22		Quinitsa
	Route 23		Island K'ulut'a Island Kwigwis
	Route 24		Island Nagalis
	Route 25		Island Aurora
Route 26		Kwuna	

# Contingencies

## Contingency plan for vessels

During peak periods, including summer and FIFA-related travel, there are no spare vessels. This means that there are no extra vessels available to be used if another vessel experiences mechanical or other issues.

## Contingency response constraints

The availability and use of other vessels is constrained by the key limitations of:

- Vessel and berth compatibility
- Crew certification and training

BC Ferries operates 15 classes, or different types, of vessels, all of which require different training and clearances as established by Transport Canada.

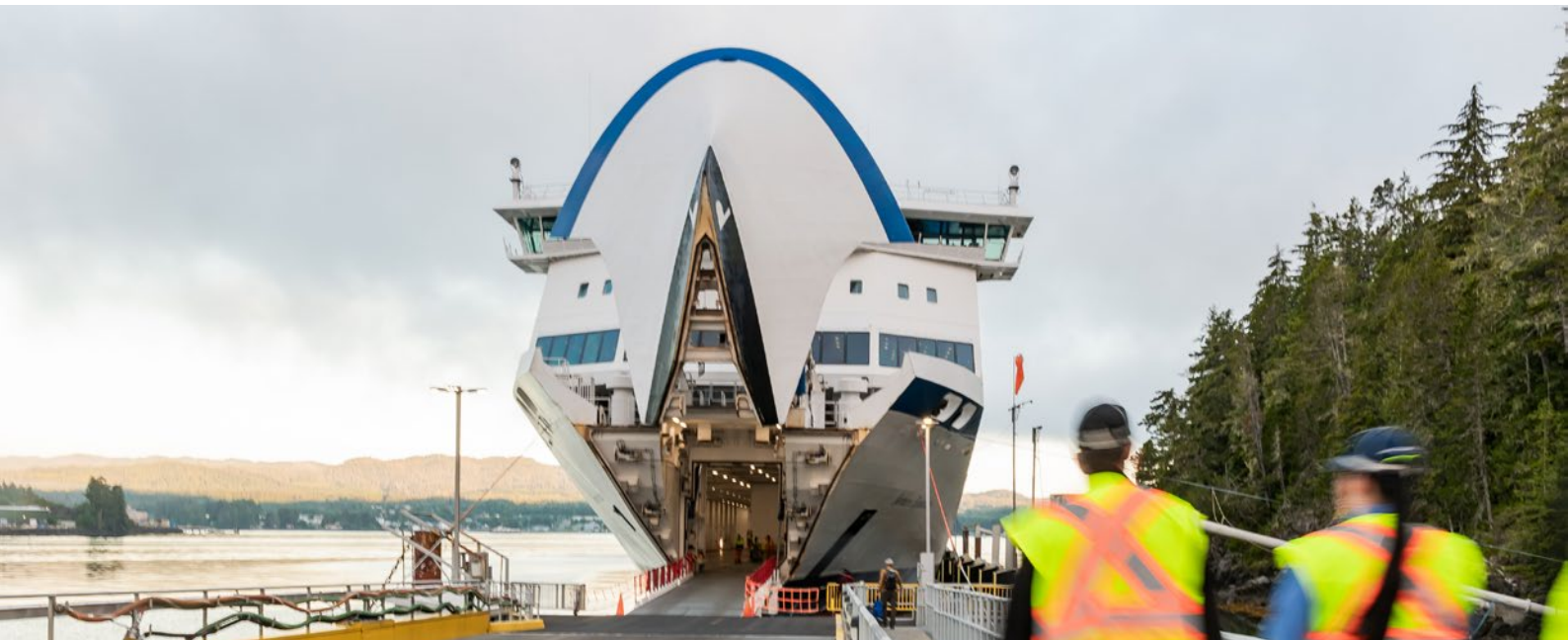
Bridge equipment and life-saving appliances for example, may differ from vessel to vessel, and crews are not trained and cleared to operate all vessels. As a result, contingency response may take the form of

multiple movements of vessels to free up a compatible vessel for berths and crew.

For the routes served by smaller vessels, other options include using water taxis and/or tug and barge services. BC Ferries considers this option if no vessels or crews are available. For the routes served by intermediate and large vessels, if a disruption occurs, BC Ferries considers redeploying a vessel that is not otherwise fully utilized. Some vessels are added onto routes in the summer and are operating less than full time.

Routes with extra vessels that operate less than full time include Nanaimo–Tsawwassen, Langdale–Horseshoe Bay, Tsawwassen–Southern Gulf Islands and Denman Island–Vancouver Island.

Depending on the expected duration of the disruption, BC Ferries may consider redeploying a vessel on days it does not operate or to alter the normal service to mitigate significant disruption elsewhere in the ferry system.





## Vessel contingency planning

At the onset of any disruption to service during the summer, BC Ferries does the following:

1. Ensures the safety of passengers and crew first. Safety is our top priority.
2. Moves the vessel and passengers to a port and secures the vessel as quickly as possible.
3. Re-routes and/or notifies customers of the disruption while assessing the issue with the vessel.
4. Commences repairs. Depending on severity, most mechanical issues are resolved within hours with more minimal impact on service.
5. If disruptions are assessed to be longer, investigates alternate service with available vessels depending on the time of day and day of week that service is needed and the impact on our customers.

## Berth contingency planning

At the onset of any disruption to berth availability at a terminal during the summer, BC Ferries does the following:

1. Ensures the safety of passengers and crew first. Safety is our top priority.
2. Moves or reassigns the vessel and passengers to an alternate berth within a multi-berth terminal and secures the vessel as quickly as possible. Where only one berth is available, alternate service delivery options are determined based on the anticipated duration of repairs.
3. Notifies customers of the disruption, anticipated delays, and any available alternate service options while the berth issue is being assessed and repair actions are underway.
4. In terminals where there is more than one berth available for operations, impact may be limited to sailing delays.
5. In terminals where the only berth is removed from service, depending on the duration of the out-of-service period, BC Ferries investigates alternative service options.

# Contingency scenarios

**BC Ferries service contingency scenarios depending on the duration of service disruption.**

PORTS	ROUTE	VESSELS	WEEK 1	WEEKS+
TSAWWASSEN (Vancouver) – SWARTZ BAY (Victoria)	1	Spirit of Vancouver Island Spirit of British Columbia Coastal Celebration Queen of New Westminster	<ul style="list-style-type: none"> <li>Divert traffic to Route 30 and Route 2</li> <li>Possibly add a trip (limited by crew availability)</li> <li>Use Salish Heron when available or redeploy</li> </ul>	
TSAWWASSEN (Vancouver) – DUKE POINT (Nanaimo)	30	Coastal Inspiration Coastal Renaissance Queen of Alberni	<ul style="list-style-type: none"> <li>No replacement</li> <li>Divert traffic to Route 1 and Route 2</li> <li>Possibly add a trip (limited by crew availability)</li> </ul>	
HORSESHOE BAY (Vancouver) – DEPARTURE BAY (Nanaimo)	2	Queen of Oak Bay Queen of Cowichan	<ul style="list-style-type: none"> <li>Divert traffic to Route 30 and Route 1</li> <li>Increase sailings on Route 1 or 30 as practicable</li> </ul>	
HORSESHOE BAY (Vancouver) – LANGDALE (Sunshine Coast)	3	Queen of Surrey Queen of Coquitlam	<ul style="list-style-type: none"> <li>No replacement</li> <li>Increase sailings of second vessel (limited by crew availability)</li> <li>Water taxi</li> </ul>	
FULFORD HARBOUR (Salt Spring Island) – SWARTZ BAY (Victoria)	4	Skeena Queen	<ul style="list-style-type: none"> <li>Water taxi</li> <li>Divert traffic to Route 6</li> </ul>	
SWARTZ BAY (Victoria) – SOUTHERN GULF ISLANDS (Pender, Mayne, Saturna, Galiano)	5/5A	Salish Raven Queen of Cumberland	<ul style="list-style-type: none"> <li>No replacement</li> <li>Modify service schedule using single vessel</li> </ul>	

PORTS	ROUTE	VESSELS	WEEK 1	WEEKS+
TSAWWASSEN (Vancouver) – SOUTHERN GULF ISLANDS	9/9A	Salish Eagle Salish Heron	<ul style="list-style-type: none"> <li>No replacement, one vessel service</li> <li>Increase service on Route 9A (if applicable)</li> <li>Divert traffic to Route 1 for connections</li> </ul>	<ul style="list-style-type: none"> <li>One vessel service</li> <li>Prioritize service on Route 9</li> <li>Divert Route 9A traffic to Route 1 for connections out of Swartz Bay</li> </ul>
HORSESHOE BAY (Vancouver) – BOWEN ISLAND (Snug Cove)	8	Queen of Capilano	<ul style="list-style-type: none"> <li>No replacement</li> <li>Water taxi</li> </ul>	
EARLS COVE (Sunshine Coast) – SALTERY BAY (Powell River)	7	Malaspina Sky	<ul style="list-style-type: none"> <li>No replacement</li> <li>Divert traffic via Route 2 and Route 17</li> <li>No water taxi service available</li> </ul>	
WESTVIEW (Powell River) – LITTLE RIVER (Comox)	17	Salish Orca	<ul style="list-style-type: none"> <li>No replacement</li> <li>Divert traffic via Route 2, 3 and 7</li> <li>Add service with Island Discovery as is practicable</li> </ul>	
PORT HARDY (Bear Cove) – PRINCE RUPERT (includes Klemtu and Bella Bella)	10	Northern Expedition	<ul style="list-style-type: none"> <li>No replacement</li> </ul>	<ul style="list-style-type: none"> <li>Revert to "Off Peak" schedule for Route 10/11</li> </ul>
HAIDA GWAI (Skidegate) - PRINCE RUPERT	11	Northern Adventure	<ul style="list-style-type: none"> <li>No replacement</li> </ul>	<ul style="list-style-type: none"> <li>Revert to "Off Peak" schedule for Route 10/11</li> </ul>
PORT HARDY – BELLA COOLA and BELLA BELLA (includes Ocean Falls and Shearwater)	28/28A	Northern Sea Wolf	<ul style="list-style-type: none"> <li>No replacement</li> </ul>	<ul style="list-style-type: none"> <li>Water taxi and tug/ barge for Ocean Falls and Shearwater as needed</li> </ul>
SALT SPRING ISLAND (Vesuvius) – CROFTON	6	Quinsam	<ul style="list-style-type: none"> <li>Water taxi</li> <li>Divert traffic to Route 4</li> </ul>	
BRENTWOOD BAY – MILL BAY	12	Klitsa	<ul style="list-style-type: none"> <li>No replacement</li> <li>Malahat Highway diversion</li> </ul>	
GAMBIER – KEATS – LANGDALE (Sunshine Coast)	13	Stormaway III	<ul style="list-style-type: none"> <li>Alternate water taxi</li> </ul>	

PORTS	ROUTE	VESSELS	WEEK 1	WEEKS+
WESTVIEW (Powell River) – BLUBBER BAY (Texeda Island)	18	Island Discovery	<ul style="list-style-type: none"> <li>• Salish from Route 17 diverts</li> <li>• Water taxi</li> </ul>	
GABRIOLA ISLAND – NANAIMO HARBOUR	19	Island Gwawis Island xwsa’luxul	<ul style="list-style-type: none"> <li>• Revert to one vessel service</li> </ul>	
PENELAKUT – THETIS ISLAND – CHEMAINUS	20	Pune’luxutth	<ul style="list-style-type: none"> <li>• Water taxi</li> </ul>	
DENMAN ISLAND – BUCKLEY BAY (Vancouver Island)	21	Baynes Sound Connector Kahloke	<ul style="list-style-type: none"> <li>• Redeploy Quinitsa to Route 21 and move Kahloke to Route 22</li> </ul>	
HORNBY ISLAND – DENMAN ISLAND	22	Quinitsa	<ul style="list-style-type: none"> <li>• Kahloke and Route 21 reverts to one vessel service</li> </ul>	
QUADRA ISLAND – CAMPBELL RIVER (Vancouver Island)	23	Island K’ulut’a Island Kwigwis	<ul style="list-style-type: none"> <li>• Revert to one vessel service</li> </ul>	
CORTES ISLAND – QUADRA ISLAND	24	Island Nagalis	<ul style="list-style-type: none"> <li>• Water taxi</li> </ul>	
ALERT BAY – SOINTULA – PORT MCNEILL	25	Island Aurora	<ul style="list-style-type: none"> <li>• Water taxi</li> </ul>	
ALLIFORD BAY – SKIDEGATE (Haida Gwaii)	26	Kwuna	<ul style="list-style-type: none"> <li>• Water taxi</li> </ul>	



# Communications and customer information

Customers rely on timely, accurate information to make travel decisions, particularly during peak periods when alternative options may be limited.

BC Ferries recognizes how critical clear and timely information is during disruptions and aims to provide consistent updates to help customers understand the nature of the disruption, what to expect, and how it may impact their travel. Where possible, BC Ferries' Customer Care team directly contacts customers with bookings on affected sailings by email or phone so they are aware of the disruption and can adjust their travel plans with as much advance notice as possible.

BC Ferries communicates through multiple channels, including:

- Service notices (primary real-time updates)
- Website travel advisories
- Email notifications to reserved customers
- Terminal and onboard announcements
- Customer Service Centre
- Media relations (proactive and reactive)
- Digital and social media channels

Service notices and the BC Ferries website are the primary sources of real-time information, with other channels used to reinforce and amplify updates.

During peak periods, including summer and major events such as FIFA World Cup 2026™, timely and coordinated communication is critical given the volume of customers and limited system flexibility.

## Media and public information

During significant disruptions or sustained service pressures, BC Ferries uses a range of communications approaches to share information broadly, including:

- Providing proactive updates to media
- Responding to media inquiries and engaging proactively, as appropriate
- Issuing news releases
- Working to maintain consistency across communications channels

Together with direct communication with customers through a variety of channels, this approach is intended to help customers, communities, interest holders and the public receive timely information about service impacts and available travel options.

## Community and interest holder engagement

BC Ferries may engage with local governments, First Nations communities, and key interest holders during significant or prolonged disruptions to support communities through response. Throughout service disruptions, ferry-dependent communities and interest holders are encouraged to follow Current Conditions, Service Notices, and other company communications (media availabilities, news releases, other distributed documents) for the most up-to-date, accurate information.

This may include:

- Direct outreach to local leadership
- Updates during sustained impacts as appropriate
- Supporting coordination with provincial and regional partners, and Nations, as appropriate

## Customer experience

We recognize that disruptions are frustrating for our customers. Our focus is on supporting customers on the ground, providing clear and timely information, and restoring service as quickly and safely as possible. We encourage customers to plan ahead and connect with our Customer Service Centre in advance of travel—particularly for time-sensitive or complex trips, such as family emergencies or transporting livestock—so we can help identify the best available options. We also encourage customers attending special events to consider planning travel a day in advance to help avoid unexpected delays. For additional guidance, customers can visit the Travel Tips section of our website to support a smoother travel experience. In the event of a sailing cancellation or significant service disruption, customers can find [support on our website](#).



## Full communications response

A full communications response is activated during major or sustained disruptions where impacts are broad, prolonged, or highly visible, enabling a coordinated, consistent approach across all channels and audiences. This ensures that customers and the public receive timely, consistent updates through service notices, the website and our Current Conditions page, social and digital channels, and terminal and onboard announcements. Proactive media engagement supports this, including media statements, interviews, news releases where appropriate, and ongoing response to inquiries.

Direct communication with customers remains a priority, including notifications to those affected

and support through the Customer Service Centre. Customers who have booked in advance may also be contacted directly if their sailing is impacted, helping support more informed travel decisions. On the ground, teams work across operations, customer experience, and communications to provide updates and support at terminals where possible. Service notices and the website remain the primary source of real-time information, with other channels used to reinforce and amplify updates.

Throughout the disruption and into recovery, we provide regular updates as the situation evolves, including clear communication on service restoration and any residual impacts.



SITUATION	WHAT THIS MEANS AND WHAT CUSTOMERS CAN EXPECT FROM US	HOW WE COMMUNICATE
<p><b>Potential disruption</b> (e.g., weather forecasted, emerging mechanical issue, external incident)</p>	<p>Travel may be impacted later in the day or on upcoming sailings.</p> <p>We monitor conditions closely and prepare for possible service changes, identifying at-risk sailings where applicable so customers can plan ahead.</p>	<ul style="list-style-type: none"> <li>• Service notices identifying at-risk sailings</li> <li>• Email notifications to customers with bookings</li> <li>• Updates to our current conditions site</li> <li>• Ongoing updates as conditions evolve</li> </ul>
<p><b>Minor disruption</b> (single sailing delay or cancellation)</p>	<p>A specific sailing may be delayed or cancelled.</p> <p>We work to minimize impacts and keep service moving, while providing timely updates so customers can adjust their travel plans.</p>	<ul style="list-style-type: none"> <li>• Real-time service notices (primary)</li> <li>• Website updates (service notices and current conditions)</li> <li>• Updates to digital screens at terminals</li> <li>• Direct notifications to affected customers with reservations</li> <li>• Terminal and onboard announcements</li> <li>• Social media amplification</li> </ul>
<p><b>Moderate disruption</b> (multiple sailings affected, delays building)</p>	<p>Delays may increase throughout the day and impact multiple sailings.</p> <p>We adjust operations, redeploy available vessels where possible, and provide frequent updates as conditions evolve.</p>	<p><b>All actions from the previous level, plus:</b></p> <ul style="list-style-type: none"> <li>• Ongoing service notice updates</li> <li>• Coordinated messaging across all channels</li> <li>• Proactive media engagement</li> <li>• Interest holder updates as appropriate</li> <li>• On-the-ground terminal updates</li> <li>• Travel advisories may be issued where impacts are expected to continue or expand</li> </ul>
<p><b>Major disruption</b> (extended outage, terminal closure, vessel out of service, or system-wide impact)</p>	<p>Significant delays or cancellations may occur across one or more routes.</p> <p>We activate full-service recovery efforts, coordinate across teams and external partners, and provide regular updates as we work to restore service as quickly and safely as possible.</p>	<p><b>Full communications response activated (see above) and all actions from the previous level, plus:</b></p> <ul style="list-style-type: none"> <li>• Media releases and outreach</li> <li>• Direct interest holder outreach (government, communities) as appropriate</li> <li>• Regular terminal and onboard announcements</li> </ul>
<p><b>Service resumed / Recovery</b> (post-disruption)</p>	<p>Service has resumed, but delays and congestion may continue as we work to clear traffic and return to normal operations.</p> <p>We continue to provide updates until service stabilizes.</p>	<ul style="list-style-type: none"> <li>• Continued service notices with information about resumption of service or any ongoing delays</li> <li>• Updates on recovery progress</li> <li>• Terminal and onboard announcements</li> <li>• Media updates where impacts are significant</li> </ul>
<p><b>Customer follow-up</b> (post-event)</p>	<p>Customers who were directly impacted may be contacted following the disruption, including information on rebooking or refunds where applicable.</p>	<ul style="list-style-type: none"> <li>• Direct communication to affected customers</li> <li>• Customer Service Centre support</li> <li>• Website and digital support channels</li> </ul>

# Operations and Security Centre







































The Operations and Security Centre (OSC) operates 24 hours a day, 365 days per year. It is the central communications hub for operations to report and handle incidents that occur across the fleet, terminals and all BC Ferries' locations. Acting as a central coordination area for incident reporting, the OSC facilitates incident handling and response, enables decision-making and communicates the incident information across the company and to customers as events occur.

The OSC assists employees that are handling incidents through expert advice, connecting service providers and coordinating response both internal and external teams. The OSC addresses the following to manage incidents:

- What is the Operational Recovery Plan – how do we fix the situation we are dealing with?
- What is the Service Recovery Plan – how do we mitigate any loss of service?
- What is the Communications Plan – how do we communicate both internally and externally, and in what sequence?

The OSC is important to the communities BC Ferries serves, acting as a key conduit to external agencies such as the Joint Rescue Coordination Centre, Police, BC Emergency Health Services, Emergency Management and Climate Readiness and others. The OSC works closely with our external partners to help ensure they get to where they need to go without delay, in order to better serve you.

# Our fleet

Vessel	Year built	MAXIMUM CAPACITY		Vessel	Year built	MAXIMUM CAPACITY	
		Passengers & crew <sup>^</sup>	AEQ <sup>*</sup>			Passengers & crew <sup>^</sup>	AEQ <sup>*</sup>
 Spirit of British Columbia	1993	2,100	358	 Queen of Cumberland	1992	462	112
 Spirit of Vancouver Island	1994	2,100	358	 Queen of Capilano	1991	457	87
 Coastal Celebration	2008	1,604	310	 Skeena Queen	1997	450	91
 Coastal Inspiration	2008	1,604	310	 Island Aurora	2019	399	47
 Coastal Renaissance	2007	1,604	310	 Island Discovery	2019	399	47
 Queen of Coquitlam	1976	1,494	316	 Island Gwawis	2021	399	47
 Queen of Cowichan	1976	1,494	312	 Island K'ulut'a	2021	399	47
 Queen of Oak Bay	1981	1,494	307	 Island Kwigwis	2021	399	47
 Queen of Surrey	1981	1,494	307	 Island Nagalis	2021	399	47
 Queen of New Westminster	1964	1,332	254	 Island xwsaluxul	2025	399	47
 Queen of Alberni	1976	1,200	280	 Quinsam	1982	400	63
 Northern Adventure	2004	500	87	 Baynes Sound Connector	2015	150	45
 Northern Expedition	2009	638	115	 Quinita	1977	300	44
 Northern Sea Wolf	2001	200	35	 Pune'luxutth	2006	269	26
 Salish Orca	2016	600	138	 Kahloke	1973	200	21
 Salish Eagle	2017	600	138	 Klitsa	1972	150	19
 Salish Raven	2017	600	138	 Kwuna	1975	150	16
 Salish Heron	2021	600	138				
 Malaspina Sky	2008	462	112				

<sup>^</sup> There are multiple passenger licences for our fleet, the passenger and crew licence listed are the maximum

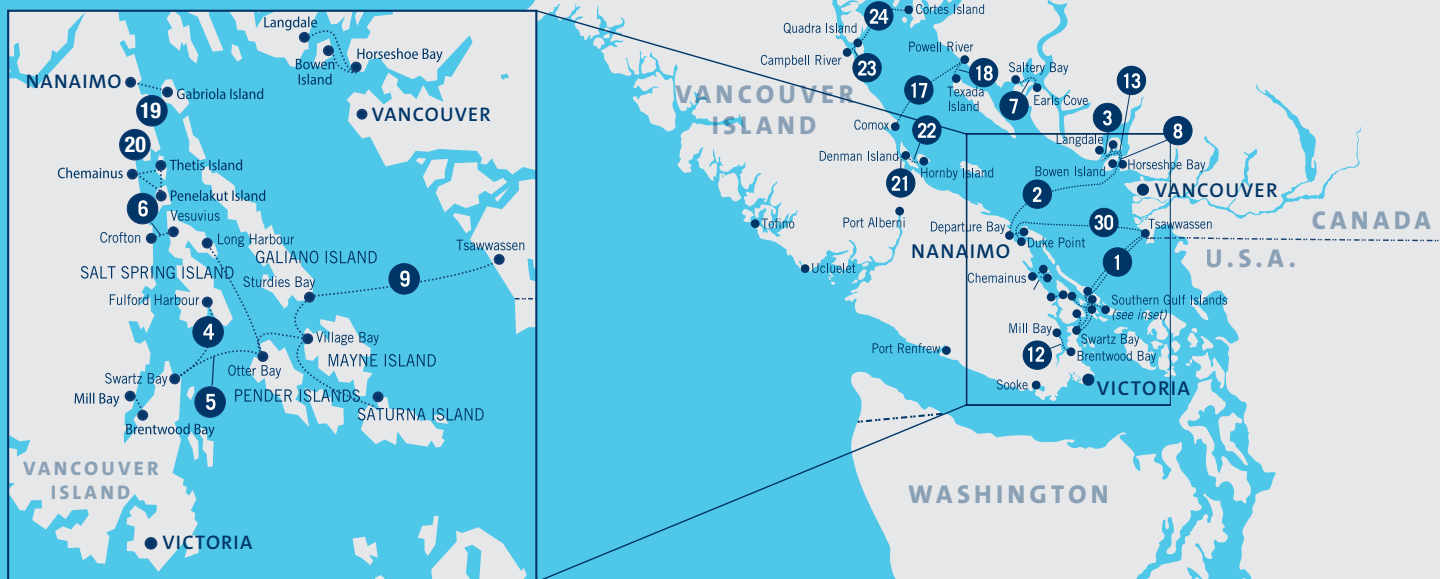
<sup>\*</sup> Automobile Equivalent (AEQ) is used to determine vessel capacity based on a standard vehicle measure of 6.1 x 2.6 metres, roughly equal to a full-size family vehicle. Vessels are not to scale.

## Routes

- 1 Tsawwassen – Swartz Bay
- 2 Horseshoe Bay – Departure Bay
- 3 Horseshoe Bay – Langdale
- 4 Fulford Harbour – Swartz Bay
- 5 Swartz Bay – Southern Gulf Islands
- 6 Vesuvius Bay – Crofton
- 7 Earls Cove – Saltery Bay
- 8 Horseshoe Bay – Bowen Island
- 9 Tsawwassen – Southern Gulf Islands
- 10 Port Hardy – Prince Rupert
- 11 Prince Rupert – Haida Gwaii
- 12 Brentwood Bay – Mill Bay
- 13 Langdale – Gambier Island – Keats Island
- 17 Comox – Powell River
- 18 Powell River – Texada Island
- 19 Nanaimo Harbour – Gabriola Island
- 20 Chemainus – Thetis Island – Penelakut Island
- 21 Buckley Bay – Denman Island
- 22 Denman Island – Hornby Island
- 23 Campbell River – Quadra Island
- 24 Quadra Island – Cortes Island
- 25 Port McNeill – Sointula – Alert Bay
- 26 Skidegate – Alliford Bay
- 28 Port Hardy – Bella Coola
- 28a Bella Bella – Ocean Falls – Shearwater – Bella Coola
- 30 Tsawwassen – Duke Point

# Our routes

## Southern Gulf Islands



Route 9 = Tsawwassen service for Pender, Saturna, Mayne, Galiano, Salt Spring  
 Route 5 = Swartz Bay service for Pender, Saturna, Mayne, Galiano