

Ferry Advisory Committee (FAC) - Record of Meeting

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| Date: | May 25, 2018 |
| Committee Name: | Salt Spring Islands |
| Routes: | 4, 6, 9 |

Attendees:

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| <p>For the FAC:</p> <p><i>Chair(s):</i> Harold Swerienga</p> <p><i>Members</i></p> <ul style="list-style-type: none"> • Peter Grant, Chris Gadsby, Peter Grove • Matt Steffich, John Wakefield • Dave Toynbee, Wayne McIntyre | <p>For BCF:</p> <ul style="list-style-type: none"> • Cam Hillis • Peter Simpson • Mark Collins • Lewis MacKay • Darin Guenette |
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Points of Information/Agreement:

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| <ol style="list-style-type: none"> 1. Tour des Isle. Curt Firestone from the organizing committee noted that this event will operate June 22-24. They are publishing BC Ferries schedules on their website this year, to help provide options for participants in connecting between islands. New to this year's event is a plan to include a taxi service between Sidney and Pender Island. BC Ferries committed to donating travel vouchers to the TDI fundraiser. 2. A member of the public suggested BC Ferries consider a way to either add 'direct to TSA' sailings or moving them earlier. 3. A member of the public urged the discussion to include the congestion and safety problems at Fulford 4. Salish vessel wi-fi. BCF noted that these ships are wired for wi-fi capability, but there are significant problems accessing sufficient bandwidth access. BCF is working at solving access/speed of service on the major routes prior to trying to make it available on other routes. 5. Howe Sound Queen replacement. The current BCF plan is to replace the HSQ with the Quinitsa in May of 2019. However, BCF is expecting traffic demand to continue to increase, and thus have concerns around capacity in the peak period with the Quinitsa. Thus, BCF is now exploring options for how to provide sufficient capacity to meet peak season demand. Note that the intent is to find an occasion to trial the Quinitsa on Route 6 again prior to next year, and to move Dangerous Cargo sailings to early day sailings. In a related matter, BCF is presenting options to the Board for replacing the Bowen Class vessels (Powell River Queen and Bowen Queen) with replacing them with two 47-vehicle ships instead of one larger ship. If this plan is approved, this would see the Quinsam (70 vehicle ferry) deployed on the Vesuvius route in approximately late 2021. This timeline would hold true even if the replacement ends up being a 100-vehicle vessel instead of two |
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- 47-vehicle ones. Discussion followed about pros/cons of different service options.
6. Vesuvius/Crofton development update. Starting sometime after April 2019, the development plan will be underway; extensive engagement will be conducted prior to the plan being finalized. The shelter at Vesuvius have been appreciated by customers, and the restrooms are about to be improved at both terminals.
 7. Fulford terminal project update. BCF noted they have been unsuccessful at acquiring property near the terminal that was required to implement the most recent plan, so BCF is exploring new concepts/options. Mark noted that there are options to design a holding compound for up to approximately 100 vehicles by expanding out over the water; however the costs involved would be very significant. It was noted that during the morning sailings from Fulford, the roadway is fully congested along the double lane portion of the road, with a request for BCF to coordinate traffic controllers during these times. Discussion occurred around issues related to making changes in the community around the terminal.
 8. Swartz Bay Term Dev Plan implications. Currently, stakeholder and public engagement processes are underway to gain information and understanding on the needs of the terminal in the future.
 9. Cumberland davit problems review. There are other vessels in the fleet with the same davit that failed on the Cumberland, and they underwent inspections successfully. There are currently investigations underway on this technical failure, which was in the wire part of the system. BCF has altered training drills to ensure greater safety as the investigation results are pending.
As far as service recovery, BCF learned a great deal about ways to try and provide service to five islands when a vessel is lost and how to improve communications when this happens.
 10. Throughfare via SWB. FAC noted that any improvements that can be made in the process of transferring at SWB would greatly improve customer chances of making the Route 1 sailing. FAC suggested that the cut-off time for check-in at SWB be changed to 15 minutes if possible. BCF recognizes the difficulties and is setting up a working group to analyse ways to increase efficiency.
 11. FAC term and reappointment. The current FAC term ends December 31, so BC Ferries will be rebuilding all committees beginning later this summer/fall. A reminder that there is a two-term limit. If FAC members have ideas/suggestions for groups to include, please send to BCF. A suggestion was to try and include diversity (particularly gender representation) if possible.

Action Items¹:

| Item | Who | By When |
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| none | | |

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