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October 9, 2018

HO-6410-03

Via email: mark.collins@bcferries.com

Mark Collins, CEO
BC Ferries Corporation

Dear Mr Collins:

We have heard unprecedented concerns about the significant number of overloads being experienced on Route 22 this past summer. While delays are certainly to be expected in the peak summer season, the number and length of delays were unprecedented in 2018, with resulting impacts upon the community.

The journey between Buckley Bay and Shingle Spit, which usually takes about an hour, often took multiple hours this past summer. Travellers who wanted to be sure to connect through to Vancouver Island on the first sailing off of Hornby Island needed to leave their vehicle in the line-up the night before (which is of course not possible for everyone), or else had to be in the line-up one and a half to two hours ahead of the sailing.

At its August 3rd, 2018 business meeting, the Hornby Island Local Trust Committee passed the following resolution:

HO-2018-046

It was MOVED and SECONDED,

that the Hornby Island Local Trust Committee requests the Chair to write to the CEO of BC Ferries asking BC Ferries to engage in discussions with the Denman-Hornby Ferry Advisory Committee to explore options to ensure that the significant on-going overloads experienced on Route 22 in the summer of 2018 are not repeated in future years (with the letter copied to the Minister of Transportation and Infrastructure, the BC Ferry Commission, the Denman-Hornby Ferry Advisory Committee and the Hornby Island Residents' and Ratepayers' Association).

CARRIED

We note that in July and August 2017, Route 22 had the highest capacity utilization of any BC Ferries' route: 99% and 102%. Route 22 also had the highest percentage of overloads of any route: 14.9% (up from 9.2% in the previous year). It seems likely that a high proportion of these overloads are happening in the peak season. From what we have heard, traffic seems to have substantially increased this year.

We believe this issue needs attention.

The Hornby Island Official Community Plan includes the following Policies:

5.7.10 BC Ferry Corporation and the Ministry of Transportation and Infrastructure are encouraged to:

- a) achieve a level of service that follows rather than precedes community needs and that is established in consultation with community representatives; and
- d) consult on a regular basis with a local advisory committee (or in the absence of such a committee, the Hornby Island Local Trust Committee) with respect to future planning for and any changes to ferry service between Hornby Island and Vancouver Island

We believe it is time for BC Ferries and the Province to address the level of service on Route 22 during the peak season and we ask that this be done through exploring options with the Denman-Hornby Ferry Advisory Committee.

Here are some possible options that might be considered:

- **Long Term (2025 and beyond)**

According to BC Ferries Capital Plan (2014), the Kahloke (21 car capacity) is due to be replaced by a new vessel with a 44 car capacity. This should address the current problems, but not for another seven years. We encourage BC Ferries to build this new vessel in accordance with the timing indicated in the Capital Plan, or earlier if at all possible.

- **Medium Term (2021 to 2025)**

According to a BC Ferries News Release in July 2018, two smaller vessels will replace the Quinsam on Route 19 (Nanaimo to Gabriola Island) in about 2021. This could enable the Quinsam (63 cars) to replace the Quinitisa (44 cars) on Route 6 (Crofton – Vesuvius) and provide a capacity in line with that specified in the Coastal Ferry Services Contract which identifies the Howe Sound Queen (52 cars) as serving Route 6. This could enable the Quinitisa to replace the Kahloke (21 cars) on Route 22 until the new vessel comes into service.

- **Short Term (2019 to 2021)**

In 2019, the Quinitisa is due to replace the Howe Sound Queen (which will be retired) on Route 6 and a new vessel will be replacing the Quadra Queen II on Route 25. The Quadra Queen II (26 cars) will become a relief vessel. This vessel is not much larger than the Kahloke. But if no refits are scheduled for July and August, perhaps consideration could be given to both vessels serving Route 22 over the summer (as is planned on a permanent basis for routes 19 and 23), except when one or the other vessel is required to address a breakdown on another route.

- **Alternative or complementary option**

An alternative or complementary option for the short and medium term might be to extend the daily schedule on Route 22 over the peak period with additional sailings from Shingle Spit at 6:40 (to connect with the 7:20 from Denman West on Route 21) and at 19:15, 21:00 and 22:00 (as with

the current Friday peak schedule). This would enable traffic to be spread out more over the day and thus reduce overloads.

We are also writing to the Minister (letter attached) to ask that the Province, in advance of the next performance term of the Coastal Ferry Services Contract, engage in discussions with the Denman-Hornby Ferry Advisory Committee to explore amending the contracted level of service on Route 22 to address the high level of summer traffic that cannot be met by the present contracted level of service.

Thank you for your consideration of the above matter.



Laura Busheikin, Chair
Hornby Island Local Trust Committee

Attachment: Copy of letter to Hon. Claire Trevena, Minister of Transportation and Infrastructure

cc Hon. Claire Trevena, Minister of Transportation and Infrastructure Minister.Transportation@gov.bc.ca
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Hornby Island Local Trust Committee HornbyIslandLocalTrustCommittee@islandstrust.bc.ca