

Ferry Advisory Committee (FAC) - Record of Meeting

Date:	October 19, 2020
Committee Name:	Gabriola Island
Route:	19

Attendees:

<p>For the FAC:</p> <p><i>Chair</i> Steve Earle</p> <p><i>Members</i></p> <ul style="list-style-type: none"> • Paul O’Sullivan, Scott Colbourne • Heather O’Sullivan, Vanessa Craig • Peggy Richardson, Jim Ramsay • Carly McMahan, Peter Briscoe 	<p>For BCF:</p> <ul style="list-style-type: none"> • Brian Anderson • Peter Simpson • John MacDonald • Capt James Bradley • Darin Guenette • Mika Desloges
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Points of Agreement/Information:

<p>i. Island Class update. Ships being built in Romania, and the project is tracking on-time potentially early. The two ships destined for Route 19 should be arriving in Canada late 2021, with an in-service plan (replacing Quinsam) for early 2022. BCF will be planning an engagement process in Jan/Feb 2021, where the vessel attributes will be outlined and schedule options can be reviewed with the FAC.</p> <p>Naming. Through previous engagement activities, BCF has identified names (descriptors) for the whole Island Class of vessels. While names have not yet been chosen for the next four vessels arriving in BC, BCF will let the FAC know when the process for finalizing the names is determined. The FAC noted disappointment at the lack of local community consultation on naming, including local First Nations participation (aspect of reconciliation). The FAC noted concern about the name of Island Discovery in particular. BCF clarified that these names were determined through a committee (internal/external members), looking at international registries, names available, etc. They looked at a variety of descriptor names that would work with the Island Class name.</p> <p>ii. Medical Assured Loading process. Steve Earle outlined that the current MAL process included a letter drafted by a medical office (physician), must include a TAP form, covers a date range up to one year and is not specific to one vehicle and is working well. BCF noted that this current process is in effect until summer 2021 under Ministerial Order. During this timeframe, they will be collecting and sharing information and feedback with the Ministries involved, to inform any changes in the future. Peggy noted the current process of not having to list specific dates for travel is valuable, particularly when people have multiple medical appointments. BCF has communicated the revised process with medical clinics, physicians and other offices. As well, there is MAL info on the BC Ferries website.</p>

- iii. Priority for essential goods/service customers. FAC asks: Who gets it, how does it work, why does cut-off align with scheduled sailings? John MacDonald replied that the 20-minute cut-off is a fleet wide policy, such that there is consistency across all BCF terminals. Eligible customers (ie. Who is essential) are outlined in a Ministerial Order, and includes such customers as commercial vehicles moving groceries, medical supplies/equipment and other similar community vital goods/services.
- iv. Priority access for First Nation. FAC has been asked by the local museum about the possibility for priority loading for Snuneymuxw FN members. Darin noted that there are priority processes in place for specific customers in other communities, and as long as BCF has a very specific request and a solid understanding of community support, they can review a request to determine if/how it could be implemented. Steve will return details of this request (who's travelling, when, etc) to Darin, so BCF can understand the scope of the request and analyse what operational procedures would be required.
- v. Terminal development update. Brian noted that most capital projects (including the projects to develop both Route 19 terminals) are on hold pending BCF analysis of the long term effects of the pandemic. However, work to gain approvals and other background work are continuing. Brian added that some work at Nanaimo Harbour is progressing that is required to allow the introduction of the two Island Class vessels (tie-up berth and other water lot aspects).
- vi. Village Trail. Work is underway as part of a Village Trail project to include connection for pedestrian/cyclist access to Taylor Bay Road/North Road. This means that the optimal process for people who leave the ferry and need to access this trail will be to leave 'left of the vehicles'.
- vii. Traffic safety and queuing risk. Steve reiterated that the long-standing problems/safety issues with Taylor Bay Road traffic queuing may have lessened early in the pandemic, but have returned as traffic has increased...and they fully expect these safety problems to continue in the future. The FAC shared a letter they have drafted to address this long-standing issue and that they intend on sending to the new Minister. John noted that he has budgeted for flaggers/portable toilets to be in place for summer 2021, based on the previous plan worked out for this past summer.
Brian added that BCF is well aware of issues of vehicle queuing at many small terminals, and noted that the introduction of two-ship service should in itself mitigate this problem. He wants to continue to work with the FAC to pursue any/all reasonable solutions that can help prior to the full redevelopment of Descanso Bay Terminal. Steve noted that he can work with the FAC to arrange a meeting to again discuss these solutions the FAC has put forth in the past.
- viii. Key info for Gabriola travellers. Peter Briscoe outlined that customers who are not familiar with local processes/procedures do not have signage indicating: where/how to line up and that the fare is for a return-trip. BCF noted that the ticket given to customers cannot be adjusted to include that the fare is paid for a return sailing. Vanessa suggested that perhaps terminal staff could note to all customers that are not using an Experience Card that the fare is return fare.
- ix. Miscellaneous/public comments. Derek Kilbourn noted that the spots for medical assured loading at Descanso are being used by motorcycles, and asked if the signage can be improved to clarify process. Peggy added that public naming processes could help to turn negative aspects of names to a positive.

It was agreed that, if an in-person meeting can be coordinated next spring, that is preferred to distance meetings, but given the pandemic effects...these meetings are valuable as well.

Action Items¹:

Item	Who	By When
1. Consider whether 20 minute cut-off can be tied to actual sailing, not scheduled sailing time.	John	COMPLETE – cut-off time moved to 10 mins prior to scheduled sailing time if vessel is late.
2. Relay to Terminal Engineering the off-loading preference to access the Village Trail.	Darin	End-November
3. Return to the FAC to discuss planning when/how to deploy flaggers/toilets along Taylor Bay Road in 2022 summer.	John	When budget settled.
4. Consider informing customers at Nanaimo terminal that fare is paid for return sailings (tickets, signs, etc).	John	End-November