



Alberni-Clayoquot Regional District

BOARD OF DIRECTORS MEETING

WEDNESDAY, NOVEMBER 28, 2012, 1:30 pm

Regional District Board Room, 3008 Fifth Avenue, Port Alberni, BC

AGENDA

	PAGE #
1. <u>CALL TO ORDER</u>	
2. <u>APPROVAL OF AGENDA</u> <i>(motion to approve, including late items)</i>	
3. <u>DECLARATIONS</u> <i>(conflict of interest or gifts)</i>	
4. <u>ADOPTION OF MINUTES</u>	
a. Board of Directors Meeting – November 14, 2012	5-16
<i>THAT the minutes of the Board of Directors meeting held on November 14, 2012 be adopted.</i>	
5. <u>PETITIONS, DELEGATIONS & PRESENTATIONS</u>	
6. <u>CORRESPONDENCE FOR ACTION</u>	
a. REQUEST FOR MEMBERSHIP RENEWAL	17-19
Federation of Canadian Municipalities, October 24, 2012 Renewal of Annual Membership.	
<i>THAT the Board of Directors approves Renewal of Membership in the Federation of Canadian Municipalities for 2013-2014 in the amount of \$4,690.49.</i>	
7. <u>CORRESPONDENCE FOR INFORMATION</u>	
a. VANCOUVER ISLAND HEALTH AUTHORITY	20
Yuułuʔiłʔatḥ Lands at the Junction of Highway 4 and the Tofino-Ucluelet Highway	
b. HONOURABLE KEITH ASHFIELD, MINISTER, FISHERIES AND OCEANS CANADA	21
Fisheries and Oceans Canada's Salmonid Enhancement Program (SEP)	
c. PITCH-IN BRITISH COLUMBIA	

	Pitch-In Canada Week	22-25
d.	PRIVATE MANAGED FOREST LAND COUNCIL 2011/2012 Annual Report (Report held in office)	26
e.	ISLAND CORRIDOR FOUNDATION Copy of correspondence from Glenn Migneault sent to City of Port Alberni	27
	Correspondence from Jim Sturgill	28-29
f.	BC FERRIES B.C. Coastal Ferries Consultation and Engagement Fall 2012	30-49
	B.C. Coastal Ferries Appendix: Route-Specific Information	50-93
g.	UNION OF BRITISH COLUMBIA MUNICIPALITIES Local Government Contract Management Committee Meeting	94-97
h.	MINISTRY OF COMMUNITY, SPORT AND CULTURAL DEVELOPMENT Message of Condolence on the Passing of Chairperson Glenn Wong	98

THAT the Board of Directors receives correspondence for information a-h.

8. REQUEST FOR DECISIONS & BYLAWS

a.	REQUEST FOR DECISION AV Drag Racing Association Lease – AV Airport	99
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THAT the Alberni-Clayoquot Board of Directors agree to enter into a 3 year lease at the Alberni Valley Airport with the Alberni Valley Drag Racing Association for Lots 9 and 16 for the purpose of storing equipment for the Alberni Valley Drag Race event.

b.	REQUEST FOR DECISION Apportionment of Maa-nulth Treaty Mandatory Services	100-112
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THAT the Board of Directors accept net taxable values as the apportionment method for Yuułu?it?ath Government and Huu-ay-aht First Nation with regard to General Government Services and Regional Hospital District.

c.	ADMINISTRATIVE MEMO Beaver Creek Improvement District Audit	113
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THAT the Board of Directors receives this memorandum.

d.	REQUEST FOR DECISION 2012/2013 Contribution to the Coastal Community Network	114-136
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THAT the Alberni-Clayoquot Regional District Board of Directors approve payment of the 2012 Membership Invoice from the Coastal Community

Network in the amount of \$4,731.30 and forward the 2013 Membership request for consideration during 2013 budget deliberations.

9. PLANNING MATTERS

9.1 ELECTORAL AREA DIRECTORS ONLY

137-146

- a. **RF12006, VERHAEGHE, 205 FRANKLIN RIVER ROAD**
Rezoning Application – Report & Bylaw P1301

THAT the Board of Directors receive the staff report and recommend proceeding with first reading.

THAT Bylaw P1301, Regional District of Alberni-Clayoquot Zoning Atlas Amendment Bylaw, be read a first time.

THAT the public hearing for Bylaw P1301 be delegated to the Director for Electoral Area “F”, the Alternate Director, or the Chairperson of the Regional District.

10. REPORTS

10.1 STAFF REPORTS

147-152

- a. Staff Action Items Report – November 21, 2012
b. Financial Statements – October 31, 2012
c. Building Inspector’s Report –October 2012
d. Meeting Schedule – December 2012

153-154

155

156

THAT the Board of Directors receives the Staff Reports a-d.

10.2 COMMITTEE REPORTS

- a. **Highway Connector Committee Meeting – November 15, 2012**
– C. Solda (Verbal)

THAT the Board of Directors receives this verbal report.

10.3 MEMBER REPORTS

157-158

- a. RCMP Update – October 2012
b. 9-1-1 Corporation – J. Douglas
c. Vancouver Island Regional Library - P. Cote
d. Central West Coast Forest Society – T. Bennett

- e. Emergency Planning – P. Cote/M. Kokura/C. Solda
- f. Alberni Valley Chamber of Commerce – C. Solda
- g. Coastal Community Network – T. Bennett
- h. West Island Woodlands Advisory Group – J. Jack
- i. Island Coastal Economic Trust – C. Solda
- j. Air Quality Council, Port Alberni – J. McNabb
- k. West Coast Aquatic Board – T. Bennett
- l. Clayoquot Biosphere Trust
- m. Association of Vancouver Island & Coastal Communities – C. Solda
- n. Beaver Creek Water Advisory Committee – J. McNabb
- o. Other Reports

THAT the Board of Directors receives the Member Reports.

11. UNFINISHED BUSINESS

12. LATE BUSINESS

(requires 2/3 majority vote)

13. QUESTION PERIOD

14. IN CAMERA

Motion to close the meeting to discuss matters relating to

- i. labour or other employee relations;*
- ii. litigation or potential litigation affecting the Regional District.*

15. RECOMMENDATIONS TO THE BOARD FROM IN-CAMERA

16. ADJOURN

Next Board of Directors Meeting: Friday, December 7, 2012 1:30 PM



Alberni-Clayoquot Regional District

MINUTES OF THE BOARD OF DIRECTORS MEETING HELD ON WEDNESDAY, NOVEMBER 14, 2012

Regional District Board Room, 3008 Fifth Avenue, Port Alberni, BC

DIRECTORS

Cindy Solda, Chairperson, City of Port Alberni

PRESENT:

Lyle Price, Alternate Director, Electoral Area "F" (Cherry Creek)

Eric Geall, Electoral Area "A" (Bamfield)

Mike Kokura, Electoral Area "B" (Beaufort)

Tony Bennett, Electoral Area "C" (Long Beach)

Penny Cote, Electoral Area "D" (Sproat Lake)

John McNabb, Electoral Area "E" (Beaver Creek)

John Jack, Councillor, Huu-ay-aht First Nation

John Douglas, Mayor, City of Port Alberni

Duncan McMaster, Councillor, District of Tofino

Bill Irving, Mayor, District of Ucluelet

Alan McCarthy, Member of Legislature, Yuułuꞵiꞵꞵath Government

STAFF PRESENT:

Russell Dyson, Chief Administrative Officer

Wendy Thomson, Manager of Administrative Services

Andy Daniel, Manager of Environmental Services

Teri Fong, Manager of Finance

Mike Irg, Manager of Planning and Development

1. CALL TO ORDER

The Chairperson called the meeting to order at 1:30 pm.

2. APPROVAL OF AGENDA

MOVED: Director Kokura

SECONDED: Director McNabb

THAT the agenda be approved as circulated.

CARRIED

3. DECLARATIONS

4. ADOPTION OF MINUTES

a. Special Board of Directors Meeting – October 10, 2012

MOVED: Director Geall

SECONDED: Director Kokura

THAT the minutes of the Special Board of Directors meeting held on October 10, 2012 be adopted.

CARRIED

b. Board of Directors Meeting – October 24, 2012

MOVED: Director Bennett

SECONDED: Director Price

THAT the minutes of the Board of Directors meeting held on October 24, 2012 be adopted.

CARRIED

5. PETITIONS, DELEGATIONS & PRESENTATIONS

6. CORRESPONDENCE FOR ACTION

- a. Ministry of Justice, October 31, 2012, Request to review the recent earthquake event and response with our Emergency Program Coordinator to identify opportunities for improvement.**

MOVED: Director McNabb

SECONDED: Director Irving

THAT the Board of Directors refer the correspondence to the next meeting of the Alberni Valley Emergency Planning Committee and copy to Linda Myres, Bamfield Emergency Planning Coordinator.

CARRIED

- b. November 6, 2012 from Bamfield Community Hall Society Board of Directors regarding request for the Alberni-Clayoquot Regional District Board of Directors to endorse the Bamfield Community Hall Society's proposal for a new Bamfield Community Hall.**

MOVED: Director Jack

SECONDED: Director Kokura

THAT the Board of Directors refer the Bamfield Community Hall Society's request to staff to review the request and provide a recommendation, following consultation with the Society, on the role of the Alberni-Clayoquot Regional District.

CARRIED

- c. **West Coast Aquatic, Request for the Alberni-Clayoquot Regional District Board of Directors to appoint Director Penny Cote to the Barkley Salmon Working Group as a Regional District liaison.**

MOVED: Director McNabb

SECONDED: Director Irving

THAT the Board of Directors appoint Director Cote to the West Coast Aquatic Barkley Salmon Working Group.

CARRIED

7. CORRESPONDENCE FOR INFORMATION

- a. Association of Vancouver Island Municipalities regarding Clean-up of Abandoned Tire Dump, Request for Submission and Call for Nominations for AVICC Executive;
- b. Local Government Leadership Academy regarding Local Government Leadership Academy 2013 Leadership Forum – February 20-22, 2013;
- c. BC Metis Federation regarding Metis Day of Remembrance – Louis Riel Day, November 16, 2012;
- d. Chemainus Theatre Festival, Five Citizens of Port Alberni, Energy Solutions for Vancouver Island, regarding support for Island Corridor Foundation;
- e. Tseshaht First Nation regarding letter to Ministry of Justice on the October 27, 2012 Haida Gwaii Earthquake;
- f. City of Port Alberni regarding letter to the Honourable Christy Clark, Premier of BC, requesting increase to Persons With Disabilities Benefit;
- g. BC Treaty Commission regarding Annual Report 2012;
- h. Water Finance Research Foundation regarding Water Main Break Rates in the USA and Canada: A Comprehensive Study;
- i. Forest Practices Board regarding 2011/12 Annual Report;
- j. Ombudsperson regarding Open Meetings: Best Practices Guide for Local Governments;
- k. Association of Kootenay & Boundary Local Governments regarding News Release - Provincial funding formula to local governments;
- l. Healthy Forests Healthy Communities regarding Healthy Forests – Health Communities: A conversation on BC forests;
- m. Nuu-chah-nulth Tribal Council regarding Draft Record of Decisions – Motion #17 Float Homes;
- n. Ministry of Environment regarding Follow up to meeting at UBCM;
- o. Western Economic Diversification Canada regarding offer of Financial Assistance Under the Community Infrastructure Improvement Fund;
- p. Yuułuʔiłʔatḥ Government regarding Yuułuʔiłʔatḥ Lands at the Junction of Highway 4 and the Tofino-Ucluelet Highway.

MOVED: Director Kokura
SECONDED: Director Irving

THAT the Board of Directors receive a – p correspondence for information.

CARRIED

MOVED: Director Irving
SECONDED: Director Cote

THAT item l. Healthy Forests Healthy Communities be referred to Pat Deakin, Economic Development Officer for advice and input.

CARRIED

MOVED: Director Irving
SECONDED: Director Bennett

THAT the Regional District forward a letter to Ms. Lynne Magee, Regional Drinking Water Coordinator, VIHA with copies to the District of Ucluelet and the Yuułuʔiłʔatḥ Government, regarding development of the junction property on Highway 4 and the Tofino-Ucluelet Highway, requesting the following:

- a. What type of input can the ACRD provide with regards to the development of the junction property on Highway 4 and potential impacts to the District of Ucluelet’s well head, and;*
- b. The ACRD be included in all meetings with regards to development of the property and protection of the water site.*

CARRIED

MOVED: Director Cote
SECONDED: Director Bennett

THAT the item e. Tseshah First Nation – Letter to the Ministry of Justice regarding the October 27th Haida Gwaii Earthquake be referred to the Emergency Planning Committee.

CARRIED

MOVED: Director McNabb
SECONDED: Director Cote

THAT item f. City of Port Alberni letter to Honourable Christy Clark, Premier of BC requesting an increase to the persons with disabilities benefit be referred to the Alberni-Clayoquot Health Network.

CARRIED

MOVED: Director Cote
SECONDED: Director Geall

THAT Directors' be authorized to attend the Local Government Leadership Academy 2013 Leadership Forum, February 20 to 22, 2013 in Richmond, BC.

MOVED: Director Kokura
SECONDED: Director Bennett

THAT the main motion be amended to read newly elected Directors.

CARRIED

The main motion as amended was;

CARRIED

MOVED: Director Bennett
SECONDED: Director Cote

THAT the Regional District forward a letter to Minister Lake, Ministry of Environment following up on discussion at the UBCM convention regarding what the Province is proposing to do with the fees charged to illegal float homes in Barclay Sound and Great Central Lake.

CARRIED

8. REQUEST FOR DECISIONS & BYLAWS

a. Request for Decision regarding Consulting Engineering Services for the Bamfield Water System

MOVED: Director Geall
SECONDED: Director Kokura

THAT the Alberni-Clayoquot Regional District Board of Directors award the Consulting Engineering Services contract for the Bamfield Water System review to Koers & Associates Engineering Ltd., in the amount of \$10,000.00.

CARRIED

b. Request for Decision regarding West Bamfield Public Port Facility

MOVED: Director Geall
SECONDED: Director Irving

THAT the Board directs staff to investigate and explore options and implications related to taking over the West Bamfield public port facility from Transport Canada.

CARRIED

c. Request for Decision regarding Regional Transit Feasibility Study

MOVED: Director McNabb

SECONDED: Director Cote

THAT the Alberni-Clayoquot Regional District Board of Directors explore the conduct of a Transit Feasibility Study for the region by BC Transit.

CARRIED

d. Administrative Memo regarding Planning Department Application Procedures – Recommendations from the Electoral Area Directors Committee

MOVED: Director McNabb

SECONDED: Director Kokura

THAT the Board of Directors endorses the following recommendations from the Electoral Area Directors Committee:

- 1. Carefully consider and limit the use of covenants in the rezoning process.*
- 2. Only refer ALR applications for subdivision and nonfarm use within the ALR to the Agricultural Advisory Committee. Current practice is to refer to both the Agricultural Advisory Committee and the area APC. The APC would review the application at the rezoning stage if required.*
- 3. Only refer applications to APCs once, but provide the option for the ACRD Board to refer applications back to APCs.*
- 4. Reduce the number of commercial zones (to streamline approvals not to limit economic opportunities) when the zoning bylaw is updated.*
- 5. Staff responds directly to Crown lease Referrals with consultation from area director.*
- 6. Update the development application procedures and prepare a handout that is available at the front counter for applicants and the public.*
- 7. Contact members of the development community and explain the application process. This can be done with the help of the Economic Development Officer.*

CARRIED

**e. Administrative Memo regarding Bylaw Enforcement Procedures –
Recommendations from the Electoral Area Directors Committee**

MOVED: Director McNabb

SECONDED: Director Lyle

THAT the Board of Directors endorses the following recommendations from the Electoral Area Directors Committee:

- 1. Amend the Bylaw Enforcement procedures to allow staff to make contact with the owner/resident of a property in person prior to issuing a letter*
- 2. Proceed with updating the Zoning Bylaw.*
- 3. Provide public information through a bylaw pamphlet*
- 4. Provide public information through a bylaw pamphlet*

CARRIED

f. Administrative Memo regarding Finance Warrant No. 522

MOVED: Director Bennett

SECONDED: Director Kokura

THAT the Board of Directors approves Finance Warrant Number 522 in the amount of \$922,714.67 dated October 31, 2012.

CARRIED

g. Administrative Memo regarding TD Visa Payment and Statement

MOVED: Director Bennett

SECONDED: Director Geall

THAT the Board of Directors receives this report for information.

CARRIED

h. Request for Decision regarding purchase of new Multi-Functioning Copier

MOVED: Director Bennett

SECONDED: Director McNabb

THAT the Alberni-Clayoquot Regional District Board of Directors purchase a new multi-functioning copier for the Regional District Office from AGS Business Systems Inc. at a cost of \$10,691.00 plus taxes.

CARRIED

9. PLANNING MATTERS

9.1 ELECTORAL AREA DIRECTORS ONLY

- a. RD11004, SPROAT LAKE LANDING, 10695 LAKESHORE ROAD**
Rezoning Application – Memorandum and Bylaws P1296 and P1297

MOVED: Director Cote
SECONDED: Director Bennett

THAT the memorandum be received.

CARRIED

MOVED: Director Cote
SECONDED: Director Bennett

THAT Bylaw P1296, Sproat Lake Official Community Plan Amendment Bylaw, be adopted.

CARRIED

MOVED: Director Cote
SECONDED: Director Bennett

THAT Bylaw P1297, Regional District of Alberni-Clayoquot Zoning Atlas Amendment Bylaw, be adopted.

CARRIED

- b. BEAVER CREEK OFFICIAL COMMUNITY PLAN**
Public Hearing Report and Minutes and Bylaw P1291

MOVED: Director McNabb
SECONDED: Director Kokura

THAT the Board of Directors receives the public hearing report for Bylaw P1291.

CARRIED

MOVED: Director McNabb
SECONDED: Director Kokura

THAT the Board of Directors receives the public hearing minutes for Bylaw P1291.

CARRIED

MOVED: Director McNabb
SECONDED: Director Kokura

THAT Bylaw P1291, Regional District of Alberni-Clayoquot Beaver Creek (Electoral Area E) Official Community Plan Bylaw, 2012 be read a second time as amended.

CARRIED

MOVED: Director McNabb
SECONDED: Director Kokura

THAT Bylaw P1291, Regional District of Alberni-Clayoquot Beaver Creek (Electoral Area E) Official Community Plan Bylaw, 2012 be read a third time.

CARRIED

- c. DVF12006, VAN VLIET, 6088 RENTON ROAD SOUTH**
Development Variance Application – Report

MOVED: Director Lyle
SECONDED: Director McNabb

THAT the Board of Directors pass a resolution to consider issuing the development variance DVF12006.

CARRIED

9.2 ALL DIRECTORS

- a. COUGAR ANNIE HISTORIC PLACE**
Staff Report

MOVED: Director Irving
SECONDED: Director Cote

THAT the Board of Directors receives the staff report and refer to the Electoral Area Directors Committee and the Regional District Parks and Trails Study process.

CARRIED

10. REPORTS

10.1 STAFF REPORTS

- a. Staff Action Items Report – November 7, 2012
- b. CAO Report – November 7, 2012
- c. Finance Department Staff Report – November 7, 2012
- d. Environmental Service Department Report – November 7, 2012

MOVED: Director Jack
SECONDED: Director Cote

THAT the Board of Directors receives the Staff Reports.

CARRIED

10.2 COMMITTEE REPORTS

10.3 OTHER REPORTS

a. Coastal Community Network

Minutes from a meeting held October 18, 2012

MOVED: Director Bennett
SECONDED: Director Kokura

THAT the Board of Directors receives this report.

CARRIED

b. Other Reports

Director McNabb reported on the Air Quality Council meeting held on November 6th. The Council is waiting for the Regional District to forward the proposed woodstove burning bylaw for review and input from the APC's. Dr. Hassleback attended the meeting and discussed the impacts on air quality from old woodstoves.

MOVED: Director McNabb
SECONDED: Director Douglas

THAT the Board of Directors receive the verbal report on the Air Quality Council.

CARRIED

Director Douglas reported on the 911 meeting held on November 2nd in Courtenay. The provisional budget was adopted with a 5% increase. 911 texting will be introduced for disabled users.

MOVED: Director Douglas
SECONDED: Director Cote

THAT the verbal report on the 911 Corporation be received.

CARRIED

The Chairperson reported on attendance the recent Alberni Valley Chamber of Commerce meeting. The Chamber will be donating \$200 to the Glenn Wong Memorial Scholarship fund set-up by School District 70. She reported that Mike Carter, Chamber Manager is retiring. They are currently conducting interviews for a new manager to start in March 2013.

MOVED: Director Solda
SECONDED: Director Bennett

THAT the verbal report on the Alberni Valley Chamber of Commerce be received.

CARRIED

11. UNFINISHED BUSINESS

- a. Director Cote advised Directors that she will provide them with copies of a report she received from Emcon Services regarding road maintenance, plowing, safety , highway cameras etc.

12. LATE BUSINESS

MOVED: Director Irving
SECONDED: Director Bennett

THAT the following be allowed for consideration as a late item: letter to the Coast Guard regarding the closure of the Amphitrite Traffic Centre in Ucluelet.

CARRIED

MOVED: Director Irving
SECONDED: Director Bennett

THAT the Board of Directors forward a letter to Minister Ashfield, Minister of Fisheries and Oceans and Minister for Atlantic Gateway requesting they strongly re-consider their proposal to close the Amphitrite Traffic Centre in Ucluelet stressing the importance of this facility on the West Coast with copies to the MLA and MP.

CARRIED

13. QUESTION PERIOD

14. ADJOURN

MOVED: Director Bennett
SECONDED: Director Douglas

THAT this meeting be adjourned at 3:07 pm

CARRIED

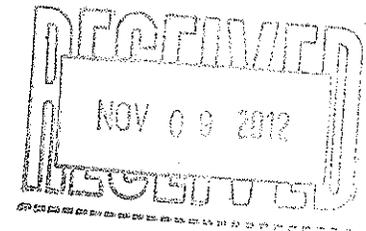
Certified Correct:

Cindy N. Solda,
Chairperson

Russell Dyson,
Chief Administrative Officer



FEDERATION OF CANADIAN MUNICIPALITIES
FÉDÉRATION CANADIENNE DES MUNICIPALITÉS



October 24, 2012

Dear Members of Council:

It's time to renew your annual membership with the Federation of Canadian Municipalities (FCM).

The past year has been very productive for FCM and our members, as we have worked together to influence federal policies and pave the way for a new long-term infrastructure plan. This all-important plan for municipalities will replace nearly \$2 billion in federal funding due to expire in 2014.

Working alongside our provincial/territorial association partners, FCM is advocating strongly for a formal announcement of the new long-term infrastructure plan in Budget 2013. This will ensure the federal government meets its commitment to have the plan and related programs in place for the 2014 construction season.

We hope you keep FCM's vital work on long-term infrastructure funding in mind as you prepare to renew your membership. We are also dedicating time and resources to focus on other key areas of interest for your community over the coming year. These include:

- Policing and public safety – reforming the national policing system to establish a fairer distribution of responsibilities and resources.
- Rural, remote and northern – improving life in these communities through dedicated federal programs that address economic and social issues.
- Transit and transportation – addressing transportation, commuting and public transit issues in the long-term infrastructure plan.

The Regional District of Alberni–Clayoquot will benefit from FCM-driven programs by receiving about \$2,736,762* in revenue from GST rebates and the Gas Tax Fund this year. Your 2013–2014 FCM membership renewal is only \$4,690. Your renewal fee is based on 2011 Census data.

Your membership in FCM makes a difference. As our member base has doubled over the past decade, we have become more influential in Ottawa. The result: federal investments in municipalities grew from \$125 million to \$4.75 billion annually, and this doesn't include the \$12 billion from the recent Economic Action Plan.

As we work with the federal government on long-term, sustained infrastructure funding and other priorities, we need your support to ensure our continued success in advocating for programs that directly benefit your community.

FCM gives your municipality the strength of close to 2,000 communities across the country to overcome the challenges you face. **Keep our voice strong – renew your membership today.**

Yours sincerely,

Karen Leibovici
FCM President
Councillor,
City of Edmonton

* This amount is an estimate based on an average national allocation of federal funds.

President
Présidente

Karen Leibovici
Councillor,
City of Edmonton, AB

First Vice-President
Premier vice-président

Claude Dauphin
Maire,
arrondissement de Lachine
Ville de Montréal, QC

Second Vice-President
Deuxième vice-président

Brad Woodside
Mayor,
City of Fredericton, NB

Third Vice-President
Troisième vice-président

Raymond Louie
Councillor,
City of Vancouver, BC

Past President
Président sortant

Berry Urbanovic
Councillor,
City of Kitchener, ON

Chief Executive Officer
Chef de la direction

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www.fcm.ca





FEDERATION
OF CANADIAN
MUNICIPALITIES

FÉDÉRATION
CANADIENNE DES
MUNICIPALITÉS

**Membership Invoice
2013-2014
Facture d'adhésion**

24, rue Clarence Street
Ottawa, Ontario K1N 5P3
T. 613-241-5221
F. 613-241-7440

Mr. Russell Dyson
Regional District of Alberni-Clayoquot
3008 - 5th Avenue
Port Alberni, BC V9Y 2E3
Canada

INVOICE/FACTURE: 24775
DATE: 10/11/2012
ACCOUNT/COMPTE: 231
DUE DATE/DATE LIMITE: 03/31/2013

ITEM/DESCRIPTION	AMOUNT/MONTANT
Membership Fee for April 1/13 to March 31/14 / Frais de cotisation du 1 ^{er} avril 2013 au 31 mars 2014 Municipal Dues Calculated with a base fee of \$320.00 plus per capita fees of \$3,865.98(fee population of 28,829 x 13.41 cents).	\$4,185.98
Optional contribution towards a travel fund that supports the participation of elected officials from small communities in FCM's National Board of Directors (fee population of 28,829 x 1.75 cents).	\$504.51
TOTAL:	\$4,690.49
PAID AMOUNT/MONTANT PAYÉ:	\$0.00
BALANCE DU/MONTANT DÛ:	\$4,690.49

Please include a copy of this invoice with your payment.
Veuillez retourner une copie de la facture avec votre paiement.
Thank You/Merci



ACCOUNT/COMPTE: 231

Regional District of Alberni-Clayoquot, BC

DATE: 10/18/2012

MEMBERSHIP FEES PAID BY / FRAIS D'ADHÉSION PAYÉS PAR :

Regional District of Alberni-Clayoquot

	Population*
City of Port Alberni	17,743
District of Tofino	1,876
District of Ucluelet	1,627
Alberni-Clayoquot A	192
Alberni-Clayoquot B	456
Alberni-Clayoquot C	433
Alberni-Clayoquot D	1,701
Alberni-Clayoquot E	2,885
Alberni-Clayoquot F	1,916
	<hr/>
	28,829

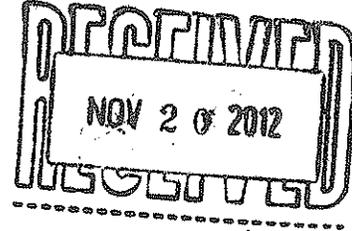
MEMBERSHIP FEES PAID BY MUNICIPALITY / FRAIS D'ADHÉSION PAYÉS PAR LA MUNICIPALITÉ

	Population*
Uchucklesaht Tribe Government	19
	<hr/>
	19
	<hr/>
TOTAL:	28,848



VANCOUVER ISLAND
**health
authority**

November 13, 2012



Ms. Iris Frank
Director of Operations
Ucluelet First Nations
PO Box 699
Ucluelet, BC V0R 3A0

Dear Ms. Frank:

Re: Yuułu?ił?ath Lands at the Junction of Highway 4 and the Tofino – Ucluelet Highway

Vancouver Island Health Authority (VIHA) would be pleased to work with the Yuułu?ił?ath Government, the District of Ucluelet and the Alberni – Clayoquot Regional District to ensure any potential development around the District of Ucluelet water wells will meet the highest standards for land use in proximity to the water supply, so as to not negatively impact the water supply. This will include assisting with wording around wellhead protection, to be included in the Official Community Plan.

Yours truly

Lynne Magee, BSc, CPHI(C)
Regional Drinking Water Coordinator

cc: Yuułu?ił?ath Legislature
✓ Alberni Clayoquot Regional District
District of Ucluelet

Health Protection &
Environmental Services
3rd Floor, 6475 Metral Drive
Nanaimo BC V9T 2L9

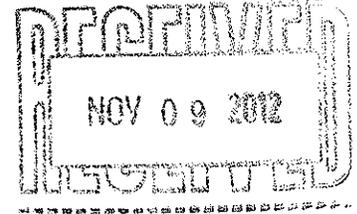
Central Island
Ph: (250) 755-6215
Fax: (250) 755-3372

Minister of
Fisheries and Oceans



Ministre des
Pêches et des Océans

Ottawa, Canada K1A 0E6



NOV 05 2012

Acting Chair
Alberni-Clayoquot Regional District
3008 Fifth Avenue
Port Alberni, British Columbia
V9Y 2E3

Dear Alberni-Clayoquot Regional District Acting Chair:

This is in response to Mr. Glenn Wong's correspondence of August 6, 2012, regarding Fisheries and Oceans Canada's (DFO's) Salmonid Enhancement Program (SEP). I wish to express my sincere condolences on Mr. Wong's recent passing.

The Department recognizes that the SEP and its many components are important to communities and commercial and recreational fisheries on the west coast of Vancouver Island and throughout the Province of British Columbia.

As you are aware, the SEP provides funding to community-operated hatcheries and must set priorities and objectives to allocate its funds. To guide fish production decisions, the SEP has developed a planning process that takes into account project objectives and ensures maximum benefit while minimizing impact to wild stocks.

I am pleased to report that the SEP has had a relatively stable budget for several years; however, there are high demands on the program and DFO must operate within its allocated budgets. To supplement Government funding, the Department strongly encourages community groups to seek partnerships and other funding sources in the community. This has been a successful model in many communities in DFO's Pacific Region.

Thank you for taking the time to write to me.

Yours sincerely,

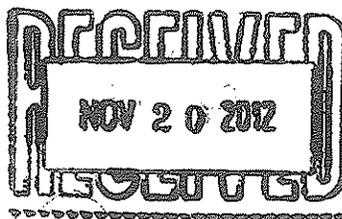
for Keith Ashfield

Canada

PITCH-IN BRITISH COLUMBIA

Volunteers in Action!

c/o National Head Office
Box 45011, Ocean Park R.P.O.
White Rock, B.C. V4A 9L1
Website: www.pitch-in.ca



1-877-474-8244
pitch-in@pitch-in.ca

Patron, PITCH-IN CANADA
The Governor General of Canada

Dear Head and Members of Council,

PITCH-IN British Columbia would like to acknowledge your involvement in past years with the PITCH-IN WEEK Campaign. **Our success in cleaning up over 4.5 million tonnes of garbage and recycling last year was made possible by dedicated volunteers like you.** Over 18,000+ action projects were completed nationally during the 2012 week long event.

We cannot express how grateful we are to have your participation and involvement again this year and would like to encourage you to become a Municipal Patron.

A cost effective and tax deductible commitment, PITCH-IN Patrons enjoy many benefits and resources to aid in individual municipal PITCH-IN WEEK campaigns and also in community involvement and education year round.

PITCH-IN British Columbia provides volunteers with the materials and ideas to undertake the often unpleasant and definitely challenging tasks of cleaning-up and beautifying our communities – **all for FREE.**

This year, our PITCH-IN WEEK focus, in partnership with our community clean-up and recycling campaign, is **tree Awareness – we are developing in-school programs that educate our children and youth not only on taking care of our communities, but also planning for the future.** The programs will focus on; tree Growth, tree Care, tree Regrowth and tree Planting.

With the help of our Campaign Sponsors, partners and communities like yours, we are able to continue with this important and worthy cause. Youth and community involvement is key - become a Patron now by calling or filling out the attached application form. If you have any questions please contact Erika at Erika@pitch-in.ca.

*"The City's involvement in PITCH-IN CANADA Week, Operation: Clean Sweep, is a benefit to the community as it provides assistance in city-wide clean-ups, builds upon Communities In Bloom initiatives and promotes environmental awareness. This enhances both the urban and natural environment and develops a strong sense of community pride and responsibility.
The estimated value.. of our PITCH-IN volunteers' hours IN 2008 is \$340,000 to \$612,000."
Sandra Kranc, City of Oshawa.*

PITCH-IN BRITISH COLUMBIA.... VOLUNTEERS IN ACTION!!

Sincerely,

Bob Puls

Bob Puls
Volunteer Chair, PITCH-IN British Columbia



MISSION

We are dedicated to the preservation and sustainable growth of our natural ecosystems and communities. PITCH-IN CANADA falls outside of the science, business and research criteria, but represents hard working Canadian volunteers and consumers who care about making environmental change in their area and improving communities nation-wide for future generations.



PROGRAMS

NATIONWIDE VOLUNTEER SUPPORT & EDUCATION

There are a number of programs that we operate year round featuring; educational speakers, informative displays, poster contests, Litterless Lunch Programs, tree planting, recycling programs/projects, educational videos/DVDs, The Green Shopper Program, composting educational programs and energy efficiency and conservation programs. Each is customized for age, organizational size and implementation, and volunteer participation.



PITCH-IN WEEK & OPERATION CLEAN SWEEP

The PITCH-IN WEEK program is the largest environmental improvement campaign in Canada. It is a partnership between governments, the media, industry and the public. Volunteers and partners participate in a wide range of PITCH-IN WEEK activities with volunteer numbers totalling more than 622,000. This event is organised by more than 1,200 local volunteer coordinators.

1,343
COMMUNITY BASED
GROUPS PROVIDED

286,029
VOLUNTEERS (46%)
AND CARRIED OUT
39% OF ALL PROJECTS
COMPLETED.

The results from this project are incorporated in the world-wide 'Clean-Up The World' statistics and is supported by the United Nations Environment Program. UNEP.

THE PROGRAM OBJECTIVES INCLUDE:

- ⊙ Involve millions of Canadians, young and old, in local projects which clean-up, restore and/or preserve the environment, thereby promoting environmental sustainability and involving both young and 'older' people in local partnerships which benefit and enhance their communities.
- ⊙ Clean up, restore and beautify the environment by cleaning up litter and other garbage from urban, rural and wilderness areas and by initiating local projects such as habitat preservation and restoration and urban renewal activities, thereby promoting respect for Canada's natural and urban environments.
- ⊙ Encourage voluntary action as a means of resolving environmental problems.
- ⊙ Stress the value of waste as a resource by encouraging Canadians to refuse, reuse, recycle and properly dispose waste.
- ⊙ Educate Canadians to pack-in/pack-out their waste when they enjoy the natural environment.
- ⊙ Encourage civic pride and develop long-term working relationships for the future which will help local communities develop in an environmentally friendly and sustainable manner, thereby leaving lasting benefits.



School group, BC



Shopping cart removal, AB



School group, ON



PARTICIPATION & VOLUNTEERS

HOW AND WHERE WE OPERATE

Currently, there are over 622,000 volunteers that participate with PITCH-IN CANADA every year through local and environmental action projects of varying length. Projects can range from annual events to year long sustainable programs. We focus on the clean-up of business and commercial areas, wildlife areas, parks and ravines, schools and neighborhoods, highways/roadside, sports fields, shorelines and waterways and nature and recreational trails.

Our success depends on the education of Canadian youth and the continued support from individuals, municipalities, businesses and government groups. We use your monetary donations to ensure programs are being taught in schools across the nation and to provide FREE clean-up materials to thousands of community groups of varying size and location. We operate with minimal expenses and less than 5% of donations are allocated to administrative costs. Please help us to beautify our nation and work towards a litter free, safe environment for all to live in.

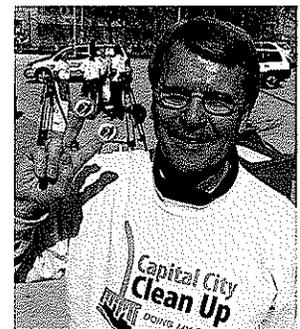
NATIONAL
PARTNERS IN
CMC PRIDE



PATRON PARTNERSHIP

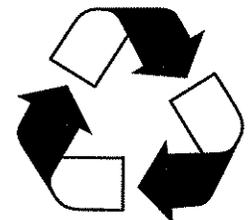
BENEFITS OF BECOMING A PATRON

- ⦿ Priority registration in the annual PITCH-IN WEEK Program
- ⦿ Priority access to free garbage/recycling bags for participating groups and schools in your community
- ⦿ Detailed Action + Communication Plan for PITCH-IN CANADA Week
- ⦿ Use of the PITCH-IN trademark and 20 Minute Makeover logo
- ⦿ **FREE** PITCH-IN WEEK promotional DVD
- ⦿ **\$125 Discount** on the official SEMAINE PITCH-IN WEEK flag
- ⦿ **FREE** DVDs promoting litter control programs for use in your community
- ⦿ Receive **FREE** materials, including a detailed Communication + Action Plan for The 20-Minute Makeover Program
- ⦿ Access to The Civic Pride Program, a comprehensive, year-round, litter control and waste management program (manual, workshop materials, DVD, use of logo, etc...)
- ⦿ **FREE** application for The National Civic Pride Recognition Program (SAVE \$750)
- ⦿ Listing on the PITCH-IN CANADA Website as a Patron
- ⦿ Reciprocal link from our website to your community's website
- ⦿ Secure login/access to the Patron Section of the PITCH-IN website - download free materials, logos and more
- ⦿ Reduced registration fee for workshops
- ⦿ Access to PITCH-IN CANADA staff as you design local litter control + beautification programs
- ⦿ Feel good that you are supporting a great program in your community and ensure it is able to continue!



Edmonton, AB

RE-CYCLE



IT'S BETTER
THE 2ND TIME
AROUND!

PITCH-IN CANADA
www.pitch-in.ca

PATRON PARTNERSHIP

REGISTRATION AND INVOLVEMENT

Dependent on your community size and population we have developed a Patron Donation Scale so that even the smallest of towns or hamlets can participate.

Send this form to:
PITCH-IN CANADA National Office
 Box 45011, Ocean Park PO,
 White Rock, BC V4A 9L1

Name of Community _____
 Mailing Address _____
 City/Town/Village _____ Province/Territory _____
 Postal Code _____ Telephone () _____ Fax () _____
 Contact Person _____
 Title _____
 Email _____
 Community Website www. _____
 Most Recent Census Population _____ Amount of Patron Fee Included \$ _____
 We need an invoice. Our Purchase Order Number (please attach PO) is: _____

Population In Your Community	Patron Fee
1-500	\$125
501-1,000	\$175
1,001-2,500	\$225
2,501-5,000	\$350
5,001-10,000	\$425
10,001-25,000	\$550
25,001-50,000	\$675
50,001-100,000	\$750
100,001-250,000	\$1,250
250,001-500,000	\$1,500
500,000+	\$2,000

If your community registers for PITCH-IN CANADA Week you are guaranteed free garbage bags for participating groups and schools in your community if you register by the March 15, 2013 deadline.

PATRON PITCH-IN WEEK REGISTRATION

Email (print clearly please) _____
 Name (Mr/Mrs/Ms) _____ Title _____
 Municipality/Village/Town _____



STREET DELIVERY ADDRESS

Delivery Address _____
 Village/Town/City _____ Province _____
 Postal Code _____ Telephone () _____ Fax () _____
 Number of people estimated to participate in your campaign _____

(This is very important because it helps us determine the quantity of FREE materials we send you)

Will you be organizing a clean-up event? Yes No

If yes, please let us know what areas you plan to clean-up (Check off as many as apply.)

- | | | |
|---|---|--|
| 01 <input type="checkbox"/> Schoolyard | 05 <input type="checkbox"/> Shoreline/Waterway | 09 <input type="checkbox"/> Wildlife Conservation Area |
| 02 <input type="checkbox"/> Neighbourhood | 06 <input type="checkbox"/> Highway/Road | 10 <input type="checkbox"/> Trail |
| 03 <input type="checkbox"/> Park/Playground | 07 <input type="checkbox"/> Business | 11 <input type="checkbox"/> Sports Fields |
| 04 <input type="checkbox"/> Ravine | 08 <input type="checkbox"/> Cemetery/Churchyard | 12 <input type="checkbox"/> Other (Please Specify) |

Date(s) of You Clean-up Project(s)? _____

Please provide more details about your clean-up project(s):



PITCH-IN CANADA

Do you plan to separate and recycle debris collected? Yes No

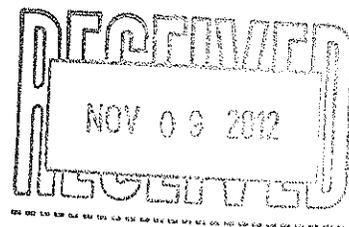
DOWNLOAD YOUR CERTIFICATE OF PARTICIPATION

at www.pitch-in.ca - go to "Hot Links" Save as a Word Document and individualize for each participant.

PLEASE EMAIL US A LIST OF YOUR PARTICIPANT'S EMAIL ADDRESSES.



PO Box 31059
314-3980 Shelbourne Street
Victoria, BC V8N 6J1



November 6, 2012

Alberni-Clayoquot Regional District
3008 5th Ave
Port Alberni, BC V9Y 2E3

Dear Planning Department;

As an interested stakeholder of the Managed Forest Program, please find enclosed the council's 2011 / 2012 annual report. This document is also available on the council website at www.pmflc.ca.

If you would like future correspondence from our office to be directed to a specific person at the Regional District, please advise us of the person's name by email at execdirec@pmflc.ca. Our correspondence includes notifications of managed forest properties that have entered or have been withdrawn from managed forest land class.

Yours truly,

Stuart Macpherson
Executive Director

From: Glenn Migneault [mailto:gmigneault@gmail.com]
Sent: Sunday, October 28, 2012 10:50 AM
Subject: To Mayor and Council

Although in favor of funding to the Island Corridor Foundation (ICF), I have some questions!

Most of the general public and some councilors on Regional Districts and Municipal level are unaware what the Island Corridor Foundation main purpose is. They are caretakers of the E&N Railway corridor that is held in trust for the people of Vancouver Island.

The current structure of the ICF board needs to be questioned how it works, because the ICF board does not hold public meetings.

Questions need to be put forward to the ICF Board of Directors, from all Regional Districts & Government, why they have secretly become silent on requests for openness.

All the Regional Districts currently deciding on whether to fund by taxation a donation to the ICF, should ask for a detailed Business Plan and request the ICF show what previous monies have been spent on the railway over the past years, prior to release of any funding.

A bank would not give you a business loan without a Business plan, and thus this should be no different, so these decisions need to be explored before approving any funding.

ENTERED

Call For Railway Cash Needs Scrutiny

By Jim Sturgill

The Island Corridor Foundation, the nonprofit organization that owns the Esquimalt and Nanaimo Railway, recently started asking regional districts up and down Vancouver Island for \$3.2 million to repair bridges along the route.

So far, Alberni-Clayoquot has agreed to contribute \$115,000, and the Cowichan Valley district has pledged \$488,100. Last week, the CRD's Finance Committee approved \$1.2 million for the ICF, pending approval of the CRD board.

CRD and all Island taxpayers need to be concerned. A CRD staff report stated the \$3.2 million won't cover the upgrades needed for commuter and freight rail services. Worse yet, the ICF has not obtained any commitment from VIA Rail to resume basic passenger service.

Regional districts should think twice about handing over funds without asking hard questions about how the ICF will spend the money -- and how the ICF is governed.

The ICF is already getting over \$400,000 a year in property tax exemptions from the very regional districts who are being asked to fund the \$3.2 million, and these exemptions were approved based on the ICF not asking them for more financial aid.

First of all, the ICF's claim that it will cost only \$3.2 million to get all 48 bridges and trestles up to basic operational level strains credibility. A February 2012 report conducted for the Ministry of Transportation said it would cost at least \$8.7 million to get the bridges operational and operating for 10 years. The ICF's recent renovation of the Nanaimo station alone cost \$2.4 million. It's not even clear if the ICF has received cost estimates from contractors for the bridge work.

The ICF has also said they require \$5.4 million for the bridge repairs and have stated they will raise the balance through fundraising and borrowing, but they have not shown any plan for how they plan to do that either. Regional districts can't put money into a project that is not only being underestimated, but already underfunded by \$2.2 million.

Where is the ICF's business plan for this work and their financial statements? It seems

the ICF has decided that only its board members and employees need to know what its plan is for this money. The public is supposed to provide cash, and not ask any questions -- even though serious questions need asking.

VIA Rail provided the railway with an annual subsidy of \$1.2 million when it ran the passenger service. The ICF also receives \$340,000 annually from Telus for telecommunications lines that run along its right-of-way. What happened to all those funds? Why has the ICF performed practically no maintenance to the railway?

I have been a member of the ICF's rail operations committee for several years after it acquired the E&N from Canadian Pacific in 2006. In 2010, our committee began questioning the poor condition and overall safety of the railway, but were told by ICF Chief Operating Officer Graham Bruce that this was none of our concern. In January 2011, Graham Bruce told our committee that it was no longer needed, but never explained why. Two months later, VIA stopped passenger service due to the poor condition of the track.

What concerns me is that safety violations had to be brought to VIA's attention before anything was done to stop the train from operating.

The ICF was not happy about this. ICF board Co-chair Mary Ashley told a member of our committee soon afterward that VIA had decided to halt service on the basis of "inaccurate information".

Now the ICF admits that it needs millions to bring that track up to basic operational safety -- effectively admitting that the track was unsafe when passenger service stopped.

In its pitch to regional districts, the ICF has given the impression that the bridge repairs were unexpected. But the problems have been known for some time: in October 2010, a different consultant submitted a report about the state of the E&N's bridges. That report, however, has remained a closely guarded secret. The ICF refused to provide the report to our operations committee, and Southern Railway of Vancouver Island (SVI), the current operator, has tried to block media freedom of information requests for it, claiming its disclosure would "unnecessarily diminish public confidence". What don't they want the public to see?

The 2012 Ministry of Transportation report covers some of these issues, but regional districts need to see the October 2010 report too, and ask why the ICF is claiming that the bridges only need \$3.2 million for the next decade. The ICF seems to be basing its request on what it can get away with, instead of what the railway actually needs. Let's not forget, that the ICF's first funding request was for \$103.8 million just four years ago in 2008, when there was a detailed plan presented.

Southern Railway of Vancouver Island also needs to be stepping up to the plate and investing ahead of the taxpayer with a large up-front investment, if they feel there is an opportunity to make profits operating the E&N.

Even though the ICF has been committed \$15 million in conditional federal and provincial cash, there is still no detailed plan that shows that will be enough to repair the track component either.

I want to see railway service return. However, I believe the regional districts should refuse the funding request until the ICF has a new executive, a transparent board, and a realistic plan.

Jim Sturgill is a railway consultant, a former E&N locomotive engineer, and a member of the E&N Railway Action Group.



FEEDBACK FORM INSIDE



**B.C. Coastal Ferries
Consultation and Engagement
Fall 2012**

Discussion Guide and Feedback Form

October 29 – December 21, 2012



coastalferriesengagement.ca

How can I participate in B.C. Coastal Ferries Consultation and Engagement, Fall 2012?

SMALL GROUP MEETING SCHEDULE

To attend a small group meeting in your community, please RSVP by emailing coastalferriesengagement@gov.bc.ca or calling 1-855-387-7882 with your name, contact information and which meeting you would like to attend.

COMMUNITY	DATE	TIME	LOCATION
Queen Charlotte City	November 7	1:00–3:00pm	Queen Charlotte City Community Hall
Prince Rupert	November 9	1:00–3:00pm	North Coast Convention Centre
Nanaimo	November 15	1:00–3:00pm	Coast Bastion Inn
Salt Spring Island	November 15	2:00–4:00pm	The Harbour House Hotel
Powell River	November 19	1:00–3:00pm	Powell River Town Centre Hotel
Port Hardy	November 23	9:00–11:00am	Port Hardy Recreation Centre
Vancouver	November 26	1:00–3:00pm	SFU Vancouver–Segal Graduate School of Business
Cortes Island	November 28	11:00am–1:00pm	Gorge Hall
Bowen Island	November 28	6:00–8:00pm	Bowen Island Community School
Gibsons	December 1	10:00am–12:00pm	The Cedars Inn Hotel and Convention Centre
Comox (Courtenay)	December 4	2:00–4:00pm	The Westerly Hotel and Convention Centre
Victoria	December 5	1:00–3:00pm	Hotel Grand Pacific

PUBLIC OPEN HOUSE SCHEDULE

Attend a public open house to provide your feedback and learn more. (No RSVP is required)

COMMUNITY	DATE	TIME	LOCATION
Sandspit	November 6	6:00–9:00pm	Sandspit Community Centre
Queen Charlotte City	November 7	6:00–9:00pm	Queen Charlotte City Community Hall
Masset	November 8	6:00–9:00pm	Masset Community Hall
Gabriola Island	November 13	6:00–9:00pm	The Haven
Penelakut	November 14	12:00–3:00pm	Adult Learning Centre
Thetis Island	November 14	5:00–8:00pm	Thetis Island Forbes Community Hall
Pender Island	November 14	5:00–8:00pm	Pender Islands Community Hall
Salt Spring Island	November 15	6:00–9:00pm	The Harbour House Hotel
Nanaimo	November 15	6:00–9:00pm	Coast Bastion Inn
Galiano Island	November 17	12:00–3:00pm	Galiano Community Hall
Powell River	November 19	6:00–9:00pm	Powell River Town Centre Hotel
Klemtu	November 20	6:00–9:00pm	Kitasoo Community Hall
Bella Coola	November 21	6:00–9:00pm	Lobelco Community Club
Alert Bay	November 22	6:00–9:00pm	Alert Bay Community Hall
Sointula	November 23	6:00–9:00pm	Sointula Community Hall
Bella Bella	November 24	1:00–4:00pm	Wawiskas Community Hall
Vancouver	November 26	6:00–9:00pm	SFU Vancouver – Segal Graduate School of Business
Quadra Island	November 27	6:00–9:00pm	Quadra Island Community Centre
Gibsons	December 1	1:00–4:00pm	The Cedars Inn Hotel and Convention Centre
Mayne Island	December 3	5:00–8:00pm	Mayne Island Community Centre
Saturna Island	December 4	5:00–8:00pm	Saturna Island Community Hall
Comox (Courtenay)	December 4	6:00–9:00pm	The Westerly Hotel and Convention Centre
Texada Island	December 5	6:00–9:00pm	Texada Island Community Hall
Victoria	December 5	6:00–9:00pm	Hotel Grand Pacific
Hornby Island	December 8	10:00am–1:00pm	Hornby Island Community Hall
Denman Island	December 8	3:00–6:00pm	Denman Island Community School

We invite you to provide feedback and learn more through any of the following consultation and engagement opportunities:

- ✓ **READ** the Discussion Guide and Feedback Form
- ✓ **ATTEND** a Public Open House
- ✓ **ATTEND** a Small Group Meeting
- ✓ **COMPLETE AN ONLINE FEEDBACK FORM** at www.coastalferriesengagement.ca
- ✓ **SUBMIT** a written submission by email: coastalferriesengagement@gov.bc.ca or mail: PO Box 2223 Vancouver Main, Vancouver, B.C. V6B 3W2
- ✓ **PARTICIPATE** in a webinar
- ✓ **VISIT OUR WEBSITE** www.coastalferriesengagement.ca

THE DEADLINE TO SUBMIT FEEDBACK IS DECEMBER 21, 2012.



A Consultation and Engagement on the B.C. Coastal Ferry Service

The B.C. coastal ferry service has been wrestling with cost pressures for more than 20 years. These cost pressures, if not addressed, could threaten the financial sustainability of the entire system. The Ministry of Transportation and Infrastructure has embarked upon a province-wide consultation and engagement to provide information on the depth and nature of the challenges and invites British Columbians to provide input on two areas under consideration:

1. **IMMEDIATE CHALLENGE:** Despite a significant recent increase in provincial government contributions to ferry operations, there is a need to find \$30 million in savings to 2016. \$4 million has been found through service reductions on the major routes between Vancouver Island and the Lower Mainland. The Ministry of Transportation and Infrastructure, working with BC Ferries, has identified considerations to achieve \$26 million in savings to 2016. The first part of this consultation and engagement seeks feedback on the considerations.
2. **LONG-TERM VISION:** Cost pressures continue to affect all of BC Ferries' operations. The Ministry of Transportation and Infrastructure has also outlined potential strategies – some combination of which could help achieve the long-term vision of connecting coastal communities in an affordable, efficient and sustainable manner. The second part of this consultation and engagement invites feedback on what strategies should be pursued to achieve the vision.

Background

BC Ferry Services Inc. (BC Ferries) operates one of the largest integrated marine transportation networks in the world. A recent global review by PricewaterhouseCoopers LLP also recognized B.C.'s service as comparable in efficiency with the world's best services in North America and Europe.

That success notwithstanding, rising costs and declining ridership are creating a financial crunch. BC Ferries lost more than \$16 million in the fiscal year ending March 31, 2012. The independent BC Ferry Commissioner noted in his recent report that, without changes, increasing operational costs and the ongoing need to replace aging vessels could drive funding shortfalls to \$56 million a year within the next five years. These shortfalls would have to be recovered through one or more of the following mechanisms: operating efficiencies, additional fare increases, service adjustments (mostly reductions), increased contributions from taxpayers, or other forms of contributions from coastal communities.

How input will be considered

Your feedback is important to us. Input received through this consultation and engagement will be considered, along with technical, financial and policy considerations, as the Ministry of Transportation and Infrastructure and BC Ferries plan for the long-term sustainability of the coastal transportation network.



The BC Ferry Commissioner's Report: A Warning and a Call to Action

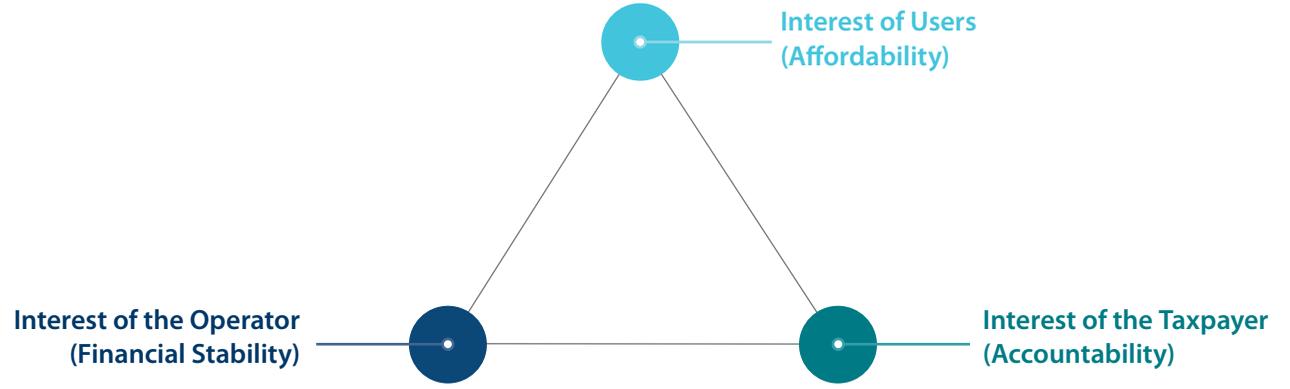
The BC Ferry Commissioner was empowered by the *Coastal Ferry Act* of 2003 to be an independent regulator of coastal ferry services in British Columbia, to establish caps on fare increases, and to monitor performance and compliance. In 2011, the Act was amended to enable the current Commissioner, Gord Macatee, to conduct a major review, which resulted in a report that he delivered earlier this year.¹

To allow the Commissioner the time necessary to conclude his review, the amendments to the Act set a price cap of 4.15% for all routes in 2012/13. During the course of that review, the Commissioner estimated that if BC Ferries was left to recover its costs under current conditions and service levels, fare increases for fiscal 2012/13 could have been as high as 16% on the routes

connecting Vancouver Island to the Lower Mainland, 81% on northern routes (for example, those servicing Haida Gwaii) and 43% for the smaller routes in the Gulf and mid-Island regions.

In his report, the BC Ferry Commissioner made a series of recommendations, including two that were overarching:

- That the Commissioner should be given formal authority to balance the interests of ferry users, the ferry operator (BC Ferries) and taxpayers
- That the provincial government work with BC Ferries to develop a long-term vision for the delivery of a sustainable coastal ferry service, including a public consultation and engagement



¹BC Ferry Commission, Review of the *Coastal Ferry Act*, January 24, 2012 www.bcferries.com/wp-content/uploads/2012/01/12-01-24-BCFC-CFA-Regulatory-Review-FINAL.pdf

The Provincial Response

In response to the Ferry Commissioner’s report, the Province began by amending the *Coastal Ferry Act* to implement recommendations that required a change in legislation. These amendments reduced the pressure for fare increases by lowering the financial targets used to set price caps. The Act was also changed to implement the Commissioner’s recommendation to eliminate the prohibition against cross-subsidization. The larger routes connecting Vancouver Island to the Lower Mainland will be able to offset some of the pressures on the smaller routes with lower traffic volume. As the larger routes account for 73% of operating revenues (before provincial and federal taxpayer contributions), a small increase to fares on these routes provides greater support for the smaller routes.

The BC Ferry Commissioner concluded in his January 2012 report that the government, BC Ferries and ferry users need to share the costs to ensure the sustainability of the ferry system.

In response to the BC Ferry Commissioner’s report:

- The Province is contributing an additional \$79.5 million on behalf of taxpayers to 2016
- BC Ferries has committed to achieve \$15 million in efficiency improvements
- Ferry users are being asked to make up the remaining \$30 million through service adjustments
 - \$4 million has been found through service reductions on the major routes between Vancouver Island and the Lower Mainland
 - There is a need to find \$26 million in savings to 2016

Based on all of these measures, the Commissioner has set the price caps at 4.1% for 2013/14, 4.0% for 2014/15, and 3.9% for 2015/16. These caps are much lower than they would have been without the actions taken by the Province.

25 Years of Change

FERRY FARES 1987 TO 2012

The fares for a car and driver in the peak season on a busy major route such as Tsawwassen to Swartz Bay increased by 69% between 1992 and 2002 and by a further 52% in the 10 years since. Similarly, fares on popular commuter routes such as Gabriola to Nanaimo rose by 79% between 1992 and 2002 and by a further 82% since.

The largest jumps have occurred on the longer northern routes, where the increase in fuel prices has had the greatest effect. For example, Prince Rupert to Skidegate increased by 34% between 1992 and 2002, but by 78% during the second 10-year period. Despite fare increases and a significant increase in taxpayer contributions to support northern routes, they continue to require greater funding contributions to cover the cost of delivering the service.

ROUTE	FARE 1987	FARE 1992	FARE 1997	FARE 2002	FARE 2007	FARE 2012
Tsawwassen/Swartz Bay	\$19.50	\$25.50	\$38.00	\$43.00	\$55.15	\$65.30
Horseshoe Bay/Nanaimo	\$19.50	\$25.50	\$38.00	\$43.00	\$55.15	\$65.30
Tsawwassen/Nanaimo	\$19.50	\$25.50	\$38.00	\$43.00	\$55.15	\$65.30
Horseshoe Bay/Langdale*	\$20.50	\$25.50	\$32.75	\$35.75	\$49.25	\$62.25
Port Hardy/Prince Rupert	\$174.00	\$260.00	\$312.00	\$332.00	\$441.30	\$614.00
Prince Rupert/Skidegate	\$60.75	\$82.00	\$110.00	\$110.00	\$147.85	\$196.00
Discovery Coast (started April '96)	–	–	\$330.00	\$307.50	\$415.85	\$555.00
Swartz Bay/Salt Spring*	\$12.50	\$16.50	\$22.25	\$25.25	\$36.20	\$43.95
Swartz Bay/Outer Gulf Islands*	\$12.50	\$17.50	\$23.25	\$27.75	\$39.05	\$48.60
Crofton/Salt Spring*	\$12.50	\$16.50	\$22.25	\$25.25	\$36.20	\$43.95
Saltery Bay/Earls Cove*	\$20.50	\$25.50	\$32.75	\$35.75	\$49.25	\$60.75
Horseshoe Bay/Bowen Island*	\$12.50	\$15.50	\$21.00	\$24.00	\$34.15	\$41.85
Gulf Islands to Tsawwassen	\$16.00	\$22.75	\$21.75	\$23.23	\$34.40	\$45.00
Tsawwassen to Gulf Islands	\$16.00	\$22.75	\$43.00	\$44.50	\$62.85	\$82.25
Brentwood Bay/Mill Bay	\$8.75	\$9.50	\$13.75	\$15.25	\$19.10	\$23.45
Langdale/Gambier/Keats Island (foot passengers only)	\$1.35	\$2.25	\$3.50	\$4.00	\$5.20	\$7.25
Comox/Powell River	\$20.50	\$25.50	\$31.00	\$32.50	\$47.50	\$57.95
Powell River/Texada Island*	\$7.80	\$10.50	\$14.75	\$18.75	\$27.65	\$34.05
Nanaimo Harbour/Gabriola Island*	\$7.80	\$10.50	\$14.75	\$18.75	\$27.65	\$34.05
Cheamainus/Thetis Island/ Penelakut Island*	\$7.80	\$10.50	\$14.75	\$18.75	\$27.65	\$34.05
Buckley Bay/Denman Island*	\$6.00	\$8.50	\$12.75	\$16.50	\$24.80	\$30.95
Denman Island/Hornby Island*	\$6.00	\$8.50	\$12.75	\$16.50	\$24.80	\$30.95
Campbell River/Quadra Island*	\$6.30	\$8.75	\$13.00	\$16.75	\$25.05	\$30.95
Quadra Island/Cortes Island*	\$9.10	\$11.75	\$16.25	\$20.25	\$29.60	\$36.10
Port McNeill/Alert Bay/Sointula*	\$9.10	\$11.75	\$16.25	\$20.25	\$29.60	\$36.10
Skidegate/Alliford Bay*	\$6.30	\$8.75	\$13.00	\$16.75	\$25.05	\$30.95

Note: Fares are for car and driver, except for Langdale/Gambier/Keats Island, which is foot passengers only.

* Round -Trip Fare

Increasing Costs and Declining Ridership

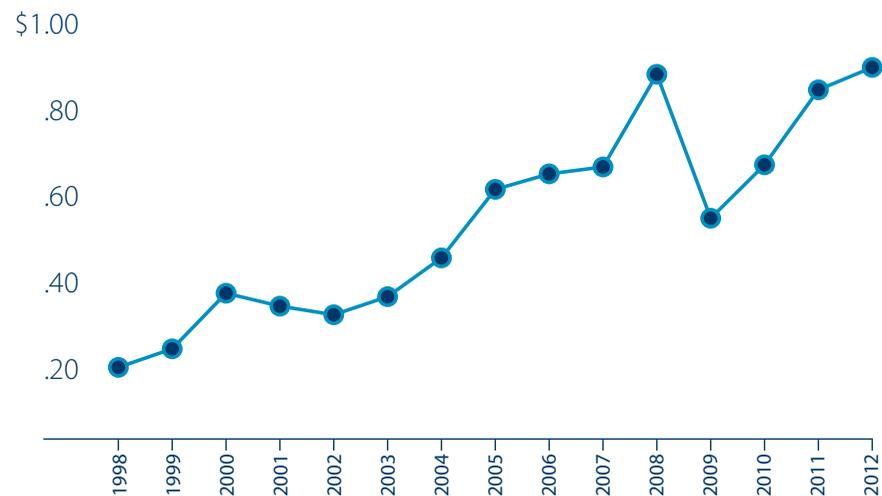
Rising costs and declining ridership are ongoing issues that are placing a financial strain on the B.C. coastal ferry system. Four main factors are creating challenges for the system:

1. RISING FUEL AND LABOUR COSTS

First, despite BC Ferries' efficiency improvements (e.g., reducing annual fuel consumption by over 3.7 million litres since 2003), the organization's costs continue to rise at a rate far above inflation.

Labour and fuel are the two largest cost items. The graph below illustrates the volatility of fuel prices over the past 14 years.² In 2004, BC Ferries paid \$50 million in total fuel costs. Despite reducing annual fuel consumption by 3.7 million litres (3% of total fuel consumption), fuel costs have risen 140% to \$121 million in 2012. In the same period, labour costs rose 24% from \$245 million in 2004 to \$305 million in 2012, due in part to increased staff levels to meet changes in federal safety regulations.

Average Wholesale Diesel Prices in Vancouver 1998-2012 (YTD)
Price per Litre

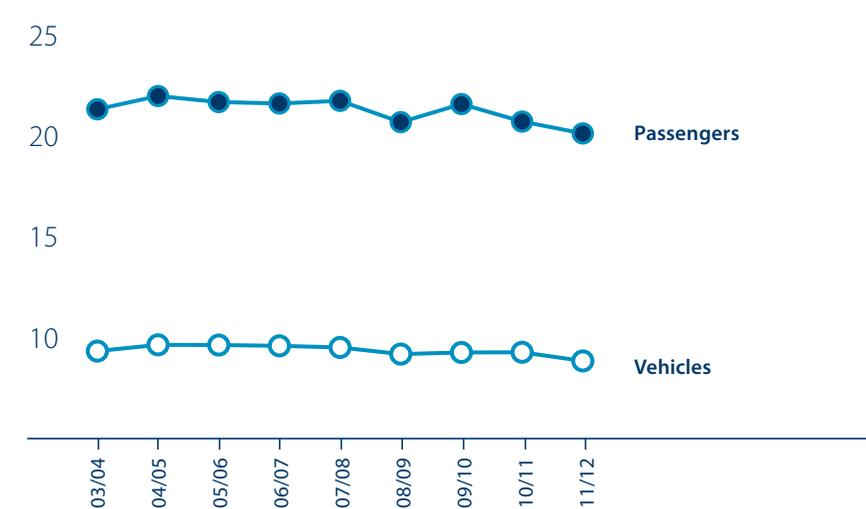


²Source: MJ Ervin & Associates www.kentmarketingservices.com/dnn/PetroleumPriceData.aspx, extracted on Aug. 22, 2012

2. DECLINING RIDERSHIP

Another challenge to the sustainability of the ferry system is declining ridership. Both vehicle and passenger ridership, flat for much of the last decade, have declined since the global economic downturn in 2008. In 2011/12, BC Ferries reported the lowest vehicle numbers in 13 years and the lowest passenger volume in 21 years. This is consistent with other jurisdictions, such as Washington State, where ridership has dropped as well. Some ferry users have blamed this decline on the increase in ferry fares. However, B.C.'s inland ferries, where passengers do not have to pay, have also seen a decline in ridership over the last few years.

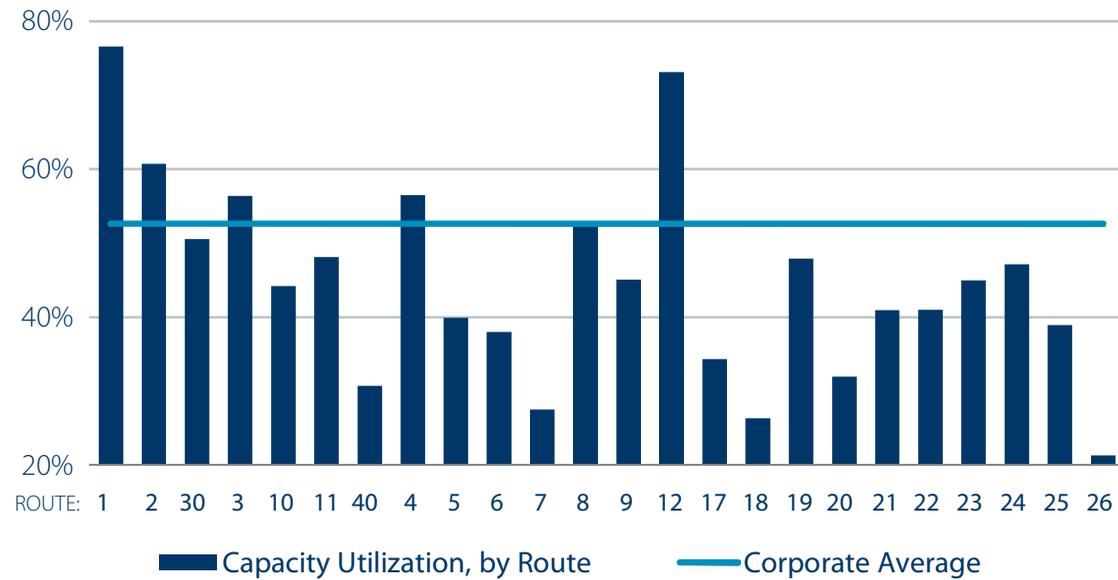
Coastal Ferry Traffic – 2003/04 to 2011/12
Millions Carried



3. UNDERUTILIZED ROUTES

Another source of concern is underutilization on a great number of BC Ferries' routes. While some of the larger, busier routes have fare revenues that cover the cost of operation and capital, many smaller and more remote routes have lower usage and are facing greater funding pressures to cover the cost of delivering the service.

Capacity Utilization – Fiscal 2011³



³BC Ferry Commission, Review of the *Coastal Ferry Act*, January 24, 2012

4. ADDITIONAL CAPITAL COSTS

Ferry service costs consist of both operating and capital costs. Operating costs, such as labour and fuel, are costs incurred in the process of running the service. Capital costs are those associated with the acquisition and/or major refurbishment of ferries, terminal structures or other infrastructure used to provide the ferry service.

It is standard accounting practice to spread the costs of these capital assets over their useful lives. Thus, an annual cost for the use of a ferry, for example, is calculated by dividing the vessel's total cost by its anticipated life expectancy. This process is called amortization. Because of the high cost of these assets, BC Ferries borrows money from time to time to help finance their purchase. The resulting interest and financing cost is combined with the amortization amount to arrive at an annual capital cost that must be recovered through annual revenues.

Despite the significant investments that BC Ferries has made replacing vessels in the last eight years, it faces an even higher bill (\$2.5 billion) for further capital investments in the coming decade unless new approaches are taken.

A potential cost-reduction strategy involves looking ahead to see what large capital costs are coming up, and where savings can be achieved.

Immediate Challenge – Considerations to achieve \$26 million in savings

The BC Ferry Commissioner concluded in his January 2012 report that the government, BC Ferries and ferry users will all need to contribute towards ensuring the sustainability of the ferry system.

In response to the BC Ferry Commissioner's report:

- The Province is contributing an additional \$79.5 million on behalf of taxpayers to 2016
- BC Ferries has committed to achieve \$15 million in efficiency improvements
- Ferry users are being asked to contribute \$30 million through service adjustments
 - \$4 million has been found through service reductions on the major routes between Vancouver Island and the Lower Mainland
 - There is a need to find \$26 million in savings to 2016

The Ministry of Transportation and Infrastructure and BC Ferries have identified considerations to achieve \$26 million in savings to 2016.

These considerations are not mutually exclusive. The Ministry of Transportation and Infrastructure and BC Ferries will need to look at a combination of these considerations to find \$26 million in savings, but are interested in your view on the prioritization of these considerations.

SIGNIFICANT ANNUAL SHORTFALLS

Consider service reductions on routes that experience significant annual financial shortfalls before taxpayer contributions

While utilization levels are important, shortfalls on routes (prior to any taxpayer contributions) should be considered when discussing what service levels are sustainable. With the exception of three routes, all coastal ferry routes operated at a shortfall of more than \$2 million in 2011/12. Some routes, such as the northern routes, operated at a shortfall of more than \$1,800 per vehicle carried.

LOW ANNUAL UTILIZATION

Consider service reductions on routes that experience low annual utilization (such as less than 55% total utilization per year)

There is little to be gained – by anyone in the system – from cutting busy sailings that recover their costs, and it is difficult to make cost-effective adjustments to complex routes. Other routes, however, have consistently low utilization rates and correspondingly high financial shortfalls. These routes may merit consideration for service adjustments.

LOW ROUND-TRIP UTILIZATION

Consider service reductions on routes that experience low round-trip utilization (such as round trip sailings that have less than 20% utilization)

Statistically, the early and late sailings are those with the lowest utilization rate, and may merit consideration for service adjustments. While ferry users appreciate the option of early and late sailings, they are less likely to frequent those runs.

BASIC LEVELS OF FERRY SERVICE

Basic levels of service should be considered, i.e. for the majority of users, ferry service would be provided to and from work or school

The provincial government recognizes the essential nature of the ferry service. Basic levels of service mean that for the majority of users, ferry service would be provided to and from work or school.

ROUTES REQUIRING VESSEL REPLACEMENT

When considering service reductions, take into account routes that require imminent vessel replacements, including alternatives such as route reconfiguration

Several routes are operating with vessels nearing the end of their useful lives. Examples are Route 9 between Tsawwassen and the Southern Gulf Islands, and Route 40 from Port Hardy to the mid-coast communities and Bella Coola. The cost of replacing the two vessels serving these routes, the *Queen of Nanaimo* and the *Queen of Chilliwack*, is expected to be over \$200 million. New vessels will be expected to operate for 40 years or more. When planning for vessel replacements, alternatives should be considered to ensure that the needs of ferry users are being met in an efficient and cost-effective manner.

COMPLEXITY OF MULTIPLE-STOP ROUTES

When considering service reductions, take into account the complexity of routes with multiple ports and those that provide connections to other areas

Complexity is another consideration: to what degree are there savings available on a particular route if it connects, critically, to another route. It is important, for example, when considering the Horseshoe Bay to Langdale service, to consider how any changes might affect the connections up the Sunshine Coast to Powell River on the Earls Cove-Salterey Bay route.

If a route is complex in itself, it may be difficult to make a change that will result in any significant savings. For example, the Southern Gulf Island routes connect Swartz Bay, Tsawwassen and Salt Spring Island, but also connect with Galiano, Mayne, Saturna and Pender Islands. On these multiple-stop routes, some connections between ports may have high utilization, while other connections may have low utilization. Reducing the number of stops on low-utilized portions of a sailing may not result in significant cost savings, as most of the costs for providing that sailing, such as labour and fuel, may still be incurred.

The Ministry of Transportation and Infrastructure is interested in your feedback regarding these considerations to achieve \$26 million in savings to 2016. Please see page 13 in the feedback form to answer questions regarding this topic.

Summary of B.C. Coastal Ferries Routes (2011/2012)

ROUTE	NUMBER OF VEHICLES CARRIED	NUMBER OF PASSENGERS CARRIED	ANNUAL VEHICLE UTILIZATION RATE	FINANCIAL PERFORMANCE Before Taxpayer Contributions	SHORTFALL PER VEHICLE CARRIED Before Taxpayer Contributions	TOTAL Provincial and Federal Taxpayer Contributions
#1 Swartz Bay – Tsawwassen	1,775,766	5,645,013	72.1%	\$18.49 million surplus	NA	–
#2 Departure Bay – Horseshoe Bay	1,173,234	3,340,199	58.2%	\$11.22 million surplus	NA	–
#3 Langdale – Horseshoe Bay	1,091,794	2,539,363	55.3%	\$6.17 million shortfall	\$5.66	\$4.65 million
#4 Swartz Bay – Fulford Harbour	291,459	627,080	54.4%	\$5.37 million shortfall	\$18.41	\$3.36 million
#5 Swartz Bay – Gulf Islands	240,948	467,576	36.4%	\$14.65 million shortfall	\$60.79	\$17.35 million
#6 Vesuvius Harbour – Crofton	233,803	490,030	36.1%	\$4.98 million shortfall	\$21.31	\$2.20 million
#7 Earls Cove – Salterey Bay	171,665	339,021	28.0%	\$11.73 million shortfall	\$68.31	\$11.51 million
#8 Horseshoe Bay – Bowen Island	482,735	1,145,637	51.6%	\$5.41 million shortfall	\$11.21	\$5.84 million
#9 Tsawwassen – Southern Gulf Islands	147,998	434,582	43.1%	\$9.69 million shortfall	\$65.49	\$10.16 million
#10 Port Hardy – Mid-Coast – Prince Rupert	12,097	39,622	40.6%	\$28.61 million shortfall	\$2,364.72	\$26.09 million
#11 Skidegate – Prince Rupert	13,430	34,487	40.8%	\$24.20 million shortfall	\$1,802.16	\$26.21 million
#12 Mill Bay – Brentwood Bay	69,791	137,591	55.9%	\$2.14 million shortfall	\$30.63	\$1.09 million
#13 Langdale – Keats Island – Gambier Island*	–	47,892	–	\$330,000 shortfall	–	\$320,000
#17 Comox – Powell River	151,075	365,822	35.2%	\$11.72 million shortfall	\$77.56	\$7.97 million
#18 Texada Island – Powell River	82,710	171,706	27.5%	\$7.05 million shortfall	\$85.18	\$4.45 million
#19 Gabriola Island – Nanaimo Harbour	348,723	777,495	45.1%	\$4.59 million shortfall	\$13.16	\$2.95 million
#20 Chemainus – Thetis – Penelakut	80,333	255,031	29.6%	\$4.18 million shortfall	\$51.98	\$4.37 million
#21 Buckley Bay – Denman Island	239,281	474,679	40.2%	\$4.18 million shortfall	\$17.47	\$4.20 million
#22 Hornby Island – Denman Island	103,314	218,573	39.9%	\$2.45 million shortfall	\$23.72	\$3.51 million
#23 Quadra Island – Campbell River	352,501	804,149	43.0%	\$5.62 million shortfall	\$15.93	\$3.13 million
#24 Quadra Island – Cortes Island	51,086	96,925	44.5%	\$4.84 million shortfall	\$94.82	\$2.77 million
#25 Port McNeill – Sointula – Alert Bay	83,704	225,273	37.8%	\$4.18 million shortfall	\$49.91	\$4.50 million
#26 Skidegate – Alliford Bay	42,094	89,466	20.4%	\$4.54 million shortfall	\$107.90	\$4.38 million
#30 Duke Point – Tsawwassen	597,137	1,396,232	47.0%	\$29.86 million shortfall	\$50.00	–
#40 Port Hardy – Mid-Coast – Bella Coola	2,046	6,533	29.3%	\$3.79 million shortfall	\$1,851.91	\$3.07 million

* foot passengers only



A Vision for the Future – In the longer term (post-2016), what strategies should be pursued to connect coastal communities in an affordable, efficient and sustainable manner?

Future Challenges

The BC Ferry Commissioner has estimated that with the current trends of labour and fuel cost increases, and anticipating the need to replace aging ferry infrastructure, funding shortfalls from 2016 to 2020 could average \$56 million per year, while from 2020 to 2024, they could continue at \$85 million per year.

To put these funding pressures into perspective, covering future anticipated shortfalls (assuming no further ridership declines), and using only fare increases, would require an across-the-board increase of 11% in 2016/17, combined with an increase to cover inflation each year until 2019/20. Further, there would have to be an additional one-time fare increase of 6% in 2020/21, combined with an annual increase to cover inflation until 2023/24.

YEAR	AVERAGE ANNUAL FORECASTED SHORTFALL
2016–2017	\$56 million
2017–2018	\$56 million
2018–2019	\$56 million
2019–2020	\$56 million
2020–2021	\$85 million
2021–2022	\$85 million
2022–2023	\$85 million
2023–2024	\$85 million
TOTAL	\$564 million

A Vision for the Future

The Province is committed to a long-term vision to connect coastal communities in an affordable, efficient and sustainable manner. It is clear that BC Ferries and B.C. taxpayers need a long-term plan to fund or avoid the predicted shortfalls. The Ministry of Transportation and Infrastructure is interested in your input and ideas on how best to connect coastal communities in the long term, and how to achieve this vision.

The BC Ferry Commissioner recommended that a vision should be based on a long-term forecast of demand and that it should consider the potential use of alternative service providers, fuel alternatives and integration with other transportation systems. He also recommended a standardization of vessels, making it easier to switch vessels and crews between routes, without the need for additional training. BC Ferries refers to this as “interoperability”.

There are many other potential innovations. For example, a change to different types of vessels (i.e., cable ferries, passenger-only ferries, barges that carry vehicles, etc.), a change in the way BC Ferries manages traffic and books reservations, or servicing a small number of routes more efficiently with bridges⁴.

One long-term goal is to bring ferry fare increases in line with the increase in the cost of living (as defined by the Consumer Price Index or CPI). While fare increases will continue to be one method of generating additional revenue, ferry users and coastal communities might choose to contribute through community contributions (i.e., a fee, charge or tax) sufficient to cover some or all of the increasing ferry service costs. If a property tax were to be used, it could be levied equally among all communities or could vary by area. Likewise, a fuel tax could be introduced to cover some of the shortfall and be levied equally among all coastal regional districts or varied by area.

Long-Term Vision

The provincial government is committed to a long-term vision to connect coastal communities in an affordable, efficient and sustainable manner.

The objectives of such a vision include:

- A ferry service that is safe, reliable, efficient, transparent and accountable
- Price increases that are held as closely as possible to the rate of inflation
- Improving utilization
- Reducing operating shortfalls
- Balancing interests among ferry users, taxpayers and the ferry operator
- Engaging and consulting British Columbians on trade-offs and strategies
- Recognizing the socio-economic importance of ferries to coastal communities

⁴Islands Trust has expressed their opposition to bridges, including in their Policy Statement: “It is Trust Council’s policy that no island in the Trust Area should be connected to Vancouver Island, the mainland or another island by a bridge or tunnel, notwithstanding the existing bridge between North and South Pender Islands.” (Policy 5.3.2)

Rethinking the Coastal Ferry System

There are a large number of potential strategies to improve how coastal communities are connected. The Ministry of Transportation and Infrastructure and BC Ferries are interested in your feedback regarding these strategies.

There are two broad questions to be answered as we rethink the vision for connecting coastal communities. The following is a list of considerations meant to promote discussion and other ideas.

1. WHAT IS THE BEST WAY TO CONNECT COASTAL COMMUNITIES?

- a) Is there an opportunity to connect coastal communities using alternative ferry technologies, such as cable ferries or passenger-only vessels?
- b) Are there some routes that could be served using a combination of passenger-only ferries and a barge that carries vehicles?
- c) Are there routes where the proximity and service needs are such that two or more routes could share a car ferry and a passenger-only ferry on alternative days or parts of days?
- d) While a bridge between Vancouver Island and the Lower Mainland is not possible in the foreseeable future, should the feasibility of a bridge be explored on other smaller routes?

- e) Is there an opportunity to improve linkages between ferry terminals and communities with better cycling connections or better public transit service?
 - This could work well with a plan to improve service for people while reducing the necessity for larger automobile ferries on the routes in question.
 - Similarly, the promotion of cycling infrastructure could encourage passengers to shift from the heavy, more expensive vessels that carry vehicles.
- f) Would you support the use of alternative fuels, such as liquefied natural gas (LNG), to power ferries where it is economically feasible?
 - LNG is currently cheaper, is plentiful and produces less particulate pollution and carbon dioxide than the diesel fuel currently used by the BC Ferries fleet.
- g) Should BC Ferries look at standardizing vessels and docks to allow the flexibility to switch ferries and crews between routes?
 - The BC Ferry Commissioner has recommended that the ferry service move to three sizes of ferries (small, medium and large), which would provide flexibility to switch ferries and crews between routes, thereby saving training costs.

2. WHAT IS THE BEST WAY TO PROVIDE COMMUNITY FUNDING TO SUPPORT THE FERRY SERVICE IN THE LONG TERM?

- a) Should property tax be increased in coastal communities to help fund ferry service?
- b) Should fuel taxes be increased in coastal communities to help fund ferry service?

The Ministry of Transportation and Infrastructure is interested in your feedback regarding these questions. Please see page 15 in the feedback form to answer questions regarding this topic.

Route-Specific Information

As an appendix to this discussion guide, the Ministry of Transportation and Infrastructure and BC Ferries are providing detailed information about each of the coastal ferry routes. The tables provide information that will allow you to compare each route against the considerations identified on pages 6 and 7. The route-specific information is available at www.coastalferriesengagement.ca.

An example, Route 19: Gabriola Island – Nanaimo Harbour, is shown below.

ROUTE 19 service connects Gabriola Island with Nanaimo

SERVICE	CONSIDERATIONS
<p>Crossing time: 20 minutes</p> <p>Year Round:</p> <ul style="list-style-type: none"> 16 round trips daily, except 15 round trips on Wednesday and Sunday <p>Number of round trips per year: 5,732</p>	<p>2011/2012 Financial Performance: \$4.59 million shortfall</p> <ul style="list-style-type: none"> Total operating revenue: \$5,672,000 Total operating expenses: \$10,260,000 Loss per vehicle carried, before taxpayer contribution: \$13.16 <p>Average Annual Capacity Utilization (2011/2012): 45.1%</p> <p>Round-Trip Utilization: See utilization table below</p> <p>Additional Information:</p> <ul style="list-style-type: none"> Commuter service (work or school)

Average of Vehicle Utilized Capacity (%)

Route 19: Gabriola Island – Nanaimo Harbour		Sailing Time																
Departure Terminal	Day	05:25	06:30	07:40	08:50	10:05	11:20	12:35	13:50	15:10	16:25	17:35	18:45	19:50	20:50	21:55	23:00	
Gabriola Island (Descanso Bay)	SUN	11.6%		36.3%	52.1%	58.3%	67.5%	62.8%	62.4%	57.5%	45.1%	33.3%	25.6%	20.6%	13.4%	5.5%	2.4%	
	MON	24.5%	55.7%	85.7%	83.4%	88.9%	90.5%	81.3%	62.2%	64.4%	47.9%	31.0%	14.3%	10.4%	6.6%	3.7%	1.9%	
	TUE	20.4%	58.8%	92.2%	96.7%	98.2%	95.5%	84.2%	65.2%	69.4%	50.2%	33.6%	13.1%	8.9%	5.2%	3.5%	1.5%	
	WED	17.6%	51.0%	80.9%	94.0%	98.1%	95.0%	79.6%	66.6%	75.6%	DC	53.0%	11.8%	8.2%	6.9%		2.9%	
	THU	18.4%	51.9%	87.4%	97.4%	99.1%	96.0%	89.9%	76.6%	74.0%	56.5%	34.0%	16.5%	8.8%	8.0%	2.8%	1.5%	
	FRI	15.9%	40.7%	76.6%	80.1%	85.0%	82.1%	78.9%	69.5%	63.4%	43.7%	32.4%	14.6%	8.7%	5.2%	3.1%	2.5%	
	SAT	10.9%	22.8%	50.0%	70.6%	73.5%	72.5%	59.2%	48.6%	40.7%	37.3%	24.8%	16.5%	10.7%	9.4%	7.4%	4.4%	
Departure Terminal	Day	05:55	07:00	08:15	09:30	10:40	12:00	13:15	14:30	15:45	17:00	18:10	19:20	20:20	21:25	22:25	23:30	
Nanaimo Harbour	SUN		4.9%	8.9%	19.3%	27.4%	33.4%	46.8%	43.4%	60.5%	54.8%	48.9%	36.7%	27.9%	19.8%	9.4%	6.5%	< 10 %
	MON	8.2%	28.5%	39.5%	37.1%	34.8%	43.4%	59.3%	68.4%	90.3%	86.5%	69.1%	41.4%	29.5%	23.9%	10.6%	8.5%	10 % < 20 %
	TUE	10.6%	37.5%	52.1%	40.2%	40.3%	44.8%	63.3%	76.0%	94.0%	94.7%	78.3%	46.1%	33.0%	32.5%	13.3%	5.4%	20 % < 40 %
	WED	7.1%	41.5%	49.1%	50.3%	DC	69.8%	62.6%	73.4%	95.4%	93.4%	74.1%	48.4%	39.5%		32.1%	9.5%	40 % < 60 %
	THU	12.6%	38.6%	54.8%	49.1%	46.1%	51.1%	64.3%	79.0%	97.6%	98.5%	88.5%	63.2%	46.6%	36.2%	18.0%	7.8%	60 % < 80 %
	FRI	7.3%	35.5%	45.0%	39.2%	38.2%	49.2%	66.3%	74.9%	91.9%	94.4%	86.3%	59.3%	49.9%	44.9%	20.1%	14.1%	80 % < 100 %
	SAT	8.4%	8.2%	29.0%	34.8%	48.9%	48.5%	62.4%	57.8%	70.8%	65.1%	54.3%	37.9%	28.3%	23.3%	15.9%	9.2%	> 100 %

DC – Dangerous Cargo sailings; no passengers permitted



HOW FEEDBACK WILL BE USED

Your feedback is important to us. Input received through this consultation and engagement will be considered, along with technical, financial and policy considerations, as the Ministry of Transportation and Infrastructure and BC Ferries work to achieve \$26 million in savings to 2016 and plan for the long-term sustainability of the coastal transportation network.

When completing the feedback form, please **do not** include the personal opinions or personal information of individuals other than yourself.

Immediate Challenge – Background

The Province is committed to a long-term vision to connect coastal communities in an affordable, efficient and sustainable manner. However, increasing costs and decreasing ridership could threaten the financial sustainability of the coastal ferry system.

The BC Ferry Commissioner concluded in his January 2012 report that the government, BC Ferries and ferry users will all need to contribute towards ensuring the sustainability of the ferry system.

In response to the BC Ferry Commissioner's report:

- The Province is contributing an additional \$79.5 million on behalf of taxpayers to 2016
- BC Ferries has committed to achieve \$15 million in efficiency improvements
- Ferry users are being asked to contribute \$30 million through service adjustments
 - \$4 million has been found through service reductions on the major routes between Vancouver Island and the Lower Mainland
 - There is a need to find \$26 million in savings to 2016

Immediate Challenge – Feedback Form Questions

What is the best way of achieving \$26 million in savings?

The Ministry of Transportation and Infrastructure and BC Ferries have identified the following considerations to achieve \$26 million in savings to 2016:

- **Significant Annual Shortfalls:** Consider service reductions on routes that experience significant annual financial shortfalls before taxpayer contributions (with the exception of three routes, all coastal ferry routes operated at a shortfall of more than \$2 million in 2011/12)
- **Low Annual Utilization:** Consider service reductions on routes that experience low annual utilization (such as less than 55% total utilization per year)
- **Low Round-Trip Utilization:** Consider service reductions on routes that experience low round-trip utilization (such as round-trip sailings that have less than 20% utilization)
- **Basic Levels of Ferry Service:** Basic levels of service should be considered, i.e., for most users, ferry service would be provided to and from work or school
- **Routes Requiring Vessel Replacement:** When considering service reductions, take into account routes that require imminent vessel replacements, including alternatives such as route reconfiguration
- **Complexity of Multiple-Stop Routes:** When considering service reductions, take into account the complexity of routes with multiple ports and those that provide connections to other areas

A Vision for the Future – Rethinking the Coastal Ferry Services

In the longer term, what strategies should be pursued to connect coastal communities in an affordable, efficient and sustainable manner?

3. Please rate your level of agreement with exploring the following potential options as part of the longer-term vision for making the coastal ferry system sustainable.

What is the best way to connect coastal communities?					
POTENTIAL ACTION	Strongly Agree	Somewhat Agree	Neither Agree nor Disagree	Somewhat Disagree	Strongly Disagree
3a. Please rate your level of agreement with connecting coastal communities using alternative ferry technologies, such as cable ferries or passenger-only vessels.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<i>Please provide reasons for your level of agreement:</i>					
<hr/>					
<hr/>					
<hr/>					
3b. Please rate your level of agreement with serving some routes using a combination of passenger-only ferries and a barge to transport vehicles.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<i>Please provide reasons for your level of agreement:</i>					
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POTENTIAL ACTION	Strongly Agree	Somewhat Agree	Neither Agree nor Disagree	Somewhat Disagree	Strongly Disagree
3c. Please rate your level of agreement with serving routes where the proximity and service needs are such that two or more routes could share a car ferry and a passenger-only ferry on alternate days or parts of days.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<i>Please provide reasons for your level of agreement:</i>					
<hr/>					
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<hr/>					
3d. Please rate your level of agreement with serving some routes by a bridge.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Note: A bridge between Vancouver Island and the Lower Mainland is not possible in the foreseeable future.					
<i>Please provide reasons for your level of agreement:</i>					
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FEEDBACK FORM

POTENTIAL ACTION	Strongly Agree	Somewhat Agree	Neither Agree nor Disagree	Somewhat Disagree	Strongly Disagree
3e. Please rate your level of agreement with improving linkages between ferry terminals and communities with better cycling connections or better public transit service.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<i>Please provide reasons for your level of agreement:</i>					
<hr/>					
<hr/>					
3f. Please rate your level of agreement with using alternative fuels, such as liquefied natural gas (LNG), to power ferries where it is economically feasible.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<i>Please provide reasons for your level of agreement:</i>					
<hr/>					
<hr/>					
3g. Please rate your level of agreement with standardizing vessels and docks to allow flexibility to switch ferries and crews between routes.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Note: The BC Ferry Commissioner has recommended that the ferry service move to three sizes of ferries (small, medium and large), which would provide flexibility to switch ferries and crews between routes, thereby saving training costs.					
<i>Please provide reasons for your level of agreement:</i>					
<hr/>					
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4. What is the best way to provide community funding to support the ferry system in the long term?

POTENTIAL ACTION	Strongly Agree	Somewhat Agree	Neither Agree nor Disagree	Somewhat Disagree	Strongly Disagree
4a. Please rate your level of agreement with increasing property tax in coastal communities to help fund ferry service.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<i>Please provide reasons for your level of agreement:</i>					
<hr/>					
<hr/>					
4b. Please rate your level of agreement with increasing fuel taxes in coastal communities to help fund ferry service.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<i>Please provide reasons for your level of agreement:</i>					
<hr/>					
<hr/>					

Feedback Form

Please provide your contact information (optional):

Are you a (please select one): Coastal Ferry User Route(s): _____
 B.C. Ferries Employee Other: _____

Name: _____

Organization (if applicable): _____

Address: _____

Postal Code: _____

Email: _____

Phone: _____

The Ministry of Transportation and Infrastructure may wish to contact you with regard to any questions or issues you have raised in your responses to this consultation and engagement. If you are happy to be contacted for this purpose, please tick this box.

If you would like to receive updates regarding the B.C. Coastal Ferry Consultation and Engagement via email, please tick this box.

If you would like to receive updates regarding the B.C. Coastal Ferry Consultation and Engagement via post, please tick this box.

Personal information is collected for the purposes of informing the B.C. Coastal Ferries Engagement undertaken by the Ministry of Transportation and Infrastructure under s.26 of the *Freedom of Information and Protection of Privacy Act*. For questions regarding the collection of personal information, please contact the Executive Director-Marine Branch, Ministry of Transportation and Infrastructure, PO Box 9850, Stn Provincial Government, Victoria, B.C. V8W 9T5, 250-952-0678.

Public and stakeholder feedback will be received from October 29 – December 21, 2012.

You can return completed feedback forms by:

Mail: PO Box 2223 Vancouver Main
Vancouver, B.C. V6B 3W2

Email: coastalferriesengagement@gov.bc.ca

Website: coastalferriesengagement.ca

Phone: 1-855-387-7882



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**B.C. Coastal Ferries
Consultation and Engagement
Fall 2012**

Appendix: Route-Specific Information

coastalferriesengagement.ca



Summary of BC Coastal Ferries Routes (2011/2012)

ROUTE SPECIFIC INFORMATION AND UTILIZATION TABLES	ROUTE	NUMBER OF VEHICLES CARRIED	NUMBER OF PASSENGERS CARRIED	ANNUAL VEHICLE UTILIZATION RATE	FINANCIAL PERFORMANCE Before Taxpayer Contributions	SHORTFALL PER VEHICLE CARRIED Before Taxpayer Contributions	TOTAL Provincial and Federal Taxpayer Contributions
See pages 2–3	#1 Swartz Bay – Tsawwassen	1,775,766	5,645,013	72.1%	\$18.49 million surplus	NA	–
See pages 4–5	#2 Departure Bay – Horseshoe Bay	1,173,234	3,340,199	58.2%	\$11.22 million surplus	NA	–
See pages 6–7	#3 Langdale – Horseshoe Bay	1,091,794	2,539,363	55.3%	\$6.17 million shortfall	\$5.66	\$4.65 million
See pages 8–9	#4 Swartz Bay – Fulford Harbour	291,459	627,080	54.4%	\$5.37 million shortfall	\$18.41	\$3.36 million
See pages 10–11	#5 Swartz Bay – Gulf Islands	240,948	467,576	36.4%	\$14.65 million shortfall	\$60.79	\$17.35 million
See pages 12–13	#6 Vesuvius Harbour – Crofton	233,803	490,030	36.1%	\$4.98 million shortfall	\$21.31	\$2.20 million
See pages 14–15	#7 Earls Cove – Saltery Bay	171,665	339,021	28.0%	\$11.73 million shortfall	\$68.31	\$11.51 million
See pages 16–18	#8 Horseshoe Bay – Bowen Island	482,735	1,145,637	51.6%	\$5.41 million shortfall	\$11.21	\$5.84 million
See page 19	#9 Tsawwassen – Southern Gulf Islands	147,998	434,582	43.1%	\$9.69 million shortfall	\$65.49	\$10.16 million
See page 20	#10 Port Hardy – Mid-Coast – Prince Rupert	12,097	39,622	40.6%	\$28.61 million shortfall	\$2,364.72	\$26.09 million
See page 21	#11 Skidegate – Prince Rupert	13,430	34,487	40.8%	\$24.20 million shortfall	\$1,802.16	\$26.21 million
See page 22	#12 Mill Bay – Brentwood Bay	69,791	137,591	55.9%	\$2.14 million shortfall	\$30.63	\$1.09 million
See page 23	#13 Langdale – Keats Island – Gambier Island*	–	47,892	–	\$330,000 shortfall	–	\$320,000
See page 24	#17 Comox – Powell River	151,075	365,822	35.2%	\$11.72 million shortfall	\$77.56	\$7.97 million
See pages 25–26	#18 Texada Island – Powell River	82,710	171,706	27.5%	\$7.05 million shortfall	\$85.18	\$4.45 million
See page 27	#19 Gabriola Island – Nanaimo Harbour	348,723	777,495	45.1%	\$4.59 million shortfall	\$13.16	\$2.95 million
See pages 28–30	#20 Chemainus – Thetis – Penelakut	80,333	255,031	29.6%	\$4.18 million shortfall	\$51.98	\$4.37 million
See pages 31–32	#21 Buckley Bay – Denman Island	239,281	474,679	40.2%	\$4.18 million shortfall	\$17.47	\$4.20 million
See pages 33–34	#22 Hornby Island – Denman Island	103,314	218,573	39.9%	\$2.45 million shortfall	\$23.72	\$3.51 million
See page 35	#23 Quadra Island – Campbell River	352,501	804,149	43.0%	\$5.62 million shortfall	\$15.93	\$3.13 million
See page 36	#24 Quadra Island – Cortes Island	51,086	96,925	44.5%	\$4.84 million shortfall	\$94.82	\$2.77 million
See pages 37–38	#25 Port McNeill – Sointula – Alert Bay	83,704	225,273	37.8%	\$4.18 million shortfall	\$49.91	\$4.50 million
See pages 39–40	#26 Skidegate – Alliford Bay	42,094	89,466	20.4%	\$4.54 million shortfall	\$107.90	\$4.38 million
See page 41	#30 Duke Point – Tsawwassen	597,137	1,396,232	47.0%	\$29.86 million shortfall	\$50.00	-
See page 42	#40 Port Hardy – Mid-Coast – Bella Coola	2,046	6,533	29.3%	\$3.79 million shortfall	\$1,851.91	\$3.07 million

* foot passengers only

Appendix: Route-Specific Information

This document provides detailed information about each of the coastal ferry routes. In particular, the tables will allow you to compare each route against the considerations identified by the Ministry of Transportation and Infrastructure and BC Ferries found on pages 6 and 7 of the B.C. Coastal Ferries Consultation and Engagement Discussion Guide and Feedback Form, available at coastalferriesengagement.ca.

Utilization tables are based on vehicle utilization on the sailings. The Ministry of Transportation and Infrastructure recognizes that, for some sailings, there may be increased walk-on demand by commuters or where there is a high number of passengers using one vehicle (e.g., students travelling on a bus). Passenger utilization tables are not included as passenger demand is highly correlated with (or linked to) vehicle demand, i.e., when vehicle utilization is high, the passenger utilization (including walk-ons) is also high. There is no pattern of sailings with high passenger utilization and low vehicle utilization.

ROUTE 1 | Swartz Bay – Tsawwassen

ROUTE 1 service connects Vancouver Island to the Mainland between Swartz Bay and Tsawwassen

SERVICE	CONSIDERATIONS	
<p>Crossing time: 1 hour and 35 minutes</p> <p>Peak:</p> <ul style="list-style-type: none"> • 14–16 round trips , varies by day <p>Off-Peak:</p> <ul style="list-style-type: none"> • 8 round trips Monday-Thursday/Saturday • 8–10 round trips Friday/Sunday <p>Number of round trips per year: 3,512</p>	<p>2011/2012 Financial Performance (before taxpayer contributions): \$18.49 million surplus</p> <ul style="list-style-type: none"> • Total operating revenue: \$207,042,000 • Total operating expenses: \$188,551,000 <p>Average Annual Capacity Utilization (2011/2012): 72.1%</p> <p>Detailed Sailing Utilization: See utilization table on next page</p> <p><i>Note: Round trip utilization for this route is not available as multiple vessels serve this route</i></p>	<p>Additional Information:</p> <ul style="list-style-type: none"> • This route has the highest year-round utilization of all routes • Highest demand on long weekends and during the summer

ROUTE 1 | Swartz Bay – Tsawwassen

Average of Vehicle Utilized Capacity (%)

Route 1: Swartz Bay – Tsawwassen			Sailing Time															
Season	Departure Terminal	Day	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00
Peak	Swartz Bay	SUN	62.3%	53.1%	71.4%	89.9%	79.3%	83.8%	85.9%	102.1%	91.4%	90.0%	92.1%	102.5%	85.9%	87.3%	66.3%	35.2%
		MON	72.9%	69.1%	73.7%	88.7%	79.2%	74.7%	74.8%	85.1%	70.3%	65.5%	65.7%	77.6%	57.8%	67.9%	52.9%	12.5%
		TUE	75.6%	66.2%	71.2%	79.5%	67.0%	61.5%	60.2%	74.2%	54.1%	53.9%	59.7%	74.1%	53.2%		47.6%	82.1%
		WED	76.8%	63.6%	71.2%	81.0%	64.7%	63.4%	62.6%	80.9%	62.7%	61.4%	64.8%	84.0%	54.8%	66.4%	50.4%	
		THU	74.0%	75.5%	80.3%	90.5%	75.1%	72.8%	71.5%	90.7%	70.8%	74.6%	75.2%	95.7%	70.1%	45.5%	53.5%	
		FRI	77.0%	67.8%	78.8%	94.4%	77.9%	80.4%	77.3%	92.6%	79.5%	79.7%	77.7%	96.3%	65.4%	49.4%	30.2%	23.8%
		SAT	82.3%	67.8%	86.0%	94.1%	73.9%	64.3%	69.0%	68.3%	51.5%	55.4%	66.7%	82.6%	64.6%		70.9%	
	Tsawwassen	SUN	37.1%	62.4%	64.0%	73.0%	78.3%	99.0%	84.5%	89.2%	91.9%	94.7%	90.6%	88.6%	87.1%	97.3%	75.9%	25.5%
		MON	63.6%	67.2%	59.9%	78.4%	82.8%	94.6%	77.2%	82.0%	77.7%	95.5%	76.4%	73.7%	54.9%	29.7%	58.8%	36.8%
		TUE	72.0%	70.4%	64.7%	77.0%	72.6%	86.9%	67.3%	65.3%	61.6%	90.2%	62.7%	57.1%	44.1%	89.5%	50.6%	
		WED	69.0%	66.3%	62.6%	74.6%	73.8%	88.0%	68.1%	67.3%	65.8%	89.7%	66.9%	59.3%	50.2%		52.9%	43.5%
		THU	69.6%	70.4%	65.5%	81.7%	82.1%	91.1%	79.1%	78.6%	76.3%	95.2%	80.8%	72.6%	67.8%		61.5%	64.5%
		FRI	66.2%	72.7%	67.4%	84.5%	88.6%	97.8%	86.1%	82.6%	87.4%	97.2%	86.3%	88.5%	82.2%	93.0%	48.7%	19.0%
		SAT	72.3%	90.8%	79.7%	81.9%	89.3%	100.4%	77.4%	76.3%	71.2%	88.5%	74.1%	65.1%	59.8%		63.2%	
Off-Peak	Swartz Bay	SUN	46.8%	41.6%	73.9%		82.2%	59.1%	80.9%	94.3%	88.7%	73.2%	83.0%	92.7%	70.9%	40.0%	45.5%	
		MON	74.9%	49.6%	76.7%	95.6%	75.2%	68.5%	73.4%	95.8%	71.4%	65.9%	68.6%	84.3%	56.0%	52.5%	29.6%	
		TUE	72.4%	60.9%	73.9%	80.4%	69.7%	54.6%	68.3%	95.7%	72.2%	62.3%	73.6%	97.3%	57.2%	53.3%	27.5%	25.0%
		WED	72.3%	50.9%	73.9%	67.1%	67.4%	52.3%	71.9%	94.9%	75.6%	54.7%	76.1%	67.4%	59.1%		31.7%	
		THU	73.7%	57.9%	76.9%	76.7%	75.7%	63.8%	74.9%	87.9%	75.6%	60.4%	74.9%	75.1%	68.9%	83.5%	37.8%	43.7%
		FRI	73.7%	58.2%	83.3%	86.4%	81.2%	70.4%	80.6%	88.6%	80.3%	76.2%	76.3%	85.9%	63.7%	23.7%	32.2%	14.9%
		SAT	70.3%	47.6%	84.3%	84.4%	82.0%	61.8%	76.2%	58.3%	69.0%	56.6%	68.3%	60.5%	55.7%		33.0%	
	Tsawwassen	SUN	33.6%		58.4%	51.1%	78.9%	77.8%	78.2%	68.5%	83.2%	95.4%	86.7%	78.1%	68.7%		62.2%	26.5%
		MON	71.2%	47.7%	65.7%	65.0%	76.6%	95.8%	77.8%	68.8%	76.5%	98.6%	79.0%	67.2%	61.7%		38.9%	14.3%
		TUE	74.6%	54.3%	67.8%	65.4%	71.8%	92.0%	69.9%	63.5%	70.5%	99.1%	75.7%	72.8%	60.5%	102.5%	33.0%	30.4%
		WED	74.4%	64.7%	67.2%	49.2%	66.1%	86.6%	69.0%	53.5%	71.9%	101.4%	76.3%	57.5%	63.8%		33.0%	
		THU	71.2%	58.4%	65.5%	62.2%	73.1%	97.3%	72.5%	69.3%	75.5%	81.6%	76.8%	66.5%	59.7%	88.6%	41.7%	51.7%
		FRI	65.6%	63.2%	65.8%	66.1%	79.5%	86.9%	78.5%	70.6%	76.5%	97.0%	83.2%	79.6%	61.1%	102.3%	46.8%	12.0%
		SAT	57.6%	84.2%	79.7%	74.5%	79.8%	96.2%	78.2%	61.8%	74.5%	72.1%	80.3%	53.2%	70.9%		42.1%	

Note: Utilization shown is before service level reductions effective October 2012. *Italicized utilization figures reflect supplemental service in the Off-Peak season (Fridays, Sundays and holiday weekends) and the shift to hourly service in the peak season.*

< 10 %
10 % < 20 %
20 % < 40 %
40 % < 60 %
60 % < 80 %
80 % < 100 %
> 100 %

ROUTE 2 | Departure Bay – Horseshoe Bay

ROUTE 2 service connects Vancouver Island to the Mainland between Departure Bay and Horseshoe Bay

SERVICE	CONSIDERATIONS	
<p>Crossing time: 1 hour and 40 minutes</p> <p>Peak:</p> <ul style="list-style-type: none"> 11 round trips Monday/Thursday/Friday and Sunday 10 round trips Saturday 8 round trips Tuesday/ Wednesday <p>Off-Peak:</p> <ul style="list-style-type: none"> 7–8 round trips daily <p>Number of round trips per year: 2,723</p>	<p>2011/2012 Financial Performance (before taxpayer contributions): \$11.22 million surplus</p> <ul style="list-style-type: none"> Total operating revenue: \$122,619,000 Total operating expenses: \$111,396,000 <p>Average Annual Capacity Utilization (2011/2012): 58.2%</p> <p>Detailed Sailing Utilization: See utilization table on next page</p> <p><i>Note: Round trip utilization for this route is not available as multiple vessels serve this route</i></p>	<p>Additional Information:</p> <ul style="list-style-type: none"> Provides a connection for the Trans Canada Highway at Horseshoe Bay to Departure Bay in Nanaimo This is the second busiest BC Ferries route

Average of Vehicle Utilized Capacity (%)

Route 2: Departure Bay – Tsawwassen			Sailing Time																		
Season	Departure Terminal	Day	06:20	07:45	08:30	10:05	10:40	12:15	12:50	14:30	15:10	16:20	16:40	17:20	18:30	18:55	19:30	21:05	21:30	21:35	22:40
Peak	Departure Bay	SUN	45.0%		74.8%		84.1%	84.1%	79.7%		86.0%		84.0%	84.9%	90.6%		87.3%	82.7%	48.3%	64.2%	
		MON	71.1%	70.0%	46.8%		84.2%	81.1%	80.4%		82.4%		82.4%	72.1%			73.0%		37.4%	28.5%	
		TUE	59.9%	81.9%	76.9%		83.3%	78.0%	63.3%		78.4%		77.3%	78.4%			61.1%		29.4%	20.4%	
		WED	54.2%		80.2%		84.3%	77.9%	67.6%		82.1%		75.3%	81.8%			75.2%		29.5%		
		THU	54.2%	61.9%	33.4%		81.2%	79.2%	74.9%		83.7%		82.0%	71.3%			72.2%		36.8%		
		FRI	50.3%	62.5%	31.7%		82.5%	78.6%	71.1%		84.4%		78.2%	58.7%			69.5%		32.4%		
		SAT	51.3%	68.1%	36.2%		83.7%	80.1%	64.2%		83.4%			80.9%			70.8%		31.3%		
	Horseshoe Bay	SUN	30.4%		70.4%		82.7%		84.7%	78.0%	80.1%	86.5%		83.6%		80.4%	54.5%		37.5%	59.1%	3.5%
		MON	54.6%		73.6%	84.6%	55.7%		85.4%	80.6%	72.9%			77.2%		69.3%	25.5%		29.5%	23.7%	
		TUE	48.0%		67.7%	81.1%	82.2%		84.8%	80.9%	75.3%	76.8%			76.2%	56.7%	52.4%		27.5%	17.9%	
		WED	47.7%		65.5%		83.9%		84.4%	81.3%	77.7%	83.4%			80.8%	59.4%	70.1%		31.1%		
		THU	56.6%		72.3%	83.5%	42.4%		83.4%	79.8%	81.2%				83.3%	79.0%	52.0%		36.4%		
		FRI	67.2%		81.1%	82.6%	53.7%		84.9%	80.3%	72.8%				83.4%	76.9%	49.5%		45.2%		
		SAT	67.8%		82.6%	84.3%	52.0%		84.5%	80.0%	46.7%				78.3%		63.5%		27.6%		

< 10 %
10 % < 20 %
20 % < 40 %
40 % < 60 %
60 % < 80 %
80 % < 100 %
> 100 %

Note: Utilization shown is before service level reductions effective October 2012. *Italicized utilization figures reflect supplemental service in the Off-Peak season (Fridays, Sundays and holiday weekends) and the shift to hourly service in the peak season.*

ROUTE 2 | Departure Bay – Horseshoe Bay

Average of Vehicle Utilized Capacity (%)

Route 2: Departure Bay – Tsawwassen			Sailing Time														
Season	Departure Terminal	Day	06:30	07:30 - 08:00	08:30	09:30 - 10:05	10:30	11:30 - 12:15	12:30	13:30 - 14:30	15:00	16:00 - 16:40	17:00	18:00 - 18:55	19:00	20:00 - 20:30	21:00
Off-Peak	Departure Bay	SUN	28.5%		45.3%		55.4%		78.8%	83.3%	84.8%		81.7%	45.7%	61.6%		28.9%
		MON	53.1%		57.2%	71.1%	62.1%	89.1%	66.8%	87.6%	60.4%		55.0%	89.9%	36.3%		24.4%
		TUE	43.7%		51.9%	89.5%	52.1%		53.6%	89.2%	53.3%		55.3%	84.9%	33.0%		22.1%
		WED	36.4%		47.5%	58.6%	50.7%		56.6%	86.2%	56.6%		54.7%		33.5%		20.8%
		THU	38.2%		50.7%	38.3%	60.0%	75.8%	65.4%	39.0%	68.3%		66.1%		47.4%		24.3%
		FRI	34.5%	51.9%	49.4%		68.9%	72.0%	72.6%		72.5%	30.4%	66.9%		38.9%		15.1%
		SAT	32.1%		54.3%		62.9%	62.6%	59.8%		49.4%		42.4%		29.0%		20.5%
	Horseshoe Bay	SUN	17.6%		31.7%		56.5%		75.9%		79.9%	25.3%	70.3%		55.0%	17.4%	23.1%
		MON	38.7%		37.0%		58.0%	89.0%	62.6%		68.0%	55.2%	49.0%		34.5%	13.8%	18.2%
		TUE	40.1%		34.6%		45.6%	88.8%	53.9%		59.5%	93.1%	49.2%		32.9%	15.6%	15.1%
		WED	36.5%		31.3%		43.6%	88.4%	52.0%		64.6%	74.7%	51.1%		34.5%		19.5%
		THU	35.5%		35.1%		53.6%	57.0%	63.7%	84.9%	71.1%		67.1%	87.2%	47.2%		28.3%
		FRI	38.3%		43.4%	61.5%	62.2%	65.7%	78.7%	78.7%	81.7%		79.6%	38.5%	63.8%		26.9%
		SAT	28.9%		46.7%		57.3%		56.5%	47.4%	53.0%		47.2%		38.1%		26.8%
Season	Departure Terminal	Day	06:20	07:30 - 08:00	08:30	09:30 - 10:05	10:40	11:30 - 12:15	12:50	13:30 - 14:30	15:10	16:00 - 16:40	17:20	18:00 - 18:55	19:30	20:00 - 20:30	21:30
Shoulder	Departure Bay	SUN	41.6%		66.7%		77.5%	80.1%	79.1%	84.8%	85.4%	88.0%	79.5%	95.6%	83.6%		54.4%
		MON	57.8%	43.1%	67.3%	81.8%	77.1%	83.7%	82.2%	89.7%	80.9%	94.5%	72.6%	87.4%	47.1%		30.2%
		TUE	56.8%		69.2%	82.9%	73.8%	79.7%	72.5%	70.4%	70.0%		66.6%		39.5%		19.9%
		WED	48.2%		67.4%		72.1%		73.5%		71.2%		60.4%		37.4%		19.9%
		THU	50.6%		74.2%		79.8%	57.9%	77.6%	75.8%	78.0%		82.9%		55.7%		22.6%
		FRI	43.4%		73.7%		83.5%	77.3%	59.8%		85.1%	51.4%	76.4%		51.9%		19.4%
		SAT	42.4%	40.6%	68.1%		81.8%	62.2%	68.5%		69.6%		56.2%		42.8%		26.4%
	Horseshoe Bay	SUN	24.4%		48.2%		79.1%		83.1%	71.8%	76.3%	81.7%	74.8%	68.8%	58.4%	80.0%	25.1%
		MON	40.2%		47.9%	63.4%	73.8%	62.2%	71.7%	67.1%	78.8%	62.3%	64.5%	46.7%	50.5%	7.5%	19.2%
		TUE	47.3%		45.1%		70.6%	78.9%	74.3%	40.6%	73.8%	62.3%	61.1%		41.3%		18.3%
		WED	39.2%		41.5%		64.8%		75.8%		77.6%		57.4%		41.8%		22.1%
		THU	45.1%		50.9%		77.1%		82.7%		82.3%	81.2%	80.1%		71.9%		29.3%
		FRI	46.4%		63.1%		85.1%		85.4%	85.1%	83.5%	84.5%	79.0%	66.9%	79.0%	67.3%	42.4%
		SAT	50.6%		75.3%	79.0%	79.2%	72.2%	73.1%	65.7%	65.8%		64.6%		52.9%		28.2%

Note: Utilization shown is before service level round trip reductions effective October 2012. *Italicized utilization figures reflect supplemental service in the Off-Peak season (Fridays, Sundays and holiday weekends) and the shift to hourly service in the peak season.*

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ROUTE 3 | Langdale – Horseshoe Bay

ROUTE 3 services the Sunshine Coast from West Vancouver

SERVICE	CONSIDERATIONS	
<p>Crossing time: 40 minutes</p> <p>Peak:</p> <ul style="list-style-type: none"> 8 round trips Tuesday/Wednesday 9 round trips Monday/Thursday/Saturday 10 round trips Friday/Sunday <p>Off-Peak:</p> <ul style="list-style-type: none"> 8 round trips daily <p>Number of round trips per year: 2,985</p>	<p>2011/2012 Financial Performance (before taxpayer contributions): \$6.17 million shortfall</p> <ul style="list-style-type: none"> Total operating revenue: \$46,077,000 Total operating expenses: \$52,248,000 Shortfall per vehicle carried, before taxpayer contribution: \$5.66 <p>Average Annual Capacity Utilization (2011/2012): 55.3%</p> <p>Detailed Sailing Utilization: See utilization table below</p>	<p>Additional Information:</p> <ul style="list-style-type: none"> Strong demand from commuters (work or school) Seasonal (high usage during peak season)

Average of Vehicle Utilized Capacity (%)

Route 3: Langdale – Horseshoe Bay			Sailing Time															
Season	Departure Terminal	Day	06:20	07:55	08:30	10:05	10:50	12:30	13:05	14:40	15:25	16:45	17:30	18:55	19:35	20:55	21:40	
Peak	Langdale	SUN	20.0%		59.3%		87.2%		93.9%	87.9%	83.6%	89.2%	64.4%	89.8%	64.4%		64.0%	
		MON	59.0%		86.9%		95.2%	92.5%	67.0%	88.7%	75.2%	71.8%	31.9%		64.8%		30.6%	
		TUE	55.4%	51.7%	86.7%	69.8%	94.1%		93.9%	74.7%		67.2%		56.3%		26.9%		
		WED	49.6%		92.8%		93.1%		90.6%	67.1%		70.4%		52.0%		26.6%		
		THU	51.5%		84.8%		88.7%	88.8%	36.3%		68.6%	53.0%	25.8%		49.8%		18.6%	
		FRI	34.0%		61.5%		78.4%	76.0%	21.2%	56.2%	26.2%	51.6%	19.5%		46.0%		18.8%	
		SAT	27.2%	35.2%	27.9%	66.0%	32.0%	75.0%			78.0%		68.3%		55.5%		26.7%	
		Departure Terminal	Day	07:25	09:00	09:40	11:10	12:00	13:35	14:15	15:45	16:30	17:50	18:35	19:55	20:40	21:50	22:35
		Horseshoe Bay	SUN	33.6%		68.8%		76.4%		74.2%	52.5%	29.4%	46.0%	25.2%	38.8%	19.4%		16.5%
	MON		61.8%		73.1%		76.6%	68.7%	32.9%	37.6%	69.1%	45.8%	18.7%		40.9%		14.8%	
	TUE		61.1%		67.5%		74.8%		79.7%	67.7%		74.1%		50.2%		22.6%		
	WED		63.2%		72.6%		82.7%		84.6%	76.3%		82.5%		59.4%		28.4%		
	THU		68.3%		80.9%		81.7%	84.0%	49.7%		85.2%	87.9%	37.8%		63.8%		25.7%	
	FRI		73.5%		86.0%		85.5%	86.7%	71.6%	86.2%	49.4%	82.0%	31.3%		71.3%		22.7%	
SAT	73.0%		82.5%	35.9%	78.0%	33.4%	71.2%			79.5%		65.1%		35.9%		15.8%		

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ROUTE-SPECIFIC INFORMATION

ROUTE 3 | Langdale – Horseshoe Bay

Average of Vehicle Utilized Capacity (%)

Route 3: Langdale – Horseshoe Bay			Sailing Time							
Season	Departure Terminal	Day	06:20	08:20	10:20	12:20	14:30	16:30	18:30	20:20
Off-Peak	Langdale	SUN	13.3%	36.2%	65.5%	74.9%	83.6%	68.4%	61.2%	36.0%
		MON	53.2%	73.5%	67.2%	60.5%	56.5%	39.8%	31.8%	16.3%
		TUE	46.1%	75.0%	66.3%	53.7%	50.5%	38.3%	31.6%	14.9%
		WED	44.2%	73.4%	64.8%	54.7%	53.7%	37.8%	30.4%	13.3%
		THU	42.5%	73.2%	65.1%	60.7%	56.9%	44.0%	37.1%	15.2%
		FRI	34.0%	57.0%	61.6%	64.9%	57.4%	45.6%	38.3%	16.6%
		SAT	21.9%	58.7%	68.0%	58.2%	48.0%	39.5%	30.7%	17.2%
	Departure Terminal	Day	07:20	09:20	11:20	13:20	15:30	17:30	19:25	21:15
	Horseshoe Bay	SUN	16.4%	36.1%	40.2%	55.5%	63.9%	62.0%	44.0%	24.9%
		MON	50.5%	41.3%	43.7%	55.2%	64.4%	61.1%	32.0%	17.4%
		TUE	46.0%	36.8%	39.6%	52.7%	64.9%	62.5%	33.8%	18.2%
		WED	47.7%	37.4%	41.2%	53.8%	67.9%	68.1%	35.3%	19.0%
		THU	48.7%	42.1%	43.0%	62.1%	74.5%	75.0%	42.4%	25.0%
		FRI	42.0%	42.9%	49.3%	70.3%	80.8%	84.7%	62.3%	25.9%
SAT		31.5%	57.0%	54.4%	53.2%	57.0%	55.3%	36.7%	21.4%	

Route 3: Langdale – Horseshoe Bay			Sailing Time							
Season	Departure Terminal	Day	06:20	08:25	10:25	12:35	14:45	16:50	18:50	20:45
Shoulder	Langdale	SUN	16.0%	44.0%	80.9%	89.4%	91.5%	88.0%	81.8%	59.1%
		MON	59.7%	82.4%	85.2%	81.8%	70.4%	53.3%	48.4%	33.6%
		TUE	57.8%	85.2%	78.1%	68.8%	62.0%	48.1%	41.0%	21.4%
		WED	48.9%	82.2%	73.5%	68.7%	61.5%	42.5%	31.2%	18.5%
		THU	48.5%	82.1%	74.9%	71.8%	65.3%	52.1%	46.5%	20.1%
		FRI	38.1%	63.5%	67.9%	77.5%	65.5%	52.7%	44.3%	19.8%
		SAT	27.5%	65.3%	73.8%	61.4%	50.7%	44.0%	40.5%	24.1%
	Departure Terminal	Day	07:20	09:25	11:30	13:35	15:50	17:50	19:50	21:45
	Horseshoe Bay	SUN	23.2%	45.8%	51.8%	61.7%	67.8%	66.7%	51.4%	22.1%
		MON	55.8%	50.4%	57.6%	68.1%	73.3%	58.6%	36.5%	17.9%
		TUE	53.6%	45.6%	52.5%	62.6%	76.5%	62.2%	34.8%	19.5%
		WED	56.2%	47.9%	47.5%	66.1%	78.5%	56.4%	37.7%	20.9%
		THU	59.6%	55.2%	59.0%	78.8%	85.6%	87.8%	53.3%	25.1%
		FRI	57.6%	59.3%	74.4%	87.6%	86.0%	89.1%	82.9%	46.0%
SAT		54.5%	81.7%	74.2%	68.7%	65.4%	58.2%	38.8%	20.7%	

Round Trip Sailings between Langdale and Horseshoe Bay									
Day	Sailing 1	Sailing 2	Sailing 3	Sailing 4	Sailing 5	Sailing 6	Sailing 7	Sailing 8	Sailing 9
SUN	18.8%	43.9%	62.4%	70.7%	70.5%	63.3%	54.7%	34.1%	
MON	54.9%	63.8%	64.1%	63.7%	64.5%	48.8%	38.3%	20.0%	27.3%
TUE	50.8%	62.0%	61.9%	62.6%	62.8%	55.3%	37.8%	19.0%	
WED	49.5%	62.9%	61.3%	63.6%	64.9%	57.0%	37.7%	19.1%	
THU	50.2%	64.8%	62.8%	64.9%	69.0%	58.5%	45.2%	21.1%	
FRI	43.0%	56.4%	63.9%	69.1%	64.5%	60.2%	54.7%	23.7%	
SAT	34.1%	56.6%	59.0%	60.9%	58.6%	51.8%	37.2%	20.3%	

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ROUTE 4 | Swartz Bay – Fulford Harbour

ROUTE 4 service connects Salt Spring Island (via Fulford Harbour) with Swartz Bay

SERVICE	CONSIDERATIONS	
<p>Crossing time: 35 minutes</p> <p>Peak:</p> <ul style="list-style-type: none"> 8 round trips Monday to Friday 9 round trips Saturday 7 round trips Sunday <p>Off-Peak:</p> <ul style="list-style-type: none"> 8 round trips Monday-Saturday 7 round trips Sunday <p>Number of round trips per year: 2,880</p>	<p>2011/2012 Financial Performance (before taxpayer contributions): \$5.37 million shortfall</p> <ul style="list-style-type: none"> Total operating revenue: \$6,645,000 Total operating expenses: \$12,011,000 Shortfall per vehicle carried, before taxpayer contribution: \$18.41 <p>Average Annual Capacity Utilization (2011/2012): 54.4%</p> <p>Detailed Sailing Utilization: See utilization table below</p>	<p>Additional Information:</p> <ul style="list-style-type: none"> Strong demand from commuters (work or school)

Average of Vehicle Utilized Capacity (%)

Route 4: Swartz Bay – Fulford Harbour			Sailing Time													
Season	Departure Terminal	Day	07:00	08:30	09:00	10:00	11:00	11:30		13:00	13:10	15:00	17:00	19:00	21:00	
Peak	Swartz Bay	SUN			48.3%		56.7%			46.4%		46.7%	50.5%	46.2%	28.0%	
		MON	40.6%		58.1%		52.8%			50.1%		61.8%	68.5%	44.9%	30.4%	
		TUE	55.1%		76.6%		64.6%			59.6%		73.5%	89.1%	56.1%	32.5%	
		WED	58.0%		77.7%		62.8%			60.9%		76.4%	95.6%	61.3%	39.3%	
		THU	62.7%		85.2%		68.5%			62.2%		72.8%	95.7%	61.3%	43.6%	
		FRI	50.8%		77.4%		72.9%			78.0%		85.8%	96.6%	89.5%	41.5%	
		SAT	28.0%	83.3%		104.0%		97.5%			86.3%	50.9%	54.8%	46.2%	30.4%	
		Departure Terminal	Day	06:15	07:45	07:50	09:15	09:50	10:45	11:50	12:15	13:50	14:00	15:50	17:50	19:50
		Fulford Harbour (Salt Spring Island)	SUN	20.2%				82.6%		93.5%		81.0%		88.8%	75.5%	37.8%
	MON		36.8%		71.6%		98.1%		91.2%		61.6%		57.6%	48.5%	19.0%	
	TUE		31.2%		88.3%		99.5%		89.3%		59.9%		69.2%	52.2%	17.0%	
	WED		32.0%		79.9%		99.0%		88.0%		66.6%		79.3%	49.2%	19.8%	
	THU		28.5%		81.2%		103.0%		91.0%		71.9%		71.3%	51.8%	18.1%	
	FRI		25.8%		66.4%		80.3%		80.1%		57.6%		64.2%	43.4%	16.1%	
SAT	13.3%		32.7%		44.4%		50.2%		55.9%		71.1%	97.2%	92.5%	47.8%		

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10 % < 20 %
20 % < 40 %
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ROUTE 4 | Swartz Bay – Fulford Harbour

Average of Vehicle Utilized Capacity (%)

Route 4: Swartz Bay – Fulford Harbour			Sailing Time							
Season	Departure Terminal	Day	07:00	09:00	11:00	13:00	15:00	17:00	19:00	21:00
Off-Peak	Swartz Bay	SUN		38.2%	41.8%	37.0%	41.5%	54.8%	44.7%	26.2%
		MON	42.0%	49.3%	38.3%	41.8%	58.9%	76.3%	40.7%	23.3%
		TUE	50.6%	59.2%	38.8%	46.7%	67.5%	84.7%	41.9%	24.1%
		WED	55.8%	64.9%	41.1%	47.3%	70.0%	88.2%	46.6%	29.1%
		THU	54.2%	69.8%	45.9%	48.7%	70.3%	93.2%	54.9%	35.6%
		FRI	43.1%	64.9%	47.8%	59.1%	76.9%	97.6%	70.1%	37.8%
		SAT	21.1%	61.7%	67.0%	54.6%	50.0%	65.7%	46.3%	26.6%
	Departure Terminal	Day	06:15	07:50	09:50	11:50	13:50	15:50	17:50	19:50
	Fulford Harbour (Salt Spring Island)	SUN	12.8%		66.4%	59.7%	57.0%	59.8%	48.3%	25.1%
		MON	33.0%	63.9%	84.4%	72.6%	50.7%	53.7%	35.1%	12.1%
		TUE	30.0%	77.2%	94.2%	69.5%	52.3%	50.8%	34.2%	10.5%
		WED	31.0%	75.6%	90.7%	70.1%	51.6%	56.5%	35.4%	12.9%
		THU	29.4%	73.5%	94.0%	74.5%	58.0%	59.0%	34.1%	10.8%
		FRI	24.1%	61.5%	82.6%	70.2%	54.5%	53.4%	33.3%	10.8%
SAT		11.2%	45.5%	71.9%	54.7%	44.4%	57.5%	41.9%	19.5%	

Round Trip Sailings between Swartz Bay and Fulford Harbour									
Day	Sailing 1	Sailing 2	Sailing 3	Sailing 4	Sailing 5	Sailing 6	Sailing 7	Sailing 8	Sailing 9
SUN	14.7%	39.7%	58.0%	53.8%	52.9%	60.4%	50.1%	27.5%	
MON	37.8%	58.7%	64.9%	60.6%	56.5%	64.5%	40.1%	19.4%	
TUE	41.0%	71.8%	70.4%	62.2%	61.6%	70.6%	42.1%	19.2%	
WED	43.8%	72.4%	69.6%	62.6%	63.5%	76.1%	44.6%	23.2%	
THU	42.8%	74.5%	73.9%	65.3%	66.2%	77.9%	47.5%	25.1%	
FRI	34.8%	65.5%	68.2%	68.5%	67.3%	76.8%	55.6%	25.5%	
SAT	17.3%	54.7%	70.6%	59.4%	53.2%	61.5%	52.1%	34.6%	39.1%



ROUTE 5 | Swartz Bay – Gulf Islands

ROUTE 5 Swartz Bay-Gulf Islands connects Pender, Saturna, Mayne and Galiano Islands to Swartz Bay on Vancouver Island; connections in Swartz Bay with Swartz Bay – Tsawwassen allows travel to the Lower Mainland

SERVICE	CONSIDERATIONS	
<p>Crossing time: 40 minutes (direct to Pender Island from Swartz Bay) 2 hours (Swartz Bay to Galiano Island with two stops)</p> <ul style="list-style-type: none"> Includes direct, indirect and transfer service to/from Pender, Mayne, Saturna, Galiano and Swartz Bay <p>Number of round trips per year: 3,491</p>	<p>2011/2012 Financial Performance (before taxpayer contributions): \$14.65 million shortfall</p> <ul style="list-style-type: none"> Total operating revenue: \$6,065,000 Total operating expenses: \$20,712,000 Shortfall per vehicle carried, before taxpayer contribution: \$60.79 <p>Annual Utilization (2011/2012): 36.4%</p> <p>Round-Trip Utilization (2011/2012): See below table based on departures/arrivals at larger center – Swartz Bay</p>	<p>Additional Information:</p> <ul style="list-style-type: none"> Strong demand from commuters (work or school)

Average of Vehicle Utilized Capacity (%)

Route 5: Swartz Bay – Gulf Islands				Sailing to Southern Gulf Islands				
Season	Departure Terminal	Route	Day	1	2	3	4	5
Peak	Swartz Bay	5	SUN	2.0%	27.1%	57.4%	30.1%	31.6%
			MON	6.0%	22.5%	71.2%	54.8%	66.8%
			TUE	10.0%	23.6%	77.7%	68.5%	71.1%
			WED	9.2%	23.8%	82.1%	74.2%	77.7%
			THU	12.5%	29.2%	88.2%	79.5%	86.9%
			FRI	6.3%	21.9%	75.8%	76.9%	42.1%
			SAT	11.2%	74.8%	63.5%	28.7%	11.0%
		5a	SUN	12.7%	14.0%	21.4%	41.0%	10.3%
			MON	12.6%	50.3%	44.6%	52.4%	37.1%
			TUE	11.7%	69.2%	52.5%	51.7%	44.8%
			WED	11.5%	73.2%	50.6%	62.8%	41.1%
			THU	12.3%	87.2%	53.4%	75.2%	64.8%
			FRI	7.9%	64.5%	60.5%	73.8%	83.2%
			SAT	10.6%	65.9%	45.3%	42.6%	

Dangerous Cargo sailings occur every 2nd Monday and Wednesday in peak season - counted in Average utilization

Route 5: Swartz Bay – Gulf Islands				Sailing to Swartz Bay				
Season	Departure Terminal	Route	Day	1	2	3	4	5
Peak	Southern Gulf Islands	5	SUN	31.8%	83.3%	72.9%	18.9%	20.0%
			MON	70.5%	71.4%	38.5%	23.0%	6.6%
			TUE	89.2%	65.1%	36.4%	24.7%	4.4%
			WED	91.5%	59.8%	33.8%	22.9%	5.8%
			THU	90.6%	72.1%	39.0%	23.7%	5.3%
			FRI	53.6%	56.3%	27.0%	16.8%	3.3%
			SAT	61.9%	47.8%	31.2%	9.5%	6.0%
		5a	SUN	36.6%	62.9%	65.1%	26.9%	13.1%
			MON	69.3%	86.0%	73.9%	43.1%	12.5%
			TUE	82.5%	91.5%	65.2%	51.5%	7.1%
			WED	91.1%	88.1%	63.9%	54.2%	5.8%
			THU	87.2%	88.7%	72.8%	48.8%	4.4%
			FRI	46.6%	67.3%	42.6%	35.6%	13.0%
			SAT	18.4%	27.9%	44.6%	11.1%	

Dangerous Cargo sailings occur every 2nd Monday and Wednesday in peak season - counted in Average utilization

< 10 %
10 % < 20 %
20 % < 40 %
40 % < 60 %
60 % < 80 %
80 % < 100 %
> 100 %

ROUTE 5 | Swartz Bay – Gulf Islands

Average of Vehicle Utilized Capacity (%)

Route 5: Swartz Bay – Gulf Islands				Sailing to Southern Gulf Islands							
Season	Departure Terminal	Route	Day	1	2	3	4	5	6	7	
Off-Peak	Swartz Bay	5	SUN	6.5%	27.1%	34.9%	21.2%	2.9%			
			MON	6.2%	23.9%	17.0%	53.2%	48.2%	45.4%		
			TUE	7.5%	28.8%	15.1%	59.3%	62.5%	54.6%		
			WED	7.6%	30.9%	16.3%	60.8%	59.4%	58.4%		
			THU	10.2%	35.4%	18.8%	69.6%	66.0%	64.1%	18.4%	
			FRI	5.1%	29.0%	20.8%	65.0%	49.6%	52.9%	12.7%	
			SAT	4.5%	43.6%	49.3%	37.4%				
		5a	SUN	DC	11.5%	31.2%	10.3%				
			MON	4.3%	25.1%	38.9%	29.9%	8.0%			
			TUE	8.1%	28.2%	42.4%	34.1%				
			WED	7.8%	33.5%	44.5%	38.1%				
			THU	9.0%	28.1%	55.8%	38.2%				
			FRI	6.6%	29.1%	58.4%	50.3%				
			SAT	6.1%	33.6%	43.5%	22.0%				

DC - Dangerous Cargo sailing; no passengers permitted

Route 5: Swartz Bay – Gulf Islands				Sailing to Swartz Bay							
Season	Departure Terminal	Route	Day	1	2	3	4	5	6	7	
Off-Peak	Southern Gulf Islands	5	SUN	37.1%	71.3%	46.9%	10.7%	5.7%			
			MON	51.6%	41.3%	29.8%	27.3%	13.4%	1.9%		
			TUE	63.6%	51.6%	32.1%	25.5%	14.2%	2.3%		
			WED	66.4%	50.1%	27.8%	26.3%	16.3%	1.5%		
			THU	66.7%	50.8%	31.3%	30.5%	14.8%	1.7%	0.0%	
			FRI	45.8%	41.7%	24.6%	29.0%	17.5%	6.9%	1.4%	
			SAT	51.7%	43.1%	28.8%	4.7%				
		5a	SUN	DC	42.0%	13.7%	5.4%				
			MON	63.0%	83.8%	34.8%	4.7%	5.0%			
			TUE	77.3%	84.5%	30.8%	3.3%				
			WED	78.8%	80.3%	28.8%	3.2%				
			THU	79.3%	87.1%	31.2%	3.5%				
			FRI	57.4%	83.2%	13.9%	3.7%				
			SAT	12.9%	14.2%	19.7%	5.0%				

DC - Dangerous Cargo sailing; no passengers permitted



ROUTE 6 | Vesuvius Harbour – Crofton

ROUTE 6 service connects Salt Spring Island (via Vesuvius Bay) with Crofton on Vancouver Island

SERVICE	CONSIDERATIONS	
<p>Crossing time: 20 minutes</p> <p>Year Round:</p> <ul style="list-style-type: none"> 14 round trips Monday-Saturday 13 round trips Sunday <p>Number of round trips per year: 5,046</p>	<p>2011/2012 Financial Performance (before taxpayer contributions): \$4.98 million shortfall</p> <ul style="list-style-type: none"> Total operating revenue: \$5,146,000 Total operating expenses: \$10,129,000 Loss per vehicle carried, before taxpayer contribution: \$21.31 <p>Average Annual Capacity Utilization (2011/2012): 36.1%</p> <p>Detailed Sailing Utilization: See utilization table below</p>	<p>Additional Information:</p> <ul style="list-style-type: none"> Strong demand from commuters (work or school) Seasonal (high usage during peak season)

Average of Vehicle Utilized Capacity (%)

Route 6: Vesuvius Harbort – Crofton			Sailing Time																
Season	Departure Terminal	Day	06:30	07:35	08:40	09:45	10:50	11:55	13:00	14:05	14:35	15:40	16:45	17:50	18:55	20:00	21:00	22:00	
Peak	Crofton	SUN			22.3%	20.3%	27.6%	31.9%	33.8%	37.4%		56.0%	51.0%	49.4%	41.1%	29.3%	20.8%	9.0%	
		MON	34.4%	33.6%	37.3%	DC	48.6%	37.8%	37.3%		55.7%	53.1%	48.5%	47.1%	25.5%	24.2%	19.3%		
		TUE	34.4%	50.6%	46.5%	36.8%	31.9%	39.0%	40.6%		59.5%	55.9%	57.6%	50.6%	27.3%	27.1%	19.8%		
		WED	32.1%	51.7%	46.8%	DC	56.0%	35.8%	43.3%		59.7%	60.3%	57.6%	54.8%	27.4%	22.5%	18.5%		
		THU	40.4%	44.6%	59.8%	DC	58.5%	44.8%	42.2%		56.3%	61.8%	63.1%	50.1%	30.2%	29.6%	26.0%		
		FRI		55.8%	42.2%	33.7%	40.5%	41.4%	42.4%	47.9%		68.9%	66.2%	55.6%	38.3%	29.3%	21.5%	12.6%	
		SAT		23.1%	44.2%	67.6%	65.6%	59.9%	47.1%	39.7%		51.9%	43.1%	44.2%	31.6%	24.4%	19.7%	11.2%	
		Departure Terminal	Day	06:00	07:00	08:05	09:10	10:15	11:20	12:25	13:30	14:00	15:05	16:10	17:15	18:20	19:25	20:30	21:30
		Vesuvius (Saltspring Island)	SUN		31.0%		62.3%	53.8%	53.6%	48.0%	44.6%		57.4%	42.1%	35.0%	24.1%	16.9%	13.6%	7.8%
	MON		10.4%	27.8%	46.7%	63.2%	64.2%	56.6%	59.2%		DC	75.2%	47.2%	37.9%	15.8%	9.8%	8.4%		
	TUE		15.2%	24.2%	52.9%	71.4%	71.7%	54.6%	51.5%		62.1%	54.4%	50.6%	39.6%	15.6%	8.8%	8.0%		
	WED		11.0%	33.6%	55.8%	72.9%	72.5%	60.6%	52.2%		52.0%	65.6%	DC	64.4%	17.9%	7.9%	10.2%		
	THU		11.9%	23.0%	57.2%	76.4%	70.3%	63.8%	62.5%		DC	81.9%	70.4%	44.0%	19.4%	11.3%	9.8%		
	FRI			31.3%	40.3%	65.1%	66.8%	70.7%	62.9%	58.0%		67.8%	54.0%	43.6%	20.0%	8.7%	7.1%	4.9%	
SAT			23.7%	31.1%	57.0%	62.9%	47.9%	46.3%	44.9%		71.7%	69.9%	57.5%	29.1%	17.7%	13.9%	11.6%		

DC - Dangerous Cargo sailing; no passengers permitted

< 10 %
10 % < 20 %
20 % < 40 %
40 % < 60 %
60 % < 80 %
80 % < 100 %
> 100 %

ROUTE 6 | Vesuvius Harbour – Crofton

Average of Vehicle Utilized Capacity (%)

Route 6: Vesuvius Harbour – Crofton			Sailing Time															
Season	Departure Terminal	Day	06:30	07:35	08:40	09:45	10:50	11:55	13:00	14:05	14:35	15:40	16:45	17:50	18:55	20:00	21:00	22:00
Off-Peak	Crofton	SUN			17.1%	15.8%	19.1%	20.7%	23.9%	29.5%		48.2%	41.9%	39.1%	28.6%	22.4%	14.3%	6.2%
		MON	32.9%	38.2%	37.6%	DC	40.6%	26.3%	30.9%		48.1%	51.4%	41.7%	36.5%	21.6%	15.1%	9.7%	
		TUE	30.1%	48.6%	42.4%	31.3%	27.2%	27.3%	34.5%		46.7%	48.9%	52.9%	41.4%	21.2%	18.3%	12.7%	
		WED	25.3%	47.8%	46.4%	DC	37.1%	29.0%	33.1%		47.9%	53.9%	52.8%	39.9%	18.8%	18.5%	12.0%	
		THU	30.4%	46.1%	47.5%	DC	48.3%	27.2%	31.9%		52.8%	57.3%	54.2%	40.4%	24.4%	21.1%	19.9%	
		FRI		52.0%	41.6%	26.1%	25.7%	27.7%	31.4%	36.7%		63.7%	54.7%	46.0%	28.3%	22.3%	15.1%	11.6%
		SAT		15.9%	16.5%	23.0%	26.0%	29.8%	29.5%	33.0%		55.0%	48.0%	41.4%	26.6%	18.6%	12.7%	10.7%
	Vesuvius (Saltspring Island)	SUN		21.9%		46.2%	42.1%	36.7%	34.7%	32.1%		43.5%	26.1%	20.3%	14.3%	10.6%	6.3%	2.8%
		MON	12.4%	24.9%	42.0%	59.3%	53.8%	43.6%	41.4%		DC	63.1%	38.5%	27.9%	9.1%	5.0%	4.2%	
		TUE	12.0%	24.3%	46.3%	68.4%	63.3%	42.8%	47.0%		52.4%	45.5%	44.0%	31.7%	10.1%	5.9%	4.6%	
		WED	9.3%	27.1%	45.6%	70.8%	57.5%	44.1%	44.9%		45.2%	53.9%	DC	48.1%	9.5%	5.6%	5.0%	
		THU	10.2%	23.5%	45.6%	66.0%	59.8%	55.7%	57.4%		DC	74.1%	51.8%	32.1%	12.1%	6.3%	5.1%	
		FRI		25.9%	32.3%	60.6%	56.9%	53.3%	51.0%	46.4%		61.6%	43.3%	31.9%	12.6%	6.7%	4.6%	3.8%
		SAT		22.7%	29.3%	51.7%	51.4%	44.7%	36.5%	29.3%		38.6%	30.2%	22.1%	11.0%	8.8%	6.7%	4.4%

Round Trip Sailings between Crofton and Vesuvius Bay

Season	Day	Sailing 1	Sailing 2	Sailing 3	Sailing 4	Sailing 5	Sailing 6	Sailing 7	Sailing 8	Sailing 9	Sailing 10	Sailing 11	Sailing 12	Sailing 13	Sailing 14	Sailing 15
Off-Peak	SUN	20.4%	30.5%	30.2%	29.2%	29.7%	30.0%	44.5%	34.3%	30.3%	20.3%	16.1%	10.5%	4.6%		
	MON	22.3%	31.1%	39.1%	35.8%	46.3%	35.2%	35.9%	29.4%	56.5%	40.8%	32.7%	15.4%	10.1%	6.9%	
	TUE	21.0%	36.5%	44.4%	49.9%	45.2%	35.1%	40.8%	49.5%	47.2%	48.5%	36.6%	15.7%	12.1%	8.6%	
	WED	17.3%	37.5%	46.0%	40.4%	47.3%	36.6%	39.0%	46.5%	53.9%	31.3%	44.0%	14.2%	12.0%	8.5%	
	THU	20.3%	34.8%	46.5%	38.5%	54.1%	41.5%	44.7%	31.8%	65.7%	53.0%	36.2%	18.2%	13.7%	12.5%	
	FRI	39.0%	36.9%	43.3%	41.3%	40.5%	41.2%	42.4%	61.7%	48.1%	38.8%	20.3%	14.5%	9.8%	7.8%	
	SAT	19.3%	22.9%	37.4%	38.7%	37.2%	33.0%	31.2%	46.8%	39.1%	31.8%	18.8%	13.7%	9.7%	7.5%	
Peak	SUN	26.6%	41.3%	40.7%	42.8%	40.9%	41.0%	56.7%	46.6%	42.2%	32.6%	23.1%	17.2%	8.4%		
	MON	22.4%	30.7%	42.0%	37.7%	56.4%	47.2%	48.2%	33.8%	64.9%	48.3%	40.0%	20.3%	17.1%	13.9%	
	TUE	24.8%	37.4%	49.7%	54.1%	51.8%	46.8%	46.1%	60.8%	55.1%	54.1%	45.1%	21.5%	18.0%	13.9%	1.8%
	WED	21.5%	42.6%	51.3%	41.9%	64.3%	48.2%	47.8%	55.9%	63.0%	33.7%	59.6%	22.6%	15.2%	14.3%	
	THU	26.2%	33.8%	58.5%	44.1%	64.4%	54.3%	52.4%	34.2%	71.9%	66.8%	47.0%	24.8%	20.5%	17.5%	
	FRI	43.5%	41.3%	49.4%	53.7%	56.1%	52.6%	52.9%	68.4%	60.1%	49.6%	29.1%	19.0%	14.3%	8.7%	
	SAT	23.4%	37.7%	62.3%	64.2%	53.9%	46.7%	42.3%	61.8%	56.5%	50.8%	30.3%	21.1%	16.8%	11.4%	



DC - Dangerous Cargo sailing; no passengers permitted

ROUTE 7 | Earls Cove – Saltery Bay

ROUTE 7 service connects the Powell River area with the Sechelt Peninsula and the Lower Mainland via Langdale – Horseshoe Bay

SERVICE	CONSIDERATIONS	
<p>Crossing time: 50 minutes</p> <p>Peak:</p> <ul style="list-style-type: none"> 8 round trips Monday-Sunday <p>Off-Peak:</p> <ul style="list-style-type: none"> 8 round trips Monday-Saturday 7 round trips Sunday <p>Number of round trips per year: 2,878</p>	<p>2011/2012 Financial Performance (before taxpayer contributions): \$11.73 million shortfall</p> <ul style="list-style-type: none"> Total operating revenue: \$6,608,000 Total operating expenses: \$18,335,000 Shortfall per vehicle carried, before taxpayer contribution: \$68.31 <p>Average Annual Capacity Utilization (2011/2012): 28.0%</p> <p>Detailed Sailing Utilization: See utilization table below</p>	<p>Additional Information:</p> <ul style="list-style-type: none"> Strong demand from commuters (work or school) Tourism during peak season

Average of Vehicle Utilized Capacity (%)

Route 7: Earls Cove – Saltery Bay			Sailing Time								
Season	Departure Terminal	Day	08:15	10:35	12:50	15:10	17:35	19:40	21:35	23:25	
Peak	Earls Cove (Jervis Inlet)	SUN	13.7%	50.0%	67.0%	57.0%	48.6%	38.4%	26.4%	5.4%	
		MON	18.3%	58.7%	67.7%	55.3%	51.8%	33.8%	21.2%	7.0%	
		TUE	21.1%	56.9%	58.9%	54.3%	38.5%	27.3%	24.5%	7.8%	
		WED	22.7%	50.6%	52.6%	59.6%	45.1%	26.9%	26.2%	16.3%	
		THU	21.0%	67.6%	65.7%	56.4%	64.2%	38.2%	38.3%	10.4%	
		FRI	22.8%	80.1%	75.7%	59.6%	65.2%	42.9%	32.6%	12.0%	
		SAT	20.4%	74.1%	67.6%	50.7%	33.2%	29.6%	15.8%	5.0%	
	Saltery Bay (Jervis Inlet)	Departure Terminal	Day	07:15	09:25	11:40	14:00	16:30	18:40	20:35	22:30
		SUN	43.1%	66.9%	79.8%	84.9%	74.4%	48.6%	11.6%	4.4%	
		MON	58.4%	74.4%	66.6%	76.8%	55.4%	29.0%	5.9%	2.8%	
		TUE	53.1%	64.0%	54.8%	58.2%	37.7%	20.1%	4.2%	2.7%	
		WED	51.0%	54.1%	53.6%	52.3%	41.8%	20.4%	4.9%	2.8%	
		THU	54.7%	69.2%	50.8%	64.6%	46.8%	21.9%	4.2%	4.4%	
		FRI	47.4%	63.6%	55.0%	63.2%	44.3%	25.0%	3.3%	2.9%	
SAT	42.7%	61.0%	53.4%	52.7%	32.7%	19.2%	3.7%	3.6%			

Route 7: Earls Cove – Saltery Bay			Sailing Time *								
Season	Departure Terminal	Day	06:30	08:25	10:25	12:20	14:40	16:25	18:25	20:20	
Off-Peak	Earls Cove (Jervis Inlet)	SUN		6.1%	17.9%	30.5%	61.7%	35.9%	31.0%	8.0%	
		MON	6.4%	8.1%	32.4%	33.9%	57.4%	29.2%	22.9%	9.7%	
		TUE	5.6%	8.6%	29.4%	33.1%	58.0%	27.4%	21.7%	7.6%	
		WED	5.6%	11.6%	24.2%	28.4%	53.7%	24.0%	22.6%	12.5%	
		THU	5.9%	8.6%	30.9%	31.3%	57.4%	34.2%	29.1%	10.9%	
		FRI	5.0%	8.2%	33.6%	38.5%	60.9%	33.0%	28.4%	15.2%	
		SAT	5.5%	7.8%	31.1%	32.4%	36.7%	21.4%	16.6%	5.9%	
	Saltery Bay (Jervis Inlet)	Departure Terminal	Day	05:35	07:25	09:25	11:20	15:20	17:25	19:20	21:15
		SUN		25.3%	39.4%	45.7%	53.5%	30.1%	4.8%	3.1%	
		MON	22.3%	34.9%	43.0%	37.7%	42.3%	21.4%	4.1%	1.7%	
		TUE	21.5%	34.4%	44.0%	30.2%	40.0%	19.5%	3.4%	2.3%	
		WED	20.2%	28.8%	38.0%	28.0%	43.2%	20.5%	4.3%	1.7%	
		THU	19.8%	34.1%	48.8%	33.7%	51.3%	26.4%	3.8%	3.2%	
		FRI	18.1%	31.0%	45.7%	34.1%	43.2%	26.2%	4.5%	2.1%	
SAT	11.0%	27.6%	36.7%	22.8%	26.3%	12.9%	3.8%	2.7%			



* Off-Peak Holiday schedule is averaged in regular sailing times

ROUTE-SPECIFIC INFORMATION

Average of Vehicle Utilized Capacity (%)

Round Trip Sailings between Earls Cove and Saltery Bay								
Day	Sailing 1	Sailing 2	Sailing 3	Sailing 4	Sailing 5	Sailing 6	Sailing 7	Sailing 8
SUN	18.1%	34.4%	44.9%	60.2%	38.5%	22.9%	8.2%	4.9%
MON	20.1%	31.2%	44.1%	40.4%	50.6%	26.5%	13.5%	5.6%
TUE	18.1%	28.8%	40.2%	35.6%	46.4%	23.4%	12.7%	5.1%
WED	17.5%	26.4%	35.4%	33.6%	47.5%	22.5%	13.8%	7.6%
THU	17.7%	30.4%	43.4%	37.9%	54.6%	30.2%	17.4%	7.1%
FRI	16.8%	30.5%	43.9%	40.6%	52.6%	30.4%	16.7%	8.4%
SAT	12.9%	27.8%	38.6%	31.9%	31.8%	18.5%	10.1%	4.3%

< 10 %
10 % < 20%
20 % < 40%
40 % < 60%
60 % < 80%
80 % < 100%
> 100 %

ROUTE 8 | Horseshoe Bay – Bowen Island

ROUTE 8 service connects Bowen Island with Horseshoe Bay on the Lower Mainland

SERVICE	CONSIDERATIONS	
<p>Crossing time: 20 minutes</p> <p>Year Round:</p> <ul style="list-style-type: none"> 15.5 round trips Monday-Friday 14.5 round trips Saturday 15 round trips Sunday <p>Number of round trips per year: 5,569</p>	<p>2011/2012 Financial Performance (before taxpayer contributions): \$5.41 million shortfall</p> <ul style="list-style-type: none"> Total operating revenue: \$9,679,000 Total operating expenses: \$15,090,000 Shortfall per vehicle carried, before taxpayer contribution: \$11.21 <p>Average Annual Capacity Utilization (2011/2012): 51.6%</p> <p>Detailed Sailing Utilization: See utilization table below</p>	<p>Additional Information:</p> <ul style="list-style-type: none"> Strong demand from commuters (work or school)

Average of Vehicle Utilized Capacity (%)

Route 8: Horseshoe Bay – Bowen Island			Sailing Time																
Season	Departure Terminal	Day	–	06:00	07:00	08:00	09:05	10:05	11:05	12:10	14:35	15:45	16:45	17:50	18:50	19:50	20:45	21:45	
Peak	Horseshoe Bay	SUN		2.2%	7.2%	14.1%	33.8%	49.1%	68.5%	77.6%	85.9%	49.8%	49.2%	50.8%	41.8%	35.1%	31.4%	22.8%	
		MON		9.4%	43.4%	45.1%	36.3%	39.3%	53.4%	66.6%	97.0%	76.9%	85.6%	85.4%	65.3%	39.5%	37.5%	32.3%	
		TUE		9.5%	60.9%	53.6%	40.6%	41.3%	49.9%	64.7%	91.2%	94.9%	94.3%	100.2%	92.3%	57.3%	41.4%	33.8%	
		WED		8.8%	51.9%	64.8%	DC	68.1%	53.4%	59.9%	99.6%	93.5%	99.5%	100.5%	86.9%	56.1%	42.0%	41.0%	
		THU		13.6%	57.1%	57.3%	41.1%	49.2%	56.8%	70.1%	99.9%	102.3%	101.6%	101.9%	97.8%	76.6%	60.2%	46.1%	
		FRI		5.2%	43.8%	52.4%	38.2%	49.4%	71.5%	78.3%	101.0%	98.3%	97.5%	94.6%	97.1%	84.2%	53.4%	38.2%	
		SAT		3.9%	10.6%	28.6%	53.3%	68.8%	90.5%	99.4%	102.0%	94.1%	77.0%	73.4%	50.6%		54.0%	31.4%	
		Departure Terminal	Day	05:30	06:30	07:30	08:35	09:35	10:35	11:40	12:45	15:10	16:15	17:15	18:20	19:20	20:15	21:15	22:10
		Snug Cove (Bowen Island)	SUN		15.0%	29.5%	35.9%	49.8%	59.8%	79.8%	84.1%	96.8%	87.4%	83.4%	70.3%	58.1%	47.9%	35.4%	15.0%
	MON		53.8%	69.5%	81.9%	84.9%	84.2%	83.4%	76.7%	83.5%	85.2%	68.1%	67.8%	43.6%	21.2%	30.7%	19.8%	9.6%	
	TUE		49.8%	81.1%	93.5%	99.3%	95.8%	91.3%	77.8%	78.2%	92.3%	57.5%	63.5%	31.0%	18.0%	15.2%	14.1%	6.1%	
	WED		48.4%	70.3%	90.6%	98.6%	97.1%	82.5%	69.4%	73.8%	95.1%	DC	92.1%	43.3%	15.4%	15.3%	15.8%	6.6%	
	THU		49.8%	66.9%	86.9%	99.9%	101.2%	85.5%	79.1%	86.3%	93.0%	62.8%	68.2%	35.2%	21.1%	17.8%	12.8%	7.5%	
	FRI		32.9%	52.2%	68.1%	75.2%	63.4%	71.1%	65.8%	75.2%	86.4%	55.6%	47.6%	26.8%	20.0%	12.9%	12.9%	9.1%	
SAT	9.1%		22.2%	38.1%	54.3%	63.1%	57.0%	55.1%	63.1%	68.9%	51.4%	45.1%	51.2%		56.4%	33.5%	20.4%		

< 10 %
10 % < 20 %
20 % < 40 %
40 % < 60 %
60 % < 80 %
80 % < 100 %
> 100 %

DC – Dangerous Cargo sailings; no passengers permitted. Does not include charter service or service interruptions

ROUTE-SPECIFIC INFORMATION

ROUTE 8 | Horseshoe Bay – Bowen Island

Route 8: Horseshoe Bay – Bowen Island			Sailing Time															
Season	Departure Terminal	Day	–	06:00	07:00	08:00	09:00	10:00	11:00	12:00	14:25	15:30	16:30	17:30	18:30	19:30	20:30	21:35
Off-Peak	Horseshoe Bay	SUN		1.1%	6.0%	10.4%	22.2%	27.7%	35.7%	56.5%	67.8%	52.9%	51.2%	50.0%	41.1%	32.7%	30.2%	30.8%
		MON		6.4%	47.2%	51.1%	29.4%	27.6%	31.7%	43.8%	87.5%	68.9%	81.0%	88.5%	70.4%	39.0%	33.5%	36.5%
		TUE		6.6%	51.2%	54.8%	30.5%	33.3%	30.7%	43.1%	86.5%	74.6%	92.2%	98.4%	89.8%	52.7%	39.8%	40.6%
		WED		6.6%	45.7%	57.4%	DC	47.7%	31.9%	41.7%	88.1%	76.4%	92.2%	98.8%	83.6%	52.7%	42.5%	40.6%
		THU		12.1%	51.4%	57.6%	34.2%	31.4%	33.5%	50.1%	91.7%	81.4%	97.7%	101.7%	95.6%	67.5%	49.2%	49.6%
		FRI		4.8%	41.5%	51.3%	30.1%	33.5%	39.5%	57.6%	90.1%	80.3%	91.7%	97.6%	92.7%	62.8%	47.2%	45.1%
		SAT		1.9%	7.9%	21.7%	34.0%	33.3%	46.4%	71.0%	83.7%	70.4%	73.1%	78.3%	66.6%		52.8%	34.6%
	Departure Terminal	Day	05:30	06:30	07:30	08:30	09:30	10:30	11:30	12:30	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00
	Snug Cove (Bowen Island)	SUN		11.3%	22.1%	33.5%	47.2%	53.5%	63.4%	88.6%	83.2%	51.5%	42.0%	25.8%	18.6%	22.9%	20.7%	8.2%
		MON	51.1%	80.1%	92.6%	94.0%	82.4%	69.0%	61.4%	70.8%	73.5%	49.4%	47.6%	24.5%	10.4%	9.9%	9.0%	4.8%
		TUE	48.2%	77.1%	94.4%	99.5%	97.0%	73.3%	58.8%	73.3%	78.0%	44.3%	51.8%	23.8%	13.3%	8.2%	6.7%	2.5%
		WED	40.6%	69.2%	95.6%	98.3%	92.6%	68.7%	53.8%	70.5%	82.9%	DC	76.1%	23.9%	9.7%	7.2%	6.4%	3.4%
		THU	39.1%	65.0%	95.9%	99.3%	97.0%	83.7%	65.2%	79.4%	83.0%	46.6%	55.3%	22.4%	13.6%	8.3%	8.6%	3.9%
		FRI	35.2%	57.2%	78.3%	76.6%	70.3%	60.3%	56.9%	75.3%	82.9%	50.9%	46.9%	21.2%	11.4%	8.9%	9.2%	5.8%
SAT		6.3%	18.6%	38.8%	61.7%	68.4%	66.3%	64.0%	74.6%	61.0%	40.0%	35.5%	28.1%		23.0%	10.4%	12.9%	
Season	Departure Terminal	Day	–	06:00	07:00	08:00	09:05	10:05	11:05	12:10	14:35	15:45	16:45	17:50	18:50	19:50	20:45	21:45
Shoulder	Horseshoe Bay	SUN		2.0%	7.2%	19.0%	33.2%	40.6%	50.5%	68.8%	69.2%	56.3%	52.0%	55.9%	47.2%	36.8%	32.9%	29.9%
		MON		8.8%	58.5%	52.4%	33.3%	35.8%	43.6%	53.2%	97.8%	81.4%	80.4%	82.5%	63.2%	34.2%	33.9%	32.0%
		TUE		12.6%	62.7%	56.8%	34.6%	35.0%	38.0%	51.9%	92.7%	85.1%	93.2%	99.8%	87.0%	54.4%	40.7%	38.0%
		WED		10.1%	57.9%	67.8%	DC	54.8%	41.0%	51.1%	99.9%	87.8%	96.2%	98.0%	72.2%	47.0%	36.4%	35.2%
		THU		22.0%	61.6%	71.2%	41.1%	33.2%	43.9%	58.7%	98.3%	88.0%	99.8%	101.1%	92.4%	66.5%	49.8%	47.0%
		FRI		10.3%	52.9%	56.6%	40.0%	41.8%	50.0%	69.8%	97.6%	97.2%	100.8%	101.4%	98.8%	75.7%	49.8%	40.8%
		SAT		3.3%	10.5%	28.1%	48.8%	53.3%	71.0%	90.7%	95.3%	86.6%	82.9%	78.9%	64.3%		52.2%	37.2%
	Departure Terminal	Day	05:30	06:30	07:30	08:35	09:35	10:35	11:40	12:45	15:10	16:15	17:15	18:20	19:20	20:15	21:15	22:10
	Snug Cove (Bowen Island)	SUN		12.8%	25.8%	38.2%	52.5%	61.1%	76.9%	85.4%	94.0%	66.2%	60.5%	46.9%	37.2%	40.9%	30.9%	12.9%
		MON	53.7%	82.0%	85.8%	86.3%	82.4%	80.1%	68.6%	81.3%	87.0%	67.0%	68.7%	32.5%	17.7%	19.1%	14.5%	6.5%
		TUE	49.9%	87.5%	98.3%	102.4%	99.6%	77.6%	68.5%	79.1%	83.1%	56.3%	61.7%	27.2%	14.6%	11.6%	11.3%	4.3%
		WED	45.5%	74.8%	95.4%	99.8%	97.6%	72.9%	53.0%	69.0%	94.4%	DC	81.2%	28.7%	11.5%	11.2%	10.6%	5.9%
		THU	41.7%	74.6%	97.6%	101.7%	99.4%	72.9%	67.6%	77.8%	91.2%	68.1%	68.1%	34.7%	14.2%	11.6%	10.5%	4.6%
		FRI	38.9%	64.9%	86.8%	83.6%	67.9%	56.8%	61.1%	77.8%	87.0%	64.0%	50.9%	26.1%	16.6%	12.7%	9.4%	7.3%
SAT		9.3%	23.3%	53.8%	67.1%	74.3%	74.0%	60.3%	65.5%	62.9%	45.7%	41.2%	37.8%		38.1%	23.4%	18.4%	

DC – Dangerous Cargo sailings; no passengers permitted. Does not include charter service or service interruptions

ROUTE-SPECIFIC INFORMATION

< 10 %
10 % < 20 %
20 % < 40 %
40 % < 60 %
60 % < 80 %
80 % < 100 %
> 100 %

ROUTE 8 | Horseshoe Bay – Bowen Island

Average of Vehicle Utilized Capacity (%)

Round Trip Sailings between Horseshoe Bay and Bowen Island																
Day	Sailing 1	Sailing 2	Sailing 3	Sailing 4	Sailing 5	Sailing 6	Sailing 7	Sailing 8	Sailing 9	Sailing 10	Sailing 11	Sailing 12	Sailing 13	Sailing 14	Sailing 15	Sailing 16
SUN	7.4%	15.7%	24.5%	39.1%	47.1%	59.1%	74.9%	77.2%	55.5%	52.3%	45.0%	36.9%	33.3%	28.0%	18.9%	
MON	24.7%	43.5%	70.2%	71.4%	59.0%	54.7%	53.2%	64.0%	82.6%	64.0%	67.5%	56.9%	40.9%	26.4%	22.0%	20.4%
TUE	24.4%	44.4%	75.3%	77.6%	65.3%	56.2%	50.0%	62.2%	85.2%	65.1%	74.6%	62.1%	52.0%	32.0%	24.7%	21.2%
WED	21.5%	39.1%	71.9%	79.7%	52.0%	62.6%	47.2%	58.9%	90.0%	45.5%	87.3%	63.8%	46.6%	30.9%	25.1%	22.1%
THU	20.8%	41.0%	74.6%	80.2%	67.7%	58.5%	54.3%	68.1%	90.7%	70.5%	79.7%	64.5%	55.2%	39.9%	30.6%	26.6%
FRI	17.5%	32.3%	61.6%	65.8%	51.7%	50.6%	54.5%	69.2%	87.9%	70.5%	70.8%	60.7%	54.0%	39.9%	29.6%	24.9%
SAT	3.7%	11.4%	25.4%	42.9%	54.7%	55.1%	60.7%	75.5%	75.2%	60.9%	57.5%	56.0%	48.1%	35.3%	25.4%	20.3%



ROUTE 9 | Tsawwassen – Southern Gulf Islands

ROUTE 9 service connects Salt Spring Island (via Long Harbour) with Tsawwassen on the Lower Mainland. Connections are also made with Galiano, Mayne and Pender Islands. Transfers from Saturna Island at Mayne allow Saturna residents to travel to the Lower Mainland without going through Swartz Bay.

SERVICE	CONSIDERATIONS	
<p>Crossing time: 3 hours (Long Harbour to Tsawwassen with 3 stops)</p> <p>Peak:</p> <ul style="list-style-type: none"> 4 round trip sailings Monday/Thursday/Friday/Saturday/Sunday 2 round trip sailings Tuesday/Wednesday <p>Off-Peak:</p> <ul style="list-style-type: none"> 2 round trip sailings daily <p>Number of round trips per year: 830</p>	<p>2011/2012 Financial Performance (before taxpayer contributions): \$9.69 million shortfall</p> <ul style="list-style-type: none"> Total operating revenue: \$12,798,000 Total operating expenses: \$22,490,000 Shortfall per vehicle carried, before taxpayer contribution: \$65.49 <p>Annual Utilization (2011/2012): 43.1%</p> <p>Round-Trip Utilization (2011/2012): See below table based on departures/arrivals at larger center - Tsawwassen</p>	<p>Additional Information:</p> <ul style="list-style-type: none"> Strong demand on weekends Supplementary service is provided in the summer Vessel replacement planned in the next few years

Average of Vehicle Utilized Capacity (%)

Route 9: Tsawwassen – Southern Gulf Islands				Sailing to Southern Gulf Islands					
Season	Departure Terminal	Route	Day	1	2	3			
Peak	Tsawwassen	9	SUN	45.3%	13.8%				
			MON	68.4%	28.0%				
			TUE	75.6%	43.0%				
			WED	77.2%	56.4%				
			THU	85.5%	78.8%				
			FRI	95.1%	75.2%				
			SAT	67.9%	11.9%				
		9a	SUN	45.3%	53.5%				
			MON	67.4%	40.9%				
			THU	92.2%	90.7%				
			FRI	101.1%	98.9%	72.1%			
			SAT	86.2%	49.6%				
			Route 9: Tsawwassen – Southern Gulf Islands				Sailing to Tsawwassen		
			Season	Departure Terminal	Route	Day	1	2	3
Peak	Southern Gulf Islands	9	SUN	57.5%	80.8%				
			MON	72.6%	90.5%				
			TUE	60.7%	76.5%				
			WED	52.7%	75.3%				
			THU	55.7%	67.1%				
			FRI	48.5%	30.4%				
			SAT	25.8%	50.5%				
		9a	SUN	89.9%	78.7%				
			MON	93.2%	39.4%				
			THU	79.5%	19.0%				
			FRI	83.6%	17.9%				
			SAT	80.0%	22.5%	0.0%			
			Route 9: Tsawwassen – Southern Gulf Islands				Sailings		
			Season	Departure Terminal	Route	Day	1	2	
Off-Peak	Tsawwassen	9	SUN	34.6%	14.5%				
			MON	42.3%	25.6%				
			TUE	34.9%	27.4%				
			WED	34.2%	31.6%				
			THU	47.4%	59.2%				
			FRI	64.7%	45.2%				
			SAT	36.8%	14.8%				
	Southern Gulf Islands	9	SUN	42.6%	58.1%				
			MON	54.0%	60.2%				
			TUE	41.1%	41.3%				
			WED	36.7%	33.4%				
			THU	34.9%	40.2%				
			FRI	34.4%	17.3%				
			SAT	17.3%	32.0%				

< 10 %
10 % < 20 %
20 % < 40 %
40 % < 60 %
60 % < 80 %
80 % < 100 %
> 100 %

ROUTE 10 | Port Hardy – Mid Coast – Prince Rupert

ROUTE 10 summer service (Klemtu and Bella Bella) connects Prince Rupert and Port Hardy on the northern tip of Vancouver Island; the season starts in mid-May and continues to the end of September. Winter service connects Prince Rupert, Bella Bella, Klemtu, Ocean Falls, Shearwater and Port Hardy; the season starts in mid-September and continues to mid-June.

SERVICE	CONSIDERATIONS	
<p>Crossing time: 15-21 hours depending on number of stops</p> <p>Peak:</p> <ul style="list-style-type: none"> 3.5 round trips per week <p>Off-Peak:</p> <ul style="list-style-type: none"> 1.5 round trips per week <p>Shoulder (May, June, September)</p> <ul style="list-style-type: none"> 4.5 round trips per week <p>Number of round trips per year: 122</p>	<p>2011/2012 Financial Performance (before taxpayer contributions): \$28.61 million shortfall</p> <ul style="list-style-type: none"> Total operating revenue: \$11,980,000 Total operating expenses: \$40,586,000 Shortfall per vehicle carried, before taxpayer contribution: \$2,364.72 <p>Annual Utilization (2011/2012): 40.6%</p> <p>Round-Trip Utilization (2011/2012): See below table based on departures/arrivals at each North/South terminal</p>	<p>Additional Information:</p> <ul style="list-style-type: none"> Mid-September to mid-June, provides vehicle, commercial and drop trailer service to mid-Coast and North Coast communities Mid-May to mid-September, provides service to the inside passage Tourism

Route 10: Port Hardy – Mid Coast – Prince Rupert			Sailings
Season	Departures	Month	Daily
Peak	South Bound	MAY	19.2%
		JUNE	34.9%
		JULY	53.1%
		AUGUST	60.1%
		SEPTEMBER	44.7%
	North Bound	MAY	24.7%
		JUNE	37.8%
		JULY	50.2%
		AUGUST	51.9%
		SEPTEMBER	36.4%

Route 10: Port Hardy – Mid Coast – Prince Rupert			Sailings		
Season	Departures	Month	Weekend	Mid-Week	
Off-Peak	South Bound	JANUARY	16.8%	5.4%	
		FEBRUARY	17.5%	5.8%	
		MARCH	19.6%	13.0%	
		APRIL	24.0%	21.8%	
		MAY	15.5%		
		JUNE	10.1%		
		SEPTEMBER	16.3%		
		OCTOBER	23.8%	13.1%	
		NOVEMBER	20.3%	14.4%	
		DECEMBER	17.3%	18.8%	
		North Bound	JANUARY	54.9%	9.2%
			FEBRUARY	47.6%	12.9%
	MARCH		63.2%	21.0%	
	APRIL		56.3%	21.8%	
	MAY		44.2%		
	JUNE		46.8%		
	SEPTEMBER		65.8%		
	OCTOBER		65.5%	22.3%	
	NOVEMBER		55.0%	13.5%	
	DECEMBER		49.3%	20.0%	



ROUTE-SPECIFIC INFORMATION

ROUTE 11 | Skidegate – Prince Rupert

ROUTE 11 service connects the Haida Gwaii Islands with Prince Rupert and the Mainland

SERVICE	CONSIDERATIONS	
<p>Crossing time: 7 hours</p> <p>Peak:</p> <ul style="list-style-type: none"> 4-6 round trips per week <p>Off-Peak:</p> <ul style="list-style-type: none"> 3 round trips per week <p>Number of round trips per year: 191</p>	<p>2011/2012 Financial Performance (before taxpayer contributions): \$24.20 million shortfall</p> <ul style="list-style-type: none"> Total operating revenue: \$5,431,000 Total operating expenses: \$29,636,000 Loss per vehicle carried, before taxpayer contribution: \$1,802.16 <p>Average Annual Capacity Utilization (2011/2012): 40.8%</p> <p>Round-Trip Utilization: See utilization table below</p>	<p>Additional Information:</p> <ul style="list-style-type: none"> Used to carry supplies and provide access to services

Average of Vehicle Utilized Capacity (%)

Route 11: Skidegate – Prince Rupert		Sailing Time					
Season	Departure Terminal	11:00 Sunday	23:00 Monday	13:00 Wednesday	11:00 Thursday	11:00 Friday	11:00 Saturday
Peak	Prince Rupert	70.1%	67.3%	59.6%	55.0%	41.5%	36.6%
	Departure Terminal	23:00 Monday	07:45 Tuesday	07:50 Wednesday	09:15 Thursday	09:50 Friday	10:45 Saturday
	Skidegate (Queen Charlotte Islands)	58.0%	58.5%	60.4%	57.6%	55.0%	36.2%

Route 11: Skidegate – Prince Rupert		Sailing Time		
Season	Departure Terminal	23:00 Sunday	23:00 Monday	14:30 Thursday
Off-Peak	Prince Rupert	56.3%	30.4%	42.9%
	Departure Terminal	11:00 Monday	09:00 Tuesday	23:59 Thursday
	Skidegate (Queen Charlotte Islands)	40.8%	30.1%	51.1%



Round Trip Sailings (weekly) between Price Rupert and Skidegate						
Season	Sailing 1	Sailing 2	Sailing 3	Sailing 4	Sailing 5	Sailing 6
Peak	64.0%	62.9%	60.0%	56.3%	48.3%	36.4%
Off-Peak	48.5%	30.2%	47.0%			

ROUTE 12 | Mill Bay – Brentwood Bay

ROUTE 12 service connects Brentwood Bay on the Saanich Peninsula to Mill Bay on Vancouver Island

SERVICE	CONSIDERATIONS	
<p>Crossing time: 25 minutes</p> <p>Year Round:</p> <ul style="list-style-type: none"> 9 round trips Monday-Saturday 8 round trips Sunday <p>Number of round trips per year: 3,215</p>	<p>2011/2012 Financial Performance (before taxpayer contributions): \$2.14 million shortfall</p> <ul style="list-style-type: none"> Total operating revenue: \$1,491,000 Total operating expenses: \$3,629,000 Shortfall per vehicle carried, before taxpayer contribution: \$30.63 <p>Average Annual Capacity Utilization (2011/2012): 55.9%</p> <p>Detailed Sailing Utilization: See utilization table below</p>	<p>Additional Information:</p> <ul style="list-style-type: none"> Strong demand from commuters (work or school) Used as an alternative to the Malahat section of the Island Highway

Average of Vehicle Utilized Capacity (%)

Route 12: Mill Bay – Brentwood Bay		Sailing Time								
Departure Terminal	Day	07:30	08:40	09:50	11:00	13:15	14:25	15:35	16:45	17:55
Brentwood Bay	SUN		41.4%	58.9%	72.3%	74.1%	58.1%	49.4%	47.1%	32.5%
	MON	32.7%	44.7%	55.4%	53.7%	57.5%	52.1%	63.5%	65.8%	42.2%
	TUE	46.4%	55.2%	64.3%	54.4%	56.1%	50.6%	63.8%	80.4%	51.4%
	WED	41.9%	50.4%	61.3%	59.0%	63.3%	56.1%	68.6%	79.1%	44.5%
	THU	39.1%	53.7%	64.1%	55.7%	68.1%	58.9%	72.3%	85.0%	47.7%
	FRI	36.5%	50.0%	58.5%	60.4%	82.1%	75.6%	94.2%	90.2%	71.9%
	SAT	31.7%	51.5%	73.3%	78.0%	68.8%	60.3%	56.6%	47.6%	31.1%
Departure Terminal	Day	08:05	09:15	10:25	11:35	13:50	15:00	16:10	17:20	18:30
Mill Bay	SUN		31.8%	38.8%	57.7%	71.9%	74.0%	84.4%	74.4%	48.6%
	MON	67.2%	45.0%	43.6%	53.2%	59.6%	55.9%	62.3%	53.3%	25.6%
	TUE	68.8%	46.4%	44.1%	49.0%	55.0%	53.3%	66.8%	53.3%	27.2%
	WED	69.5%	44.3%	44.9%	46.8%	53.1%	59.5%	68.8%	60.9%	29.5%
	THU	69.3%	43.4%	50.2%	52.0%	61.4%	67.9%	69.0%	62.2%	31.6%
	FRI	61.8%	35.1%	38.8%	47.3%	60.9%	61.5%	73.9%	58.0%	34.5%
	SAT	19.6%	27.3%	35.3%	51.0%	60.3%	57.9%	62.7%	58.8%	36.6%

Round Trip Sailings between Mill Bay and Brentwood Bay										
Day	Sailing 1	Sailing 2	Sailing 3	Sailing 4	Sailing 5	Sailing 6	Sailing 7	Sailing 8	Sailing 9	Sailing 10
SUN	36.3%	48.9%	63.7%	71.7%	66.0%	68.2%	61.8%	41.8%	68.8%	
MON	49.1%	44.3%	49.0%	53.0%	58.1%	54.7%	63.7%	60.3%	34.3%	
TUE	57.6%	50.8%	54.2%	51.7%	55.5%	52.0%	65.3%	66.2%	39.4%	
WED	55.7%	47.3%	53.0%	52.5%	58.4%	58.5%	68.1%	70.1%	37.2%	
THU	53.9%	48.2%	57.1%	54.3%	64.4%	63.6%	71.4%	73.6%	40.7%	18.2%
FRI	49.1%	42.5%	48.7%	53.9%	71.5%	68.5%	84.1%	74.1%	53.2%	
SAT	25.6%	39.4%	54.3%	64.5%	64.6%	59.0%	60.5%	53.2%	34.0%	

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20 % < 40%
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ROUTE 13 | Langdale - Keats Island - Gambier Island

ROUTE 13 service connects Keats Island and Gambier Island to Langdale

SERVICE	CONSIDERATIONS	
<p>Crossing time: 40 minutes for a round trip to all ports</p> <p>Peak:</p> <ul style="list-style-type: none"> • 9 round trips per week • 11 round trips on Sunday and holiday Mondays <p>Off-Peak:</p> <ul style="list-style-type: none"> • 10 round trips per week • 12 round trips on Sunday and holiday Mondays <p>Number of round trips per year: 4,065</p>	<p>2011/2012 Financial Performance (before taxpayer contributions): \$330,000 shortfall</p> <ul style="list-style-type: none"> • Total operating revenue: \$260,000 • Total operating expenses: \$590,000 <p>Loss per vehicle carried, before taxpayer contribution: Not applicable – passenger only service</p> <p>Annual Utilization (2011/2012): Not Applicable – passenger only service</p> <p>Round-Trip Utilization: Not applicable – passenger only service</p>	<p>Additional Information:</p> <ul style="list-style-type: none"> • Passenger only • Service provided by contractor

ROUTE 17 | Comox – Powell River

ROUTE 17 service connects the Powell River area with the Comox/Courtenay area on Vancouver Island

SERVICE	CONSIDERATIONS
<p>Crossing time: 1 hour 20 minutes</p> <p>Year Round:</p> <ul style="list-style-type: none"> 4 round trips daily <p>Number of round trips per year: 1,460</p>	<p>2011/2012 Financial Performance (before taxpayer contributions): \$11.72 million shortfall</p> <ul style="list-style-type: none"> Total operating revenue: \$11,912,000 Total operating expenses: \$23,630,000 Shortfall per vehicle carried, before taxpayer contribution: \$77.56 <p>Average Annual Capacity Utilization (2011/2012): 35.2%</p> <p>Detailed Sailing Utilization: See utilization table below</p> <p>Additional Information:</p> <ul style="list-style-type: none"> Connection for Powell River residents to Vancouver Island Vessel replacement planned in the next few years

Average of Vehicle Utilized Capacity (%)

Route 17: Comox – Powell River			Sailing Time				
Season	Departure Terminal	Day	06:30	10:10	15:15	19:15	
Peak	Little River (Comox)	SUN	8.7%	40.8%	85.9%	63.2%	
		MON	46.5%	52.8%	81.6%	48.0%	
		TUE	47.1%	55.4%	77.3%	43.2%	
		WED	56.6%	51.2%	73.9%	48.4%	
		THU	43.8%	52.7%	82.3%	55.0%	
		FRI	45.9%	65.0%	88.9%	60.4%	
		SAT	31.2%	52.2%	57.8%	31.6%	
	Powell River (Westview)	Departure Terminal	Day	08:10	12:00	17:15	20:45
		SUN	39.4%	74.6%	60.7%	14.2%	
		MON	61.0%	91.2%	54.4%	14.5%	
		TUE	61.9%	76.5%	58.6%	12.6%	
		WED	69.9%	90.5%	59.9%	13.1%	
		THU	74.5%	85.5%	75.1%	14.0%	
		FRI	68.5%	98.2%	71.4%	10.2%	
SAT	58.7%	60.6%	39.7%	8.6%			

Route 17: Comox – Powell River			Sailing Time				
Season	Departure Terminal	Day	06:30	10:10	15:15	19:15	
Off-Peak	Little River (Comox)	SUN	9.8%	26.3%	61.0%	62.1%	
		MON	42.6%	35.9%	65.8%	44.0%	
		TUE	44.1%	34.1%	56.9%	43.5%	
		WED	50.2%	39.6%	60.2%	43.3%	
		THU	38.0%	32.3%	63.0%	46.8%	
		FRI	37.5%	36.0%	69.7%	48.5%	
		SAT	21.1%	31.6%	44.4%	33.5%	
	Powell River (Westview)	Departure Terminal	Day	08:10	12:00	17:15	20:45
		SUN	32.9%	48.9%	36.6%	11.9%	
		MON	57.2%	58.9%	37.6%	10.7%	
		TUE	61.5%	56.1%	46.4%	10.5%	
		WED	65.0%	62.9%	47.3%	12.4%	
		THU	68.6%	60.4%	57.2%	13.5%	
		FRI	68.6%	70.4%	57.9%	13.5%	
SAT	54.5%	41.0%	24.8%	9.3%			

Round Trip Sailings between Powell River and Comox						
Season	Day	Sailing 1	Sailing 2	Sailing 3	Sailing 4	Sailing 5
Off-Peak	SUN	22.1%	37.4%	47.7%	38.0%	44.1%
	MON	49.4%	46.5%	51.7%	27.4%	35.4%
	TUE	52.8%	45.1%	51.1%	27.1%	
	WED	57.3%	50.6%	53.2%	27.2%	
	THU	53.4%	46.0%	59.6%	30.1%	43.7%
	FRI	53.4%	53.1%	63.4%	30.8%	39.8%
	SAT	37.8%	36.5%	35.2%	22.0%	
Peak	SUN	24.1%	57.7%	73.3%	38.7%	
	MON	53.8%	72.0%	68.0%	31.3%	
	TUE	54.5%	65.9%	68.0%	27.9%	
	WED	63.2%	70.8%	66.9%	30.7%	
	THU	59.1%	69.1%	78.7%	34.5%	
	FRI	60.3%	77.6%	76.5%	37.9%	
	SAT	45.0%	56.4%	48.8%	20.1%	

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ROUTE 18 | Texada Island – Powell River

ROUTE 18 service connects Texada Island with Powell River

SERVICE	CONSIDERATIONS	
<p>Crossing time: 35 minutes</p> <p>Year Round:</p> <ul style="list-style-type: none"> 10 round trips daily <p>Number of round trips per year: 3,648</p>	<p>2011/2012 Financial Performance: \$7.05 million shortfall</p> <ul style="list-style-type: none"> Total operating revenue: \$1,387,000 Total operating expenses: \$8,432,000 Shortfall per vehicle carried, before taxpayer contribution: \$85.18 <p>Average Annual Capacity Utilization (2011/2012): 27.5%</p> <p>Detailed Sailing Utilization: See utilization table below</p>	<p>Additional Information:</p> <ul style="list-style-type: none"> Commuter service (work or school) Vessel replacement planned in the next few years

Average of Vehicle Utilized Capacity (%)

Route 18: Texada Island – Powell River		Sailing Time									
Departure Terminal	Day	06:00 (06:10)	07:50	09:10	10:30	12:05 (11:55)	15:00	17:00	18:15	19:40	22:10
Blubber Bay (Texada Island)	SUN	12.5%	12.1%	16.5%	21.5%	27.6%	42.9%	22.5%	14.0%	14.1%	4.9%
	MON	22.5%	45.0%	47.3%	46.6%	40.4%	51.7%	20.6%	8.9%	7.4%	3.7%
	TUE	24.0%	49.2%	59.1%	48.4%	49.0%	63.7%	34.6%	9.2%	7.4%	4.9%
	WED	25.8%	48.9%	56.3%	57.8%	45.7%	DC	42.4%	10.1%	8.2%	3.5%
	THU	22.9%	52.7%	63.0%	58.8%	47.7%	73.3%	38.9%	17.7%	6.7%	6.1%
	FRI	23.5%	35.6%	44.6%	40.1%	44.3%	66.1%	26.5%	10.6%	6.7%	6.3%
	SAT	17.8%	22.2%	35.2%	33.2%	31.4%	33.7%	16.6%	8.2%	8.3%	5.4%
Departure Terminal	Day	07:00	08:30	09:50	11:10	12:45 (12:40)	15:45	17:40	18:55	21:10	23:00
Powell River (Westview)	SUN	6.9%	11.5%	9.8%	13.5%	30.0%	27.3%	26.0%	14.5%	19.3%	3.9%
	MON	21.4%	23.6%	19.5%	19.1%	57.9%	63.6%	45.9%	16.7%	20.4%	3.7%
	TUE	23.6%	34.7%	35.6%	24.4%	63.9%	78.3%	45.6%	21.3%	19.4%	4.5%
	WED	26.1%	30.9%	DC	30.5%	55.7%	71.6%	47.9%	17.5%	21.1%	7.0%
	THU	31.4%	38.9%	27.3%	28.7%	73.9%	81.7%	57.5%	28.7%	25.2%	5.3%
	FRI	22.9%	25.0%	22.6%	23.0%	54.4%	65.9%	53.0%	24.2%	25.9%	7.3%
	SAT	12.7%	12.5%	13.6%	21.5%	46.2%	48.8%	32.6%	14.9%	18.1%	5.4%

Round Trip Sailings between Powell River and Texada Island											
Day	Sailing 1	Sailing 2	Sailing 3	Sailing 4	Sailing 5	Sailing 6	Sailing 7	Sailing 8	Sailing 9	Sailing 10	Sailing 11
SUN	9.8%	12.1%	14.1%	18.0%	29.7%	33.5%	24.6%	13.5%	15.6%	4.6%	9.2%
MON	24.7%	34.1%	33.5%	32.9%	46.1%	52.4%	31.7%	13.0%	13.1%	5.3%	18.4%
TUE	26.8%	43.1%	44.6%	37.5%	57.0%	63.4%	38.1%	14.9%	12.7%	6.5%	4.1%
WED	28.1%	41.6%	38.9%	43.2%	48.7%	48.8%	41.9%	13.8%	13.7%	6.9%	6.4%
THU	29.5%	47.4%	45.9%	42.7%	63.1%	70.2%	47.5%	20.7%	15.7%	7.6%	9.1%
FRI	23.9%	32.7%	32.7%	32.4%	50.9%	60.5%	38.2%	18.0%	15.7%	8.1%	2.0%
SAT	15.4%	18.6%	24.7%	26.6%	39.6%	39.3%	24.1%	11.1%	13.1%	6.4%	11.2%

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Notes:

Excludes February 2012 data due to service disruption

Excludes Charter Vessels

Peak sailing time shown in brackets when sailing times differ from off-peak

DC – Dangerous Cargo sailings; no passengers permitted

ROUTE 19 | Gabriola Island – Nanaimo Harbour

ROUTE 19 service connects Gabriola Island with Nanaimo

SERVICE	CONSIDERATIONS	
<p>Crossing time: 20 minutes</p> <p>Year Round:</p> <ul style="list-style-type: none"> 16 round trips daily, except 15 round trips on Wednesday and Sunday <p>Number of round trips per year: 5,732</p>	<p>2011/2012 Financial Performance (before taxpayer contributions): \$4.59 million shortfall</p> <ul style="list-style-type: none"> Total operating revenue: \$5,672,000 Total operating expenses: \$10,260,000 Shortfall per vehicle carried, before taxpayer contribution: \$13.16 <p>Average Annual Capacity Utilization (2011/2012): 45.1%</p> <p>Detailed Sailing Utilization: See utilization table below</p>	<p>Additional Information:</p> <ul style="list-style-type: none"> Commuter service (work or school)

Average of Vehicle Utilized Capacity (%)

Route 19: Gabriola Island – Nanaimo Harbour		Sailing Time															
Departure Terminal	Day	05:25	06:30	07:40	08:50	10:05	11:20	12:35	13:50	15:10	16:25	17:35	18:45	19:50	20:50	21:55	23:00
Gabriola Island (Descanso Bay)	SUN	11.6%		36.3%	52.1%	58.3%	67.5%	62.8%	62.4%	57.5%	45.1%	33.3%	25.6%	20.6%	13.4%	5.5%	2.4%
	MON	24.5%	55.7%	85.7%	83.4%	88.9%	90.5%	81.3%	62.2%	64.4%	47.9%	31.0%	14.3%	10.4%	6.6%	3.7%	1.9%
	TUE	20.4%	58.8%	92.2%	96.7%	98.2%	95.5%	84.2%	65.2%	69.4%	50.2%	33.6%	13.1%	8.9%	5.2%	3.5%	1.5%
	WED	17.6%	51.0%	80.9%	94.0%	98.1%	95.0%	79.6%	66.6%	75.6%	DC	53.0%	11.8%	8.2%	6.9%		2.9%
	THU	18.4%	51.9%	87.4%	97.4%	99.1%	96.0%	89.9%	76.6%	74.0%	56.5%	34.0%	16.5%	8.8%	8.0%	2.8%	1.5%
	FRI	15.9%	40.7%	76.6%	80.1%	85.0%	82.1%	78.9%	69.5%	63.4%	43.7%	32.4%	14.6%	8.7%	5.2%	3.1%	2.5%
	SAT	10.9%	22.8%	50.0%	70.6%	73.5%	72.5%	59.2%	48.6%	40.7%	37.3%	24.8%	16.5%	10.7%	9.4%	7.4%	4.4%
Departure Terminal	Day	05:55	07:00	08:15	09:30	10:40	12:00	13:15	14:30	15:45	17:00	18:10	19:20	20:20	21:25	22:25	23:30
Nanaimo Harbour	SUN		4.9%	8.9%	19.3%	27.4%	33.4%	46.8%	43.4%	60.5%	54.8%	48.9%	36.7%	27.9%	19.8%	9.4%	6.5%
	MON	8.2%	28.5%	39.5%	37.1%	34.8%	43.4%	59.3%	68.4%	90.3%	86.5%	69.1%	41.4%	29.5%	23.9%	10.6%	8.5%
	TUE	10.6%	37.5%	52.1%	40.2%	40.3%	44.8%	63.3%	76.0%	94.0%	94.7%	78.3%	46.1%	33.0%	32.5%	13.3%	5.4%
	WED	7.1%	41.5%	49.1%	50.3%	DC	69.8%	62.6%	73.4%	95.4%	93.4%	74.1%	48.4%	39.5%		32.1%	9.5%
	THU	12.6%	38.6%	54.8%	49.1%	46.1%	51.1%	64.3%	79.0%	97.6%	98.5%	88.5%	63.2%	46.6%	36.2%	18.0%	7.8%
	FRI	7.3%	35.5%	45.0%	39.2%	38.2%	49.2%	66.3%	74.9%	91.9%	94.4%	86.3%	59.3%	49.9%	44.9%	20.1%	14.1%
	SAT	8.4%	8.2%	29.0%	34.8%	48.9%	48.5%	62.4%	57.8%	70.8%	65.1%	54.3%	37.9%	28.3%	23.3%	15.9%	9.2%

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10 % < 20%
20 % < 40%
40 % < 60%
60 % < 80%
80 % < 100%
> 100 %

DC – Dangerous Cargo sailings; no passengers permitted

Average of Vehicle Utilized Capacity (%)

Round Trip Sailings between Nanaimo and Gabriola Island																
Day	Sailing 1	Sailing 2	Sailing 3	Sailing 4	Sailing 5	Sailing 6	Sailing 7	Sailing 8	Sailing 9	Sailing 10	Sailing 11	Sailing 12	Sailing 13	Sailing 14	Sailing 15	Sailing 16
SUN	8.5%	22.1%	35.6%	43.1%	50.9%	54.5%	52.8%	58.2%	50.0%	41.4%	31.5%	24.3%	16.6%	7.6%	4.4%	5.0%
MON	16.4%	42.1%	62.6%	60.2%	61.9%	67.0%	70.3%	64.6%	77.4%	67.7%	49.2%	27.1%	19.4%	15.2%	7.2%	5.1%
TUE	15.5%	48.2%	72.1%	68.4%	69.3%	70.1%	73.7%	70.6%	81.7%	72.5%	56.0%	29.6%	21.0%	18.8%	8.4%	3.4%
WED	12.4%	46.3%	65.0%	72.1%	55.7%	82.4%	71.1%	70.0%	85.5%	52.9%	63.6%	30.5%	23.5%	18.8%	6.1%	
THU	15.5%	45.2%	71.1%	73.2%	72.6%	73.6%	77.1%	77.8%	85.8%	77.5%	61.3%	39.8%	27.7%	22.1%	10.4%	4.6%
FRI	12.8%	38.5%	60.6%	59.8%	61.8%	65.5%	72.4%	72.5%	77.8%	68.6%	58.3%	36.9%	29.3%	24.4%	11.6%	8.3%
SAT	9.6%	15.5%	39.5%	52.7%	61.2%	60.5%	60.8%	53.2%	55.8%	51.2%	39.5%	27.2%	19.5%	16.3%	11.6%	6.8%



ROUTE 20 | Chemainus – Thetis – Penelakut

ROUTE 20 service connects Thetis Island and Penelakut Island with Chemainus on Vancouver Island

SERVICE	CONSIDERATIONS	
<p>Crossing time: 55 minutes for a round trip to all ports</p> <p>Year Round:</p> <ul style="list-style-type: none"> 12 round trips Monday–Thursday and Saturday 13 round trips Friday 11 round trips Sunday <p>Number of round trips per year: 4,380</p>	<p>2011/2012 Financial Performance (before taxpayer contributions): \$4.18 million shortfall</p> <ul style="list-style-type: none"> Total operating revenue: \$1,525,000 Total operating expenses: \$5,701,000 Shortfall per vehicle carried, before taxpayer contribution: \$51.98 <p>Average Annual Capacity Utilization (2011/2012): 29.6%</p> <p>Round-Trip Utilization: See below table based on departures/arrivals at larger center – Chemainus</p>	<p>Additional Information:</p> <ul style="list-style-type: none"> Commuter service (work or school) Tourism in peak months

Average of Vehicle Utilized Capacity (%)

Route 20: Chemainus – Thetis – Penelakut		Sailing to Thetis Island & Penelakut												
Departure Terminal	Day	1	2	3	4	5	6	7	8	9	10	11	12	13
Chemainus	SUN	5.5%	12.8%	7.5%	30.6%	19.9%	36.8%	34.0%	13.6%	28.8%	18.1%	9.1%	12.1%	
	MON	16.4%	11.3%	18.2%	6.8%	42.9%	28.5%	49.1%	39.7%	17.7%	19.9%	19.9%	9.8%	
	TUE	20.4%	14.9%	30.0%	9.6%	48.9%	34.5%	51.8%	45.6%	18.0%	21.2%	16.2%	11.0%	
	WED	28.5%	17.5%	23.0%	7.8%	44.7%	34.6%	54.2%	46.3%	18.0%	19.5%	19.1%	17.1%	
	THU	23.3%	8.3%	25.7%	6.5%	46.8%	40.9%	55.8%	56.3%	23.9%	23.5%	21.2%	17.1%	
	FRI	13.1%	13.3%	14.9%	6.6%	51.0%	38.5%	57.7%	58.7%	29.6%	46.4%	30.7%	27.9%	10.8%
	SAT	8.0%	7.3%	19.9%	7.5%	39.2%	23.9%	36.9%	39.9%	17.0%	28.9%	19.2%	16.5%	

		Sailing to Chemainus											
Departure Terminal(s)	Day	1	2	3	4	5	6	7	8	9	10	11	12
Thetis & Penelakut Islands	SUN	25.9%	49.1%	18.4%	49.4%	28.4%	25.5%	12.7%	9.0%	7.4%	4.1%	15.6%	25.0%
	MON	38.0%	44.5%	51.9%	19.5%	42.2%	27.8%	28.9%	9.7%	5.1%	3.9%	2.1%	41.7%
	TUE	40.5%	51.4%	55.7%	19.0%	48.8%	27.2%	30.5%	11.5%	3.4%	3.1%	2.3%	60.9%
	WED	34.6%	52.9%	52.9%	21.0%	42.6%	26.3%	31.8%	10.5%	3.1%	5.2%	1.6%	68.8%
	THU	39.4%	59.3%	54.1%	26.6%	46.0%	11.1%	41.6%	9.0%	3.1%	3.6%	2.3%	60.9%
	FRI	34.5%	44.8%	65.7%	56.1%	46.7%	29.3%	23.8%	8.7%	3.7%	3.5%	2.2%	4.9%
	SAT	25.1%	29.7%	51.8%	16.9%	28.9%	15.9%	21.1%	8.4%	5.4%	7.3%	7.8%	



ROUTE-SPECIFIC INFORMATION

ROUTE 21 | Buckley Bay – Denman Island

ROUTE 21 service connects Denman Island with Buckley Bay, 20 km south of Comox/Courtenay area on Vancouver Island. Service is also used to access Vancouver Island from Hornby Island.

SERVICE	CONSIDERATIONS	
<p>Crossing time: 10 minutes</p> <p>Year Round:</p> <ul style="list-style-type: none"> 17 round trips Monday-Saturday 16 round trips Sunday <p>Number of round trips per year: 6,149</p>	<p>2011/2012 Financial Performance (before taxpayer contributions): \$4.18 million shortfall</p> <ul style="list-style-type: none"> Total operating revenue: \$3,327,000 Total operating expenses: \$7,506,000 Shortfall per vehicle carried, before taxpayer contribution: \$17.47 <p>Average Annual Capacity Utilization (2011/2012): 40.2%</p> <p>Detailed Sailing Utilization: See utilization table below</p>	<p>Additional Information:</p> <ul style="list-style-type: none"> Commuters (work or school) Seasonal (high demand in peak months) Vessel replacement planned in the next few years

Average of Vehicle Utilized Capacity (%)

Route 21: Buckley Bay – Denman Island			Sailing Time																	
Season	Departure Terminal	Day	07:00	07:40	08:20	09:00	10:00	11:00	12:10	13:05	14:00	15:00	16:00	17:00	18:00	19:00	20:30	22:00	23:00	
Peak	Buckley Bay	SUN	7.7%	8.3%		31.4%	40.6%	43.2%	73.3%	69.8%	71.4%	74.9%	65.4%	40.9%	38.8%	23.5%	16.7%	14.2%	4.6%	
		MON	26.5%	19.8%	20.0%	42.7%	59.2%	44.1%	78.2%	72.2%	79.4%	89.3%	83.3%	78.9%	69.9%	33.1%	24.4%	16.2%	4.4%	
		TUE	33.8%	27.5%	22.1%	43.3%	38.8%	49.5%	81.2%	79.4%	88.0%	90.0%	93.2%	90.4%	72.6%	42.5%	31.5%	12.4%	5.6%	
		WED	40.2%	35.8%	32.8%	56.8%	56.2%	51.1%	84.3%	60.9%	86.4%	88.5%	89.1%	82.4%	65.5%	39.4%	34.1%	18.2%	13.0%	
		THU	42.7%	24.4%	DC	54.4%	52.6%	47.8%	72.7%	87.7%	82.2%	92.5%	94.2%	80.0%	82.3%	56.5%	44.5%	28.9%	11.5%	
		FRI	37.2%	22.2%	26.1%	52.7%	79.5%	75.9%	92.9%	94.0%	93.4%	95.2%	79.8%	85.8%	86.3%	85.6%	80.1%	42.6%	11.0%	
		SAT	12.3%	11.4%	19.9%	47.0%	75.6%	73.0%	91.8%	89.6%	91.4%	89.1%	74.5%	70.3%	59.2%	35.6%	31.6%	17.3%	10.4%	
	Denman West	Departure Terminal	Day	06:40	07:20	08:00	08:40	09:40	10:40	11:50	12:45	13:40	14:40	15:40	16:40	17:40	18:40	20:00	21:40	22:40
		SUN	10.4%	10.0%	63.3%		87.4%	79.3%	78.6%	81.3%	79.0%	84.3%	90.5%	84.9%	74.6%	71.9%	37.8%	12.3%	2.8%	
		MON	26.6%	31.1%	85.3%	78.5%	95.4%	84.7%	90.8%	80.0%	85.1%	79.8%	71.2%	51.0%	51.8%	36.6%	9.8%	4.2%	0.8%	
		TUE	22.8%	35.6%	81.2%	90.5%	93.7%	79.2%	85.9%	78.9%	67.7%	71.9%	59.8%	37.4%	44.4%	36.2%	11.4%	5.8%	1.3%	
		WED	26.4%	34.2%	90.9%	85.3%	90.6%	88.7%	85.0%	93.1%	79.8%	78.0%	67.5%	44.5%	47.1%	40.7%	15.2%	5.8%	1.4%	
		THU	27.1%	35.0%	87.7%	91.2%	95.8%	83.8%	88.4%	73.0%	83.1%	78.7%	DC	58.8%	55.3%	35.5%	11.8%	6.1%	1.6%	
		FRI	25.0%	25.7%	77.8%	70.5%	85.2%	77.8%	79.3%	75.5%	54.7%	76.4%	57.6%	51.5%	41.5%	32.4%	22.1%	16.9%	7.8%	
SAT	13.4%	13.3%	57.9%	51.9%	80.2%	82.4%	83.1%	66.1%	69.5%	69.7%	59.6%	50.1%	45.7%	43.6%	14.9%	10.0%	2.0%			

Assumes any shuttle service that occurs after the scheduled departure will be averaged in the following departure time. DC – Dangerous Cargo sailings; no passengers permitted. Does not include charter service or service interruptions

< 10 %
10 % < 20 %
20 % < 40 %
40 % < 60 %
60 % < 80 %
80 % < 100 %
> 100 %

ROUTE 21 | Buckley Bay – Denman Island

Average of Vehicle Utilized Capacity (%)

Route 21: Buckley Bay – Denman Island			Sailing Time																
Season	Departure Terminal	Day	07:00	07:40	08:20	09:00	10:00	11:00	12:10	13:05	14:00	15:00	16:00	17:00	18:00	19:00	20:30	22:00	23:00
Off-Peak	Buckley Bay	SUN	5.0%	4.6%		18.7%	22.0%	23.9%	32.0%	26.6%	32.5%	29.8%	34.5%	34.8%	28.1%	18.1%	18.7%	9.9%	4.3%
		MON	19.8%	18.4%	13.2%	21.6%	31.1%	30.5%	39.3%	38.3%	50.7%	52.9%	61.5%	60.5%	47.5%	22.0%	21.1%	11.6%	4.4%
		TUE	19.3%	25.0%	17.7%	32.6%	32.6%	33.5%	42.3%	45.8%	60.0%	72.2%	78.0%	75.1%	65.0%	28.7%	27.5%	15.7%	5.5%
		WED	24.2%	29.0%	28.6%	34.8%	35.3%	29.7%	41.6%	44.0%	61.1%	70.8%	81.0%	78.3%	59.5%	32.0%	26.2%	14.8%	8.1%
		THU	27.7%	28.9%	DC	42.8%	31.6%	35.4%	48.1%	41.4%	63.8%	73.7%	82.3%	83.1%	65.2%	35.7%	36.5%	18.3%	7.3%
		FRI	19.5%	25.1%	17.8%	34.6%	37.6%	36.3%	53.1%	43.8%	62.3%	69.6%	79.5%	81.5%	77.2%	61.8%	57.6%	32.4%	8.2%
		SAT	7.9%	8.1%	9.4%	18.9%	30.2%	32.9%	47.0%	35.9%	43.5%	46.9%	57.3%	50.3%	43.8%	22.9%	18.9%	12.6%	6.6%
	Denman West	Day	06:40	07:20	08:00	08:40	09:40	10:40	11:50	12:45	13:40	14:40	15:40	16:40	17:40	18:40	20:00	21:40	22:40
		SUN	10.4%	6.7%	32.5%		47.6%	46.5%	42.3%	53.0%	40.5%	51.7%	45.4%	46.8%	33.4%	26.4%	11.7%	4.6%	1.3%
		MON	27.6%	34.8%	63.0%	48.0%	70.0%	67.0%	59.6%	53.6%	45.6%	48.5%	44.2%	37.2%	24.1%	19.1%	7.3%	2.8%	1.8%
		TUE	26.2%	37.7%	68.1%	76.6%	87.3%	73.7%	59.4%	52.8%	39.6%	45.2%	41.0%	37.3%	22.9%	14.9%	5.6%	4.6%	1.5%
		WED	25.9%	33.1%	66.6%	69.0%	85.4%	76.8%	67.5%	51.0%	41.1%	47.5%	42.4%	38.2%	23.4%	14.7%	6.6%	2.8%	1.1%
		THU	25.7%	36.4%	66.7%	69.9%	86.5%	78.5%	59.1%	54.8%	42.5%	55.5%	DC	60.1%	23.6%	15.7%	6.3%	2.7%	1.6%
		FRI	21.2%	30.1%	63.8%	57.0%	70.3%	66.3%	61.0%	53.8%	48.2%	47.1%	39.5%	32.4%	24.6%	14.2%	11.0%	6.5%	2.9%
SAT	14.6%	11.9%	38.1%	35.2%	46.4%	44.5%	41.6%	39.2%	29.3%	30.5%	30.4%	28.1%	24.7%	16.6%	7.9%	5.4%	2.6%		



Assumes any shuttle service that occurs after the scheduled departure will be averaged in the following departure time. DC – Dangerous Cargo sailings; no passengers permitted. Does not include charter service or service interruptions

ROUTE 21 | Buckley Bay – Denman Island

Average of Vehicle Utilized Capacity (%)

Day	Round Trip Sailings between Buckley Bay and Denman Island																	Round Trip Sailings (Peak Travel Periods)						
	Sailing 1	Sailing 2	Sailing 3	Sailing 4	Sailing 5	Sailing 6	Sailing 7	Sailing 8	Sailing 9	Sailing 10	Sailing 11	Sailing 12	Sailing 13	Sailing 14	Sailing 15	Sailing 16	Sailing 17	Sailing 18	Sailing 19	Sailing 20	Sailing 21	Sailing 22	Sailing 23	
SUN	8.1%	6.5%	26.2%	34.9%	35.2%	37.1%	40.1%	36.9%	40.1%	39.4%	40.2%	30.9%	22.9%	15.4%	8.3%	3.5%	3.6%							
MON	23.7%	26.6%	37.6%	35.3%	50.6%	47.4%	50.0%	45.6%	47.3%	50.4%	51.4%	51.0%	37.2%	22.2%	19.0%	10.5%	4.5%	13.8%	8.0%	6.7%	1.7%			
TUE	22.7%	31.3%	42.9%	54.6%	59.9%	52.3%	52.5%	44.9%	49.8%	57.6%	60.9%	57.8%	43.0%	26.0%	20.3%	12.3%	7.4%	23.0%	26.0%	20.8%	3.3%			
WED	24.6%	30.9%	47.1%	51.8%	60.3%	52.8%	54.6%	45.5%	51.5%	57.7%	62.4%	59.3%	43.1%	25.5%	19.0%	12.0%	7.3%	18.3%	17.8%	12.2%	6.7%			
THU	26.7%	32.6%	38.4%	56.4%	59.2%	55.9%	54.4%	46.7%	51.4%	61.6%	51.1%	73.3%	46.3%	26.6%	25.4%	16.1%	9.4%	24.7%	32.1%	23.5%	13.8%	3.3%		
FRI	20.3%	27.6%	40.8%	45.8%	54.0%	50.8%	56.7%	47.1%	54.8%	58.5%	61.2%	56.7%	51.8%	39.7%	34.4%	24.0%	15.0%	22.8%	28.3%	23.5%	13.6%	18.3%	6.7%	
SAT	11.3%	10.0%	23.7%	27.0%	38.4%	39.0%	43.0%	38.7%	35.9%	38.8%	43.3%	39.8%	34.4%	20.9%	14.3%	9.8%	5.0%	5.6%						



Notes: Only Off-Peak Vehicle Utilization included. | Off-Peak daily 17 round trips (16 on Sundays) supplemented by shuttle service during peak times. Table shows additional round trips during peak travel periods. Furthermore, Quinitsa refit in March 2012 required additional shuttling.

ROUTE 22 | Hornby Island – Denman Island

ROUTE 22 service connects Hornby Island and Denman Island. Service is used by Hornby residents to access services on Vancouver Island.

SERVICE	CONSIDERATIONS	
<p>Crossing time: 10 minutes</p> <p>Year Round:</p> <ul style="list-style-type: none"> 12 round trips Monday–Thursday, Saturday 15 round trips Friday 11 round trips Sunday <p>Number of round trips per year: 4,482</p>	<p>2011/2012 Financial Performance (before taxpayer contributions): \$2.45 million shortfall</p> <ul style="list-style-type: none"> Total operating revenue: \$1,368,000 Total operating expenses: \$3,819,000 Shortfall per vehicle carried, before taxpayer contribution: \$23.72 <p>Average Annual Capacity Utilization (2011/2012): 39.9%</p> <p>Detailed Sailing Utilization: See utilization table below</p>	<p>Additional Information:</p> <ul style="list-style-type: none"> Tourism (high demand in peak months)

Average of Vehicle Utilized Capacity (%)

Route 22: Hornby Island – Denman Island			Sailing Time															
Season	Departure Terminal	Day	07:30	08:00	09:00	10:00	11:00	12:10	13:00	14:00	15:00	16:00	17:00	18:00	19:15	21:00	22:00	
Peak	Shingle Spit (Hornby Island)	SUN	74.8%		81.5%	80.9%	84.6%	83.9%	85.8%	86.9%	86.6%	87.1%	88.4%	75.6%				
		MON	90.2%	72.5%	81.1%	77.3%	84.8%	85.0%	77.7%	70.5%	69.9%	59.2%	68.1%	37.2%				
		TUE	83.8%	57.0%	70.7%	73.6%	73.5%	68.0%	79.2%	55.0%	50.9%	67.1%	73.5%	36.7%				
		WED	81.8%	53.0%	66.7%	72.5%	69.8%	76.8%	71.0%	56.5%	60.0%	77.3%	79.7%	53.1%				
		THU	84.5%	77.3%	74.2%	68.7%	73.1%	84.7%	84.0%	70.3%	DC	73.2%	76.3%	28.5%				
		FRI	72.7%	39.4%	62.3%	73.8%	76.7%	78.7%	74.3%	65.8%	60.3%	65.3%	47.7%	29.4%	25.3%	24.2%	10.4%	
		SAT	66.7%	33.0%	65.7%	80.2%	81.7%	80.0%	74.4%	78.3%	59.8%	57.3%	65.4%	28.7%				
		Departure Terminal	Day	07:45	08:20	09:40	10:40	11:50	12:45	13:40	14:40	15:40	16:40	17:40	18:35	19:40	21:15	22:35
		Gravelley Bay (Denman East)	SUN	17.0%		31.0%	43.0%	45.2%	51.0%	76.8%	73.0%	63.3%	72.3%	62.1%	37.6%			
	MON		24.8%	28.0%	51.7%	57.4%	57.0%	65.6%	74.9%	80.9%	80.4%	80.9%	71.8%	53.3%				
	TUE		33.8%	45.6%	53.8%	62.2%	66.9%	86.0%	73.3%	77.3%	79.8%	81.7%	73.0%	49.6%				
	WED		50.0%	39.8%	75.2%	71.1%	71.5%	66.3%	72.3%	70.8%	78.1%	74.8%	71.4%	45.6%				
	THU		47.2%	37.0%	59.7%	DC	85.0%	82.6%	87.0%	80.0%	77.3%	84.4%	81.0%	58.5%				
	FRI		42.0%	39.0%	77.2%	86.3%	79.8%	82.7%	86.2%	85.9%	86.7%	86.2%	82.5%	84.8%	74.1%	80.0%	46.9%	
SAT	18.0%		24.1%	73.9%	75.9%	76.5%	80.8%	84.8%	81.9%	85.2%	83.1%	85.3%	65.5%					



Does not include Charter Vessel service during berth closure. Assumes any shuttle service that occurs after the scheduled departure will be averaged in the following departure time. DC – Dangerous Cargo sailings; no passengers permitted

ROUTE 22 | Hornby Island – Denman Island

Average of Vehicle Utilized Capacity (%)

Route 22: Hornby Island – Denman Island			Sailing Time														
Season	Departure Terminal	Day	07:30	08:00	09:00	10:00	11:00	12:10	13:00	14:00	15:00	16:00	17:00	18:00	19:15	21:00	22:00
Off-Peak	Shingle Spit (Hornby Island)	SUN	23.0%		29.8%	33.9%	34.6%	46.5%	37.1%	43.1%	43.9%	46.3%	35.9%	28.4%			
		MON	59.4%	29.8%	45.6%	44.6%	38.5%	44.0%	37.5%	37.1%	40.6%	35.1%	26.2%	19.5%			
		TUE	59.8%	37.5%	54.1%	41.7%	31.3%	41.4%	26.6%	31.9%	33.1%	34.8%	20.4%	16.6%			
		WED	53.8%	34.1%	49.9%	39.5%	34.9%	38.9%	24.9%	28.8%	33.5%	33.0%	20.5%	12.1%			
		THU	54.6%	37.9%	49.1%	41.0%	36.3%	33.0%	26.1%	35.0%	DC	55.9%	22.4%	13.2%			
		FRI	57.9%	35.4%	49.6%	46.1%	42.3%	50.6%	35.4%	30.9%	34.0%	28.8%	20.9%	14.9%	7.7%	8.3%	4.1%
		SAT	24.9%	15.2%	26.2%	27.5%	23.0%	27.8%	17.6%	20.5%	23.7%	24.1%	27.5%	16.0%			
	Departure Terminal	Day	07:45	08:20	09:40	10:40	11:50	12:45	13:40	14:40	15:40	16:40	17:40	18:35	19:40	21:15	22:35
	Gravelley Bay (Denman East)	SUN	5.4%		19.4%	19.8%	19.7%	23.1%	20.9%	26.1%	21.2%	23.1%	22.8%	17.6%			
		MON	27.7%	24.7%	24.0%	27.3%	27.5%	30.4%	25.1%	34.5%	33.0%	38.9%	37.0%	25.5%			
		TUE	27.4%	29.7%	38.6%	28.1%	25.3%	26.2%	24.2%	38.5%	44.5%	47.8%	43.4%	31.7%			
		WED	30.5%	33.5%	39.4%	30.7%	30.2%	30.7%	25.1%	35.9%	40.6%	48.2%	40.5%	30.8%			
		THU	36.8%	25.1%	39.9%	DC	42.7%	39.3%	30.0%	47.5%	45.2%	56.3%	47.5%	32.8%			
		FRI	20.9%	26.7%	43.8%	35.1%	36.3%	45.8%	38.5%	54.0%	57.5%	64.1%	59.6%	54.2%	46.1%	41.4%	24.4%
SAT		7.8%	9.0%	27.8%	29.0%	28.4%	37.5%	27.4%	28.3%	29.9%	36.3%	31.4%	19.6%				

Does not include Charter Vessel service during berth closure. Assumes any shuttle service that occurs after the scheduled departure will be averaged in the following departure time. DC – Dangerous Cargo sailings; no passengers permitted

Round Trip Sailings between Denman Island and Hornby Island													Round Trip Sailings (Peak Travel Periods)								
Day	Sailing 1	Sailing 2	Sailing 3	Sailing 4	Sailing 5	Sailing 6	Sailing 7	Sailing 8	Sailing 9	Sailing 10	Sailing 11	Sailing 12	Sailing 13	Sailing 14	Sailing 15	Sailing 16	Sailing 17	Sailing 18	Sailing 19	Sailing 20	
SUN	14.3%	25.0%	25.8%	27.4%	34.8%	29.0%	34.4%	31.7%	33.4%	28.5%	24.5%	41.8%	30.8%								
MON	43.2%	27.1%	34.0%	36.7%	34.7%	37.9%	30.0%	35.7%	36.9%	36.2%	30.4%	22.4%	31.3%	35.0%	33.8%						
TUE	43.1%	34.4%	45.7%	34.7%	27.8%	34.1%	25.8%	34.8%	38.8%	41.6%	33.0%	24.1%	21.7%								
WED	42.5%	33.8%	44.4%	34.6%	31.5%	34.6%	24.9%	32.2%	37.7%	41.6%	31.5%	21.5%	25.7%	6.7%	0.0%						
THU	45.7%	31.4%	44.8%	29.4%	40.0%	36.9%	28.0%	39.4%	31.9%	52.8%	37.8%	25.8%	23.0%	2.5%							
FRI	39.4%	31.1%	46.7%	40.7%	39.2%	48.9%	38.1%	40.4%	45.0%	44.3%	40.8%	34.6%	26.4%	24.8%	17.5%	25.3%	39.4%	23.6%	20.0%	37.5%	
SAT	16.3%	12.3%	27.0%	28.3%	25.5%	32.4%	23.4%	24.2%	26.8%	29.3%	28.7%	18.4%	16.7%								



Notes: Does not include Charter Vessel service during berth closure. | Includes Off-Peak vehicle utilization only. | Off-Peak daily 12 round trips (11 on Sundays and 15 on Fridays) supplemented by shuttle service during peak times. Table shows additional round trips during peak travel periods.

ROUTE 23 | Quadra Island – Campbell River

ROUTE 23 service connects Quadra Island and Campbell River

SERVICE	CONSIDERATIONS
<p>Crossing time: 10 minutes</p> <p>Year Round:</p> <ul style="list-style-type: none"> • 17 round trips Monday–Thursday • 18 round trips Friday–Saturday • 16 round trips Sunday <p>Number of round trips per year: 6,253</p>	<p>2011/2012 Financial Performance (before taxpayer contributions): \$5.62 million shortfall</p> <ul style="list-style-type: none"> • Total operating revenue: \$5,643,000 • Total operating expenses: \$11,258,000 • Shortfall per vehicle carried, before taxpayer contribution: \$15.93 <p>Average Annual Capacity Utilization (2011/2012): 43.0%</p> <p>Detailed Sailing Utilization: See utilization table below</p> <p>Additional Information:</p> <ul style="list-style-type: none"> • Strong demand from commuters (work or school)

Average of Vehicle Utilized Capacity (%)

Route 23: Quadra Island – Campbell River		Sailing Time																	
Departure Terminal	Day	06:15	07:05	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:05	16:00	17:00	17:50	19:00	20:00	21:00	22:00	23:00
Quathiaski Cove (Quadra Island)	SUN	10.6%		33.3%	39.0%	49.2%	63.9%	52.7%	62.5%	48.8%	57.1%	41.2%	49.4%	24.0%	35.5%	17.8%	14.4%	7.4%	
	MON	18.6%	46.9%	67.4%	81.4%	73.2%	84.8%	74.0%	70.9%	58.7%	64.7%	50.7%	54.3%	28.1%	24.7%	9.2%	6.6%	4.8%	
	TUE	20.7%	48.9%	75.8%	87.1%	82.9%	86.2%	70.2%	71.8%	59.0%	68.0%	DC	77.4%	33.9%	26.5%	8.8%	5.8%	4.7%	
	WED	18.3%	48.0%	72.7%	86.9%	79.8%	89.4%	78.1%	73.0%	57.1%	72.0%	47.5%	54.9%	25.1%	25.0%	9.6%	7.7%	3.9%	
	THU	17.5%	47.6%	75.5%	89.0%	85.5%	85.8%	77.4%	81.0%	67.5%	73.1%	54.3%	60.5%	28.4%	27.2%	9.7%	7.1%	4.3%	
	FRI	16.4%	39.4%	61.7%	80.1%	71.7%	81.0%	72.0%	71.5%	56.6%	69.6%	46.7%	61.4%	24.9%	24.0%	10.3%	8.6%	5.0%	2.3%
SAT	8.0%	16.7%	32.9%	66.6%	60.2%	70.2%	51.9%	55.4%	37.9%	43.6%	37.0%	40.1%	19.8%	22.9%	12.5%	11.1%	6.4%	5.7%	
Departure Terminal	Day	06:40	07:30	08:30	09:30	10:30	11:30	12:30	13:30	14:30	15:30	16:30	17:25	18:15	19:30	20:30	21:30	22:30	23:30
Campbell River	SUN	8.5%		17.8%	18.4%	29.3%	28.3%	41.1%	36.7%	48.6%	42.6%	47.1%	37.7%	31.8%	35.5%	23.0%	17.0%	11.5%	
	MON	46.4%	24.9%	43.4%	35.7%	41.9%	42.5%	53.9%	52.1%	65.2%	65.0%	78.5%	64.3%	42.7%	33.9%	24.5%	15.6%	9.8%	
	TUE	36.3%	27.3%	49.7%	44.2%	DC	67.0%	59.0%	57.6%	71.5%	79.0%	86.6%	73.4%	55.7%	37.8%	24.9%	21.8%	11.3%	
	WED	39.7%	44.8%	53.5%	50.2%	45.6%	43.3%	54.8%	53.1%	71.3%	74.1%	84.1%	77.9%	52.1%	35.8%	29.1%	21.5%	9.4%	
	THU	42.2%	35.7%	48.1%	53.6%	46.1%	45.7%	59.3%	63.4%	75.9%	75.7%	87.7%	80.8%	58.6%	45.5%	31.6%	24.5%	13.8%	
	FRI	29.1%	29.0%	43.4%	43.9%	44.0%	44.9%	61.7%	55.9%	70.4%	76.4%	85.1%	78.2%	62.1%	55.1%	36.8%	28.7%	16.8%	8.1%
SAT	8.0%	14.0%	27.6%	28.6%	37.6%	37.5%	50.8%	47.8%	57.5%	56.2%	65.5%	49.4%	38.6%	34.1%	22.4%	19.1%	14.7%	6.9%	

< 10 %
10 % < 20 %
20 % < 40 %
40 % < 60 %
60 % < 80 %
80 % < 100 %
> 100 %

DC – Dangerous Cargo sailings; no passengers permitted

Average of Vehicle Utilized Capacity (%)

Round Trip Sailings between Quadra Island and Campbell River																			
Day	Sailing 1	Sailing 2	Sailing 3	Sailing 4	Sailing 5	Sailing 6	Sailing 7	Sailing 8	Sailing 9	Sailing 10	Sailing 11	Sailing 12	Sailing 13	Sailing 14	Sailing 15	Sailing 16	Sailing 17	Sailing 18	Sailing 19
SUN	9.8%	24.9%	28.8%	38.9%	45.7%	46.5%	49.9%	48.2%	50.2%	43.6%	43.6%	28.3%	35.2%	20.7%	15.3%	9.9%	6.8%		
MON	32.2%	35.6%	54.9%	57.9%	56.9%	62.8%	63.4%	61.8%	61.4%	63.4%	64.1%	59.4%	35.4%	29.1%	17.5%	11.6%	6.7%	5.1%	
TUE	28.5%	38.4%	62.6%	65.9%	51.7%	74.7%	64.4%	62.2%	63.9%	71.4%	55.3%	73.5%	46.7%	33.4%	17.6%	14.5%	8.4%	6.8%	7.9%
WED	29.0%	46.4%	62.6%	68.1%	62.7%	65.1%	65.5%	62.7%	64.1%	71.4%	66.3%	66.4%	39.4%	30.6%	20.1%	14.3%	7.1%	4.3%	
THU	29.8%	41.6%	62.3%	67.6%	64.8%	64.6%	67.6%	71.6%	71.8%	74.4%	71.0%	70.6%	43.9%	37.0%	21.5%	15.7%	9.8%	21.8%	
FRI	22.8%	34.2%	52.6%	62.0%	57.8%	62.9%	66.8%	63.7%	63.5%	73.0%	65.3%	69.8%	44.0%	39.3%	24.0%	18.9%	11.3%	5.3%	6.1%
SAT	8.0%	15.2%	29.7%	46.7%	48.7%	53.7%	51.7%	51.5%	47.3%	50.1%	50.9%	45.7%	29.6%	28.0%	17.9%	15.3%	10.9%	6.5%	5.2%

< 10 %
10 % < 20%
20 % < 40%
40 % < 60%
60 % < 80%
80 % < 100%
> 100 %

ROUTE 24 | Quadra Island – Cortes Island

ROUTE 24 service connects Cortes Island with Quadra Island

SERVICE	CONSIDERATIONS	
<p>Crossing time: 45 minutes</p> <p>Year Round:</p> <ul style="list-style-type: none"> 6 round trips Monday-Saturday 5 round trips Sunday <p>Number of round trips per year: 2,134</p>	<p>2011/2012 Financial Performance (before taxpayer contributions): \$4.84 million shortfall</p> <ul style="list-style-type: none"> Total operating revenue: \$952,000 Total operating expenses: \$5,796,000 Shortfall per vehicle carried, before taxpayer contribution: \$94.82 <p>Average Annual Capacity Utilization (2011/2012): 44.5%</p> <p>Detailed Sailing Utilization: See utilization table below</p>	<p>Additional Information:</p> <ul style="list-style-type: none"> Strong demand from commuters (work or school) Tourism in peak months

Average of Vehicle Utilized Capacity (%)

Route 24: Quadra Island – Cortes Island		Sailing Time					
Departure Terminal	Day	07:50	09:50	11:50	13:50	15:50	17:50
Whaletown (Cortes Island)	SUN		53.5%	40.0%	47.9%	47.1%	36.3%
	MON	65.9%	65.7%	48.2%	38.8%	34.5%	22.1%
	TUE	67.2%	63.9%	47.0%	DC	49.2%	21.9%
	WED	67.8%	73.4%	45.8%	49.4%	42.9%	24.3%
	THU	75.8%	67.3%	50.3%	44.3%	38.9%	21.0%
	FRI	59.7%	61.5%	45.1%	42.3%	40.8%	20.4%
	SAT	41.8%	41.2%	34.6%	23.9%	26.9%	13.8%
Departure Terminal	Day	09:05	11:05	13:05	15:05	17:05	18:45
Heriot Bay (Quadra East)	SUN		37.2%	30.2%	36.7%	36.1%	28.9%
	MON	46.0%	33.3%	34.3%	52.8%	63.0%	36.2%
	TUE	41.1%	DC	50.9%	54.0%	62.4%	38.4%
	WED	60.4%	41.1%	37.0%	56.9%	69.2%	44.4%
	THU	47.4%	29.1%	40.0%	61.9%	66.9%	40.0%
	FRI	44.4%	39.6%	52.9%	55.6%	73.2%	43.5%
	SAT	30.3%	35.6%	36.2%	42.8%	47.7%	28.2%

DC – Dangerous Cargo sailings; no passengers permitted

Round Trip Sailings between Quadra Island and Cortez Island							
Day	Sailing 1	Sailing 2	Sailing 3	Sailing 4	Sailing 5	Sailing 6	Sailing 7
SUN	45.3%	35.5%	42.8%	41.7%	31.6%	14.7%	
MON	55.0%	48.6%	41.1%	46.8%	49.3%	28.9%	
TUE	54.2%	39.0%	48.6%	33.9%	56.4%	30.4%	
WED	64.1%	57.3%	41.6%	53.5%	56.0%	33.7%	12.5%
THU	61.4%	48.0%	44.6%	52.8%	53.5%	30.8%	
FRI	52.4%	50.8%	49.0%	49.0%	57.0%	31.3%	
SAT	36.1%	38.4%	35.4%	33.4%	37.3%	21.0%	



ROUTE 25 | Port McNeill – Sointula – Alert Bay

ROUTE 25 service connects Alert Bay on Cormorant Island and Sointula on Malcolm Island with Port McNeill on Vancouver Island

SERVICE	CONSIDERATIONS	
<p>Crossing time: 2 hours for a round trip to all ports</p> <p>Year Round:</p> <ul style="list-style-type: none"> 11 round trips Monday-Saturday 10 round trips Sunday <p>Number of round trips per year: 3,961</p>	<p>2011/2012 Financial Performance (before taxpayer contributions): \$4.18 million shortfall</p> <ul style="list-style-type: none"> Total operating revenue: \$1,771,000 Total operating expenses: \$5,949,000 Shortfall per vehicle carried, before taxpayer contribution: \$49.91 <p>Annual Utilization (2011/2012): 37.8%</p> <p>Round-Trip Utilization (2011/2012): See below table based on departure/arrivals at larger center – Port McNeill</p>	<p>Additional Information:</p> <ul style="list-style-type: none"> Strong demand from commuters (work or school)

Average of Vehicle Utilized Capacity (%)

Route 25: Port McNeill – Sointula – Alert Bay		Round Trip Sailings										
Departure Terminal	Day	1	2	3	4	5	6	7	8	9	10	11
Port McNeill	SUN	15.8%	17.9%	22.5%	22.7%	38.5%	32.9%	50.7%	31.9%	35.7%	19.8%	16.7%
	MON	11.3%	35.8%	23.8%	35.4%	38.6%	42.4%	58.3%	53.5%	33.5%	27.8%	21.3%
	TUE	20.0%	50.7%	25.3%	31.7%	41.7%	55.2%	61.4%	55.7%	33.5%	38.3%	16.9%
	WED	26.3%	66.0%	40.2%	45.8%	47.0%	58.9%	73.1%	62.8%	36.8%	35.7%	23.1%
	THU	15.9%	67.2%	36.7%	57.2%	44.0%	60.0%	71.4%	55.5%	37.5%	43.1%	28.3%
	FRI	25.5%	52.4%	30.5%	35.7%	41.0%	54.3%	72.9%	68.8%	44.7%	42.2%	31.0%
	SAT	9.0%	22.7%	26.0%	39.9%	38.3%	45.1%	42.4%	56.6%	30.8%	36.1%	25.9%
Alert Bay & Sointula	SUN	46.5%	46.3%	47.5%	33.2%	34.0%	20.0%	21.4%	10.5%	13.2%	5.0%	10.0%
MON	48.5%	59.4%	64.0%	52.4%	40.9%	45.2%	22.2%	16.7%	8.3%	8.5%		
TUE	49.6%	59.2%	70.2%	64.0%	38.0%	52.8%	21.2%	17.9%	9.8%	9.9%		
WED	55.6%	69.7%	81.3%	68.7%	48.9%	68.2%	26.6%	25.0%	7.1%	6.2%		
THU	52.8%	67.7%	73.2%	70.8%	42.5%	84.1%	25.2%	31.8%	9.4%	8.0%	0.0%	
FRI	49.9%	65.8%	74.7%	72.3%	43.3%	56.6%	25.5%	28.7%	9.3%	8.9%		
SAT	34.3%	65.7%	42.6%	45.7%	28.7%	40.2%	21.2%	19.1%	7.0%	10.1%	0.0%	



ROUTE 26 | Skidegate – Alliford Bay

ROUTE 26 service in the Haida Gwaii Islands connects Alliford Bay on Moresby Island with Skidegate on Graham Island

SERVICE	CONSIDERATIONS	
<p>Crossing time: 20 minutes</p> <p>Year Round:</p> <ul style="list-style-type: none"> 12 round trips daily <p>Number of round trips per year: 4,482</p>	<p>2011/2012 Financial Performance (before taxpayer contributions): \$4.54 million shortfall</p> <ul style="list-style-type: none"> Total operating revenue: \$698,000 Total operating expenses: \$5,240,000 Shortfall per vehicle carried, before taxpayer contribution: \$107.90 <p>Average Annual Capacity Utilization (2011/12): 20.4%</p> <p>Detailed Sailing Utilization: See utilization table below</p>	<p>Additional Information:</p> <ul style="list-style-type: none"> Used to access airport and Gwai Haanas National Park Reserve on Moresby Island

Average of Vehicle Utilized Capacity (%)

		Sailing Time													
Departure Terminal	Day	07:00	08:00	08:50	09:30	10:30	11:50	12:30	13:30	15:40	16:30	17:30	19:00	21:00	22:00
Alliford Bay (Queen Charlotte Islands)	SUN	4.4%	5.6%		9.5%	14.1%		21.1%	13.2%	52.1%	16.8%	14.3%	16.9%	11.3%	3.0%
	MON	18.8%	22.1%		17.5%	25.5%		30.9%	17.7%	61.3%	27.4%	12.0%	11.7%	6.5%	1.8%
	TUE	20.3%	28.5%		31.4%	30.2%		52.3%	21.5%	54.4%	24.7%	10.8%	9.3%	6.2%	1.8%
	WED	15.8%	22.7%	18.0%		33.2%		36.1%	19.1%	60.6%	24.4%	12.4%	9.6%	6.6%	2.3%
	THU	12.6%	21.9%	DC	20.5%	28.1%	DC	39.5%	24.0%	56.0%	23.6%	16.5%	12.8%	18.1%	3.8%
	FRI	15.4%	19.8%		23.5%	25.0%		43.3%	21.5%	52.6%	21.8%	13.2%	12.3%	7.1%	4.1%
	SAT	5.0%	11.5%		20.0%	20.0%		25.0%	13.5%	48.5%	18.8%	13.6%	11.8%	8.0%	3.7%
Departure Terminal	Day	07:30	08:30	09:10	10:00	11:00	12:10	13:00	14:00	16:00	17:00	18:30	19:30	21:30	22:30
Skidegate (Queen Charlotte Islands)	SUN	7.2%	13.4%		18.3%	16.8%		40.5%	16.5%	11.3%	9.7%	11.7%	5.3%	4.2%	2.0%
	MON	24.8%	29.9%		18.5%	30.2%		47.2%	24.2%	19.7%	18.1%	8.8%	5.6%	4.5%	2.6%
	TUE	30.7%	39.2%		25.4%	33.0%		59.3%	27.2%	29.7%	22.4%	12.3%	5.3%	5.2%	3.1%
	WED	20.8%	23.6%		28.0%	32.8%		53.0%	24.6%	29.9%	22.9%	11.5%	4.3%	8.5%	3.3%
	THU	22.7%	26.3%	DC	23.3%	29.9%	DC	47.9%	26.5%	29.8%	23.8%	20.8%	5.9%	13.0%	3.2%
	FRI	17.9%	30.5%		23.9%	32.1%		55.1%	25.6%	33.1%	24.1%	20.5%	9.6%	12.1%	2.3%
	SAT	7.3%	11.2%		18.5%	25.8%		52.4%	24.2%	26.4%	13.7%	12.6%	7.1%	8.4%	3.5%

< 10 %
10 % < 20%
20 % < 40%
40 % < 60%
60 % < 80%
80 % < 100%
> 100 %

DC – Dangerous Cargo sailings; no passengers permitted

Average of Vehicle Utilized Capacity (%)

Round Trip Sailings between Skidegate and Alliford Bay														
Day	Sailing 1	Sailing 2	Sailing 3	Sailing 4	Sailing 5	Sailing 6	Sailing 7	Sailing 8	Sailing 9	Sailing 10	Sailing 11	Sailing 12	Sailing 13	Sailing 14
SUN	5.5%	9.8%	13.2%	15.0%	28.9%	15.5%	32.1%	13.1%	12.9%	11.5%	8.7%	2.9%	7.7%	1.9%
MON	21.8%	26.0%	18.2%	27.4%	38.6%	21.1%	38.8%	22.8%	9.7%	8.7%	5.7%	2.2%	3.8%	
TUE	25.5%	34.1%	28.1%	31.8%	53.9%	25.3%	41.1%	23.5%	11.5%	7.7%	5.6%	2.6%	0.0%	
WED	18.3%	23.3%	22.8%	32.8%	42.8%	22.4%	43.5%	24.6%	11.6%	7.4%	7.7%	2.8%	8.2%	
THU	17.4%	23.8%	12.5%	23.1%	32.0%	19.8%	39.9%	26.8%	33.6%	19.6%	16.5%	9.7%	12.4%	4.1%
FRI	16.6%	25.1%	23.7%	28.3%	48.4%	23.1%	41.3%	23.5%	17.3%	11.1%	10.0%	3.4%	1.0%	
SAT	6.2%	11.4%	19.2%	22.9%	38.5%	19.0%	36.4%	17.2%	13.4%	9.4%	8.3%	3.5%	5.8%	



ROUTE 30 | Duke Point – Tsawwassen

ROUTE 30 service connects Central Vancouver Island to the Mainland between Duke Point and Tsawwassen

SERVICE	CONSIDERATIONS	
<p>Crossing time: 2 hours</p> <p>Peak:</p> <ul style="list-style-type: none"> 8 round trips daily <p>Off-Peak:</p> <ul style="list-style-type: none"> 8 round trips Monday – Friday 4 round trips Saturday 6 round trips Sunday <p>Number of round trips per year: 2,379</p>	<p>2011/2012 Financial Performance (before taxpayer contributions): \$29.86 million shortfall</p> <ul style="list-style-type: none"> Total operating revenue: \$75,595,000 Total operating expenses: \$105,454,000 Shortfall per vehicle carried, before taxpayer contribution: \$50.00 <p>Average Annual Capacity Utilization (2011/2012): 47.0%</p> <p>Detailed Sailing Utilization: See utilization table below</p> <p><i>Note: Round trip utilization for this route is not available as multiple vessels serve this route</i></p>	<p>Additional Information:</p> <ul style="list-style-type: none"> High commercial traffic levels, carrying 42% of the commercial traffic between Vancouver Island and the Lower Mainland.

Average of Vehicle Utilized Capacity (%)

Route 30: Duke Point – Tsawwassen			Sailing Time							
Season	Departure Terminal	Day	05:15	07:45	10:15	12:45	15:15	17:45	20:15	22:45
Peak	Duke Point	SUN	17.5%	37.2%	67.5%	97.9%	77.7%	94.0%	74.9%	59.0%
		MON	50.0%	71.2%	72.1%	94.5%	75.0%	85.3%	49.3%	36.0%
		TUE	39.7%	66.1%	68.4%	90.6%	67.5%	76.8%	38.6%	30.9%
		WED	43.0%	68.7%	67.2%	89.6%	72.7%	85.7%	42.8%	33.6%
		THU	39.3%	66.7%	76.6%	94.7%	77.8%	92.3%	50.8%	32.0%
		FRI	37.5%	63.5%	71.7%	92.2%	72.3%	82.4%	37.3%	23.3%
		SAT	33.5%	54.8%	64.6%	87.4%	62.8%	67.0%	28.8%	16.5%
	Tsawwassen	SUN	16.6%	26.9%	83.2%	69.5%	93.2%	65.7%	58.8%	22.9%
		MON	47.7%	43.9%	92.3%	73.5%	94.5%	65.9%	59.8%	43.2%
		TUE	55.5%	49.3%	89.4%	67.2%	84.6%	56.6%	52.0%	38.0%
		WED	52.8%	44.8%	87.7%	72.2%	88.2%	64.4%	60.3%	43.4%
		THU	61.4%	58.3%	92.1%	77.5%	93.5%	77.1%	78.1%	54.0%
		FRI	67.2%	58.9%	97.0%	79.3%	96.6%	78.0%	88.9%	45.4%
		SAT	62.0%	60.0%	94.6%	72.9%	78.9%	40.9%	35.5%	17.3%



Note: Utilization shown is before service level reductions effective October 2012.

Average of Vehicle Utilized Capacity (%)

Route 30: Duke Point – Tsawwassen			Sailing Time							
Season	Departure Terminal	Day	05:15	07:45	10:15	12:45	15:15	17:45	20:15	22:45
Off-Peak	Duke Point	SUN			41.4%	65.6%	60.8%	70.4%	39.0%	19.8%
		MON	43.2%	54.6%	51.1%	70.7%	49.9%	58.9%	28.6%	23.1%
		TUE	32.5%	48.9%	47.1%	68.2%	50.9%	57.3%	27.6%	23.2%
		WED	29.8%	47.1%	44.5%	67.0%	51.2%	59.8%	27.4%	23.8%
		THU	29.4%	47.4%	50.9%	78.0%	57.7%	71.0%	31.1%	24.3%
		FRI	27.8%	45.6%	54.5%	80.5%	58.2%	61.0%	19.4%	18.4%
		SAT	20.1%	37.3%	39.3%	51.6%	29.2%	30.7%		
	Tsawwassen	SUN			50.5%	42.3%	66.2%	42.4%	39.0%	21.6%
		MON	36.6%	28.7%	64.3%	51.7%	70.1%	43.6%	47.5%	35.9%
		TUE	45.0%	36.1%	57.2%	43.4%	61.8%	39.8%	40.4%	34.3%
		WED	45.8%	30.3%	49.4%	44.7%	65.9%	44.1%	46.5%	38.2%
		THU	47.5%	35.9%	58.7%	52.3%	74.0%	55.4%	51.6%	40.1%
		FRI	47.8%	33.9%	67.4%	60.3%	85.7%	63.2%	57.6%	37.0%
		SAT	36.0%	29.5%	51.5%	31.8%	44.6%	26.1%		



Note: Utilization shown is before service level round trip reductions effective October 2012.

ROUTE 40 | Port Hardy – Mid-Coast – Bella Coola

ROUTE 40 service connects Port Hardy on the northern tip of Vancouver Island with Bella Bella, Klemtu, Ocean Falls, Shearwater and Bella Coola

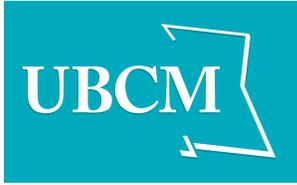
SERVICE	CONSIDERATIONS	
<p>Crossing time: 13 – 21 hours</p> <p>Peak:</p> <ul style="list-style-type: none"> 3 round trips per week in peak season only <p>Number of round trips per year: 39</p>	<p>2011/2012 Financial Performance (before taxpayer contributions): \$3.79 million shortfall</p> <ul style="list-style-type: none"> Total operating revenue: \$1,591,000 Total operating expenses: \$5,380,000 Shortfall per vehicle carried, before taxpayer contribution: \$1,851.91 <p>Average Annual Capacity Utilization (2011/12): 29.3%</p> <p>Round-Trip Utilization: See table below based on departures/arrivals at larger center - Port Hardy</p>	<p>Additional Information:</p> <ul style="list-style-type: none"> Tourism during peak months Vessel replacement planned in the next few years

Average of Vehicle Utilized Capacity (%)

Route 40: Port Hardy – Mid-Coast – Bella Coola		Sailing to Mid-Coast		
Departure Terminal	Day	1	2	3
Port Hardy	TUE	15.1%		
	THUR		27.6%	
	SAT			40.0%

Route 40: Port Hardy – Mid-Coast – Bella Coola		Sailing to Port Hardy		
Departure Terminal	Day	1	2	3
Mid-Coast	MON			59.1%
	WED	16.6%		
	FRI		40.6%	

< 10 %
10 % < 20%
20 % < 40%
40 % < 60%
60 % < 80%
80 % < 100%
> 100 %



MEMBER RELEASE

November 20, 2012

TO: Mayor & Council | Chair & Board | Senior Staff

FROM: UBCM Secretariat

RE: **LOCAL GOVERNMENT CONTRACT MANAGEMENT
COMMITTEE MEETING**

The purpose of this member release is to provide information on the meeting of the Local Government Contract Management Committee (LGCMC) that was held on October 25, 2012 at the UBCM office in Richmond.

The LGCMC dealt with the following matters:

Independent Investigations Office (IIO):

Richard Rosenthal, Chief Civilian Director of the IIO attended the LGCMC meeting to provide an overview of the mandate, jurisdiction, processes and budget of the IIO. He also answered specific questions from LGCMC members.

The IIO became operational in September. It is located in Surrey. The IIO has jurisdiction over investigations involving municipal police agencies, transit police and the RCMP in BC where the action or inaction of on or off duty officers results in death or serious harm. There are currently 26 IIO investigators. To remain impartial, IIO investigators cannot have served as a police officer in BC in the last five years. Rosenthal offered to attend the LGCMC in future if the need arose. More information on the IIO is available at <http://iiobc.ca>.

RCMP Annual Performance Plans (APP):

Randy Beck, A/Commissioner Deputy Criminal Operations of "E" Division discussed the importance of communication between local governments and detachment commanders when setting annual priorities in their communities through APPs. A local government designate must sign off on the APP and local governments may request their detachment commander present the APP annually to Council as a whole for information sharing purposes. More information on the APP process is available at <http://bc.rcmp-grc.gc.ca/ViewPage.action?siteNodeId=24&languageId=1&contentId=27735>.

Patrol Carbines:

A/Commissioner Beck also provided information on the 367 patrol carbines scheduled for distribution to provincial and municipal detachments over the next three years. He clarified the cost for one carbine is \$5,400. This includes all related equipment such as scopes, racks and carrying cases. Training costs will be absorbed into existing training budgets.

The RCMP will distribute the carbines over the next three years. The Province will receive the first 150 carbines this fiscal year. Another 150 will be deployed in the next fiscal year, with the remaining deployed in the third year.

The RCMP will discuss details regarding costs, training, distribution and the rationale for the number of carbines needed in each detachment on an individual basis over the coming months. The RCMP will not distribute any carbines to municipal detachments until these discussions have occurred.

Finance Sub-Committee:

The LGCMC Finance Sub-Committee presented a template used by the RCMP and administrative staff to report RCMP budget information to Maple Ridge's Council. The LGCMC recognized the value of the presentation and the RCMP committed to work with local governments who are interested in using the template to tailor the presentation to their specific community. A link to Maple Ridge's presentation is available on the city's website at <http://www.mapleridge.ca/index.html>. Local governments are encouraged to follow up with their detachment if they are interested in working with the RCMP to produce a presentation for their community.

Green Timbers:

Discussions between the Province and the Federal Government regarding the new "E" Division Headquarters (Green Timbers) remain ongoing. UBCM has appointed a sub-committee of local government representatives to aid in the discussions and the Province has committed to keep them involved going forward.

Companion Document Sub-Committee:

The LGCMC Companion Document Sub-Committee is in the final stages of formation and will begin work on the municipal version of the Companion Document soon.

National Contract Management Committee (CMC):

The second National CMC meeting was held in Ottawa on November 6 and 7. The CMC continued to clarify its mandate and processes and the Standing Committees reported on their progress to date and any substantive issues facing the RCMP policing agreements nationally. Both LGCMC Co-Chairs were in attendance and issues of importance to local governments will be communicated to the LGCMC.

Next LGCMC Meeting:

The LGCMC will hold its next meeting in the new year. Local Governments are encouraged to raise any issues affecting the administration of the RCMP policing agreements for discussion to LGCMC members or UBCM well in advance of the meeting.

Contact:

If you or your Local Government has any comments about the information contained in this communication, please forward your comments to Ken Vance at the UBCM Offices in Richmond at 604-270-8226 (ext. 114) or at kvance@ubcm.ca.

RCMP Contract

Local Government Contract Management Committee

Background:

The Provincial Government and UBCM established a Local Government RCMP Contract Management Committee (LGCMC) to:

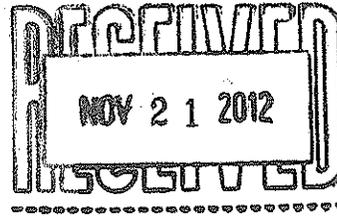
- provide a forum for consultation, analysis and communication between Local Government and the Provincial Government regarding the management of the Agreement under which the RCMP provide local police services in BC;
- analyze and respond to changes that may be proposed from time to time by the Federal government and/or the RCMP; and
- recommend changes to the Federal government and/or the RCMP that may be considered necessary or appropriate.

Representatives are appointed by UBCM and include:

- Clayton Pecknold, Assistant Deputy Minister of Policing and Security Programs and Director of Police Services (Co-Chair)
- Mayor Peter Fassbender, City of Langley (Co-Chair)
- Paul Gill, General Manager of Corporate & Financial Services, District of Maple Ridge
- Mayor Dianne Watts, City of Surrey
- Councillor Cindy Solda, City of Port Alberni
- Mayor Peter Milobar, City of Kamloops
- Mayor Lori Ackerman, City of Fort St. John
- Wallace Mah, Chief Administrative Officer, District of Kent
- Director Grace McGregor, Kootenay Boundary RD
- Councillor Clara Reinhardt, Village of Radium Hot Springs
- Councillor Sav Dhaliwal, City of Burnaby



NOV 12 2012



Ref: 151618

Ms. Cindy Solda, Acting Chair
and Members of the Board
Alberni-Clayoquot Regional District
3008 Fifth Avenue
Port Alberni, BC V9Y 2E3

Dear Ms. Solda and Board Members:

I was saddened to hear of the sudden passing of your Board Chair, Mr. Glenn Wong, on Friday, September 28, 2012. By all accounts, Chair Wong was passionate about his community and will be sorely missed.

Clearly he was an active member of, and selflessly served, his community as a Cherry Creek resident, Trustee of School District 70 (Alberni) and Chair of the Alberni-Clayoquot Regional District.

I did not have the opportunity of working closely with Chair Wong, but Ministry of Community, Sport and Cultural Development staff spoke very highly of him. Staff's recent experience included working with the Board on the Maa-nulth Treaty First Nations membership in the regional district. I understand Chair Wong and Director John Jack, Huu-ay-aht First Nations Councillor, participated in a well-received UBCM presentation on September 26 regarding the implementation of the Treaty First Nations membership.

Chair Wong was highly thought of in his community and by his colleagues and I extend my condolences to his family and colleagues.

Sincerely,

Bill Bennett
Minister

Ministry of Community, Sport
and Cultural Development

Office of the Minister

Mailing Address:
PO Box 9056 Stn Prov Govt
Victoria BC V8W 9E2

Phone: 250 387-2283
Fax: 250 387-4312

Location:
Room 301
Parliament Buildings
Victoria BC V8V 1X4

www.gov.bc.ca/cscd



REQUEST FOR DECISION

To: Board of Directors

From: Andy Daniel, Manager of Environmental Services

Meeting Date: November 28, 2012

Subject: AV Drag Racing Association lease – AV Airport

Recommendation:

That the Alberni-Clayoquot Board of Directors agree to enter into a 3 year lease with the Alberni Valley Drag Racing Association for Lots 9 and 16 for the purpose of storing equipment for the Alberni Valley Drag Race event.

Summary:

The Alberni Valley Drag Racing Association currently holds a Licence of Use with the ACRD for the purpose of the Alberni Valley Drag Race event. This licence is for a period of 10 years, expiring in August of 2019. The licence is for the use of the parking lots and airside areas during the event weekend. The AV Drag Racing Association pays a fee of \$7200.00 per year plus HST, with yearly increases as per the consumer price index on December 31st of each year. The AV Drag Racing Association have requested a portion of land at the airport for the purpose of year round storage of equipment required for the race weekend. Lots 9 and 16 are available for this purpose.

Time Requirements – Staff & Elected Officials:

Staff time required to prepare lease agreement.

Financial:

In the past the ACRD has verbally agreed to include the lease lots as part of the licence of use. This is the formal documentation of that commitment.

Submitted by: 
 Janice Hill, Environmental Services Assistant

Approved by: 
 Andy Daniel, Manager of Environmental Services



REQUEST FOR DECISION

To: Board of Directors

From: Teri Fong, CGA, Manager of Finance

Meeting Date: November 28, 2012

Subject: Apportionment of Maa-nulth Treaty Mandatory Services

Recommendation:

That the Board of Directors accept net taxable values as the apportionment method for Yuułuʔiłʔatḥ Government and Huu-ay-aht First Nation with regard to General Government Services and Regional Hospital District.

Summary:

At the July 11th, 2012 Board of Directors meeting a memo was presented to the directors requesting a recommendation for apportionment method for Yuułuʔiłʔatḥ and Huu-ay-aht for the services of General Government Services and Regional Hospital District. The memo along with the EcoPlan project briefing report was referred to the two new governments for their consideration. Letters of support have been received from both Yuułuʔiłʔatḥ and Huu-ay-aht. Staff recommends that the Board proceed with the net taxable values recommendation.

The original memo, the EcoPlan briefing report and the letters from both Yuułuʔiłʔatḥ and Huu-ay-aht are attached for your information.

Time Requirements – Staff & Elected Officials:

A significant amount of staff time has been spent investigating different apportionment options.

Financial:

Although the contribution by Yuułuʔiłʔatḥ and Huu-ay-aht will be relatively small in the first couple of years the assessed value of the Treaty lands is anticipated to grow as the governments develop and become successful.

The two governments have offered to pay for the remuneration of their Director for the next couple of years to address the costs associated with the Directors sitting at the table. This will be reviewed periodically as the assessed values increase.

Policy or Legislation:

As net taxable values is the default for both of these services no adjustments will need to be made to our letters patent to begin taxing Yuułuʔiłʔatḥ and Huu-ay-aht in 2013.



Submitted by:

Teri Fong, CGA, Manager of Finance



Approved by:

Russell Dyson, Chief Administrative Officer



REQUEST FOR DECISION

To: Board of Directors
From: Russell Dyson, CAO
Meeting Date: July 11, 2012
Subject: Apportionment of Maa-nulth Treaty Mandatory Services

Recommendation:

That the Board of Directors of the Alberni-Clayoquot Regional District (ACRD)

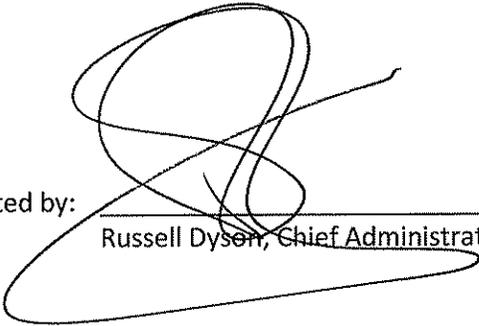
1. Receive the Chief Administrative Officer's report and EcoPlan project briefing report requesting Huu-ay-aht First Nation (HFN) and Yuułu?iŋ?ath Government (YG) apportionment of costs for General Government Services and the Regional Hospital District services be determined
2. Refer the recommendation to accept net taxable values as the apportionment method for both services to HFN and YG for consideration before making a determination at the July 25th regular Board meeting.

Summary:

The attached briefing report from EcoPlan describes the issues, process and recommendation for the apportionment of costs for the two services.

Although net taxable values is the recommended apportionment method both HFN and YG are proposing that their respective governments will cover the cost of remuneration for their Directors.

Submitted by:



Russell Dyson, Chief Administrative Officer

Project Briefing Note

July 5, 2012

To: Alberni Clayoquot Regional District
From: EcoPlan
Subject: Huu-ay-aht / Yuułuꞑiꞑath / ACRD regional governance initiative

OVERVIEW AND SUMMARY

The Huu-ay-aht / Yuułuꞑiꞑath / ACRD regional governance initiative is a project to support the joining of the First Nations of the Maa-nulth Treaty to the Alberni-Clayoquot Regional District (ACRD). Specifically, the project is working to:

- Help support and facilitate the integration of Huu-ay-aht First Nations and Yuułuꞑiꞑath Government, the first two First Nations of the Maa-nulth Treaty, to formally join the ACRD;
- Support development of cost apportionment arrangements for the two ACRD services areas identified as mandatory in the Maa-nulth Treaty;
- Work with Huu-ay-aht First Nations and Yuułuꞑiꞑath Government to identify potential, longer-term voluntary service areas; and
- Develop supporting tools for both ACRD members and other Treaty Nations and regional districts in BC.

This briefing note examines the apportionment mechanisms to be used for two mandatory services stipulated in the Maa-nulth treaty. These two services are: (1) General Government and (2) Regional Hospital District.

A review of apportionment options and criteria took place on June 27th at Huu-ay-aht First Nations government offices in Port Alberni with staff and directors from Huu-ay-aht First Nations and Yuułuꞑiꞑath Government, the ACRD's Chief Administrative Officer and Manager of Finance, provincial representatives, and project consultants. At this meeting, participants reached a consensus recommendation that the best option would be to continue using Net Taxable Value to apportion costs for General Government Services and Regional Hospital District.

To address the equity issues, and as a goodwill gesture, Huu-ay-aht First Nations and Yuułuꞑiꞑath Government would pay a portion of the remuneration of their directors in the near to medium term which would be captured in separate agreements with the ACRD. There are three types of meetings that Directors may attend:

1. ACRD Board Meetings
2. ACRD Committee Meetings
3. Appointments as representatives of the ACRD to other organizations.

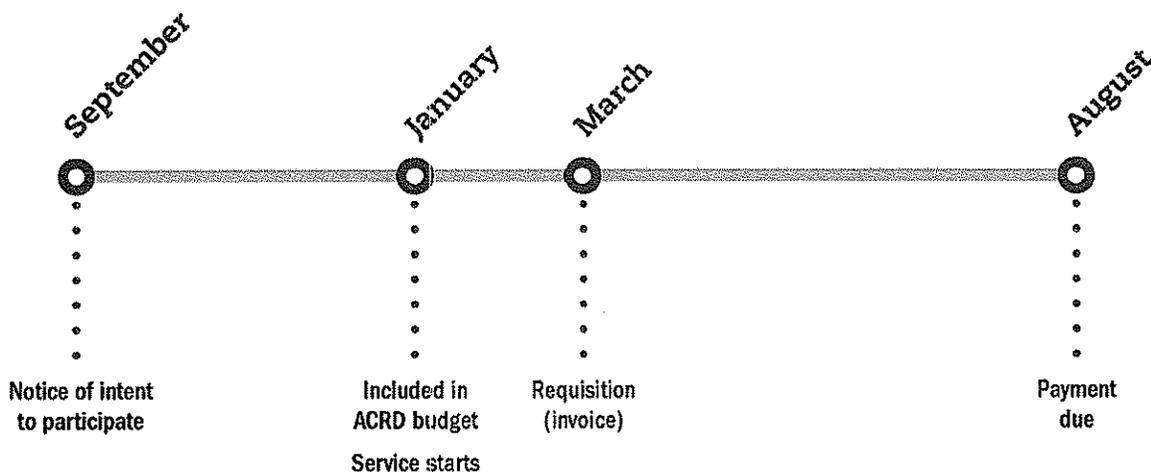
It is the intention that the Huu-ay-aht First Nations and Yuułu?if?ath Government would pay for their directors attending the ACRD meetings (1 & 2). These costs are estimated at approximately \$6,000 for Huu-ay-aht First Nations and \$8,400 for Yuułu?if?ath Government. The ACRD would continue to pay First Nation Directors for their attendance where they are representatives to other organizations (3). The ACRD would continue to pay travel expenses for Huu-ay-aht First Nations and Yuułu?if?ath Government ACRD directors for all travel associated with ACRD business.

In the future, it may be necessary to determine different apportionment methods for additional services the Huu-ay-aht, Yuułu?if?ath or other First Nations of the Maa-nulth Treaty may decide to join.

PARTICIPATION AND APPORTIONMENT PARAMETERS

In determining a preferred method for apportionment for the two mandatory services areas, it is necessary to understand the basic parameters and context. The following figure outlines general timing considerations for apportionment decisions:

Figure: General timing considerations for service apportionment



It is also critical to understand that a number of apportionment methods are available. Net Taxable Value is currently the default apportionment mechanism for two mandatory service areas. Other methods include: Gross Land & Improvements, Land Area, Population, Dwelling Units, and User Fees/Usage. The purpose of this process was to determine which of these methods is most appropriate in this context.

PROCESS

A meeting was facilitated on June 27th, 2012 to examine potential apportionment methods and to determine the best alternative going forward. Several other meetings, research and preparatory work was completed in the lead-up to the meeting. Attendees at the meeting included:

- Russell Dyson, Chief Administrative Officer, ACRD
- Teri Fong, Manager of Finance, ACRD

- Shar Williams, Interim Director of Finance and Government Services, Huu-ay-aht First Nations
- John Jack, Councilor/ACRD Director, Huu-ay-aht First Nations
- Tamara Nelson, Chief Financial Officer, Yuułu?if?ath Government
- David Bird, Ministry of Aboriginal Relations and Reconciliation
- Jonathan Wray, Ministry of Aboriginal Relations and Reconciliation
- Jeff Neilson, Senior Planning Analyst, Ministry of Community, Sport and Cultural Development
- Joshua Craig, Financial Analyst, Ministry of Community, Sport and Cultural Development
- William Trousdale, EcoPlan (project consultant)
- John Ingram, EcoPlan (project consultant)

An evaluation matrix was used to assess the various apportionment methods against three criteria:

- **Ability to pay** - the degree to which the apportionment method reflects “government access to revenue”
- **Equity** - paying a “fair share”
- **Approval** – default apportionment mechanism and ease to implement/support

The criteria were developed based on previous conversations with stakeholders from the ACRD, Huu-ay-aht and Yuułu?if?ath governments and in coordination with ACRD staff.

An evaluation matrix was reviewed and completed by the group, for the **General Government** service area. This exercise helped identify which apportionment method best satisfied (or achieved) the criteria, overall. The following table contains the results of the evaluation:

Apportionment Criteria	Apportionment Options					
	Converted Land & Improvements		Land Area	Population	Dwellings	User Fees
	NET	GROSS				
ABILITY TO PAY	High	Low	Low	Low	Low	Low
EQUITY	Current Low Potential High	Current Low Potential Low	Low	Medium	Medium	High
APPROVAL	High	Low	Low	Low	Low	Low

DISCUSSION AND RATIONALE

The following notes provide a summary of the discussion that took place in completing the evaluation matrix. It is important to restate that the discussion focussed primarily on government services only.

LAND & IMPROVEMENTS (Net Taxable Value)

Apportionment Criteria	Converted Land & Improvements		Discussion and Rationale
	NET	GROSS	
ABILITY TO PAY	High	Low	<ul style="list-style-type: none"> o "Net Taxable Value" is the default for "Ability to Pay" o This is from a government perspective – not an individual perspective o Net and gross were assessed o Gross is "Low" for Ability to Pay, while Net is "High," as net reflects revenue flow of economic development and ability of Nation to fund its government, while gross does not reflect this (i.e., could be land "rich" and cash "poor") o Net taxable values <u>will</u> change (likely upwards), as development occurs on Treaty Settlement Land (TSL) and tenure exemptions change for citizens (i.e., taxable occupation of land) o All participants expressed comfort with the concept that the ability of HFN and YG to pay will increase over time
EQUITY	Current Low Potential High	Current Low Potential Low	<ul style="list-style-type: none"> o Examined both Current and Future Equity scenarios o Potential for Net is "High", in Future, "Low" current, as the current net taxable value of land is low (e.g., YG's total net taxable land assessment is currently \$59,000), but is expected to grow in the future as development occurs on TSL and land tenure exemptions change for citizens
APPROVAL	High	Low	<ul style="list-style-type: none"> o Gross land assessment would require approval from BC's Inspector of Municipalities

Issues

- o BC Assessment has not yet completed the rolls for HFN or YG

LAND AREA

Apportionment Criteria	Land Area	Discussion and Rationale
ABILITY TO PAY	Low	<ul style="list-style-type: none"> o Land area does not affect ability to pay o An area may be land "rich" (i.e., a large area), but be "cash poor" (i.e., land is limited in ability to pay either through lack of population, limited economic activity on the land, or non-revenue producing assets on the land, etc.) o Limitation of land is due partly to fact that BC Assessment has not surveyed and assessed all TSL and there is no timeline for this work
EQUITY	Low	<ul style="list-style-type: none"> o "Low" as land area does not reflect the government's ability to pay
APPROVAL	Low	<ul style="list-style-type: none"> o Would require approval from BC's Inspector of Municipalities

POPULATION

Apportionment Criteria	Population	Discussion
ABILITY TO PAY	Low	<ul style="list-style-type: none"> Population does not reflect income or ability to pay
EQUITY	Medium	<ul style="list-style-type: none"> Population rates a "Medium" at indicating that it does partially reflect a government's "fair share", but does not distinguish between high and low income or the government's ability to collect revenue from its citizens. Using population, Treaty Nation apportionments would be similar to Area A, Bamfield, the closest in population to YG (est. 209 on TSL) and HFN (est. 132 on TSL)
APPROVAL	Low	<ul style="list-style-type: none"> Would require approval from BC's Inspector of Municipalities

Issues

- Population counts and data would need to be consistent and comparable
- Census Canada will be changing census approach with TSL, but current data is limited and not comparable or consistent

DWELLINGS

Apportionment Criteria	Dwellings	Discussion
ABILITY TO PAY	Low	<ul style="list-style-type: none"> Dwellings do not reflect income or ability to pay
EQUITY	Medium	<ul style="list-style-type: none"> Dwellings rates a "Medium" at indicating "fair share", however, dwelling numbers do not reflect overall value, income or the government's ability to collect revenue. "Medium" rating is dependent on being able to collect data (see note below in "Issues")
APPROVAL	Low	<ul style="list-style-type: none"> Would require approval from BC's Inspector of Municipalities

Issues

- Very limited data (mapping and map layer limitations)
- Administrative and practical challenges to achieve across-the-board, comparable and consistent dwelling count data make this not practicable

USER FEES

Apportionment Criteria	User Fees	Discussion
ABILITY TO PAY	Low	<ul style="list-style-type: none"> User fees do not adequately reflect income or ability to pay
EQUITY	High	<ul style="list-style-type: none"> Using equity measure and assuming no travel, measure is "High" Equity around user fees would require more study and more detailed costing, however <ul style="list-style-type: none"> Can Government Services be measured effectively by "use"? What would the cost per director be? Costs estimated at \$12,000 for Directors from YG (i.e., "afar") and \$6,000 for Directors located in Port Alberni
APPROVAL	Low	<ul style="list-style-type: none"> Every option requires minister approval except Net Taxable Value" which is the default in the legislation

Issues

- YG heading to portfolio model with Directors, similar to HFN, that would pay directors for their portfolio work, including ACRD director's duties
- Both YG and HFN are coming to understand the amount of work required as an ACRD director and may reorganize portfolios to reflect this

OUTCOME

Following a review of apportionment options and criteria, participants reached a consensus recommendation that the best option would be to continue using Net Taxable Value to apportion costs for General Government Services.

To address the current 'Low' score related to the equity criteria, and as a goodwill gesture in the near to medium term, the two Treaty Nations would offer to pay the remuneration of their directors. HUU-AY-AHT First Nations and YUULU?I?ATH Government, in a separate agreement, would agree to repay their directors' honorariums. These costs are estimated at approximately \$6,000 for HUU-AY-AHT First Nations and \$8,400 for YUULU?I?ATH Government. ACRD would continue to pay travel expenses.

The approach would require a change to ACRD's Remuneration Bylaw, which would be easy to change. As an ACRD procedural formality, this Bylaw is reviewed every three years (i.e., with the provincial municipal election cycle), which would permit a wider review to determine whether the HUU-AY-AHT First Nations (HFN) and YUULU?I?ATH Government (YG) have begun to pay more of their fair share through an increased apportionment (i.e., more taxable properties on their land, potential tenure changes). ACRD, YG and HFN share a strong desire to create "no barriers" or any "sense of entitlement/resentment" with the proposed approach.

Regional Hospital District

Applying a similar rationale to General Government Services, the participants recommend using Net Taxable Value for apportioning Regional Hospital District Services as well.

ACTIONS

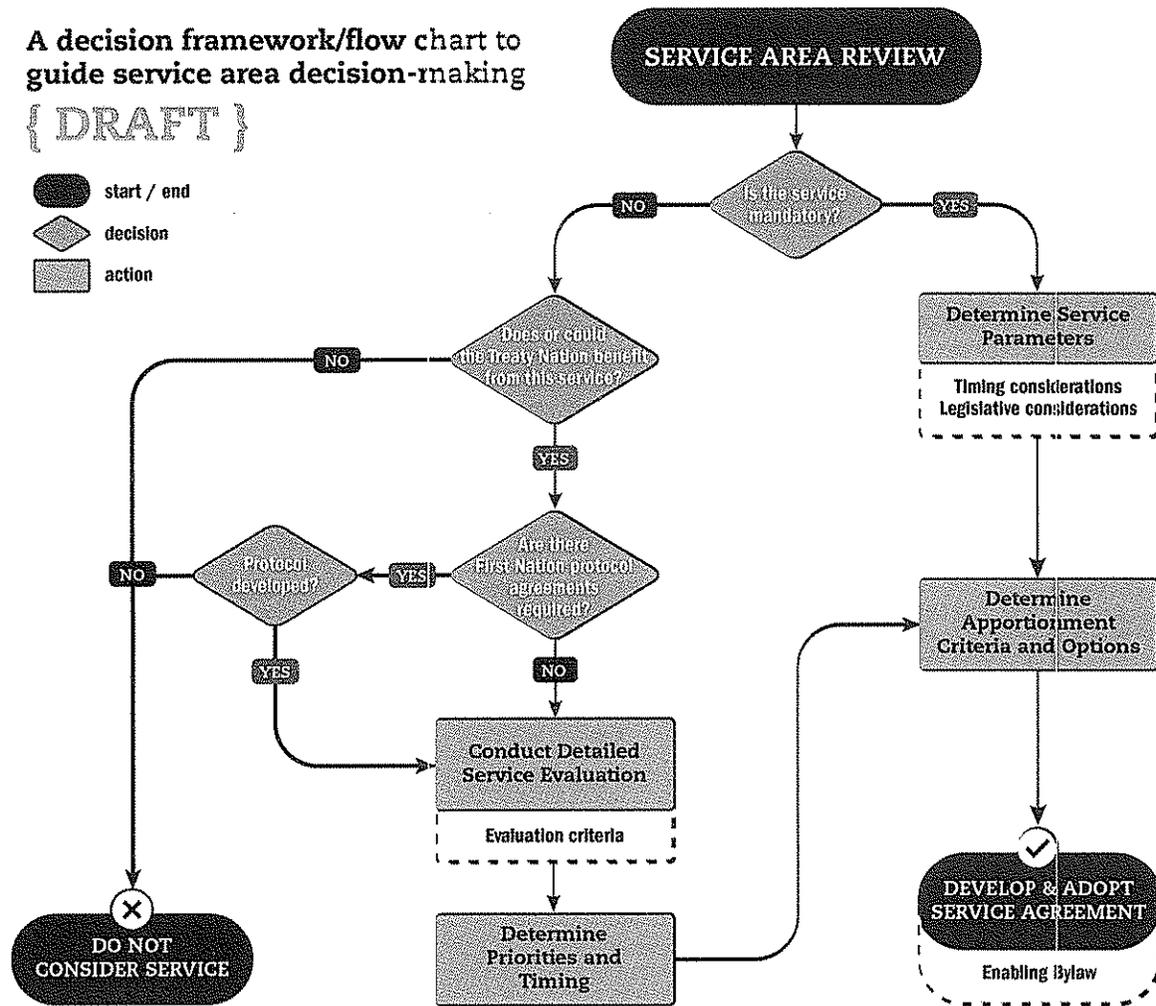
- ACRD process requires a report to the board of Directors for discussion regarding the recommendation to split out costs of HUU-AY-AHT First Nations and YUULU?I?ATH Government directors and apportion going forward using Net Taxable Value. Report to be tabled at July 11th ACRD Board meeting at YG (Ittatsoo).
- Report to be taken to HUU-AY-AHT First Nations and YUULU?I?ATH Government for consideration
- HUU-AY-AHT First Nations and YUULU?I?ATH Government to provide a written offer to reimburse directors expenses for ACRD Board and Committee meetings in time for the July 25 Board meeting.
- Report to be tabled at ACRD board meeting at HFN (Anacla) scheduled for July 25th. Resolution to be adopted to approve using Net Taxable Value for apportioning Regional Hospital District Services and General Government Services. ACRD Board to endorse offer of HFN and YG regarding reimbursement of expenses.
- ACRD to bill HUU-AY-AHT First Nations and YUULU?I?ATH Government for Director costs, HUU-AY-AHT First Nations and YUULU?I?ATH Government pays for each Director's costs. ACRD to pay for travel/mileage for meetings and attendance as the Boards representative to other organizations.

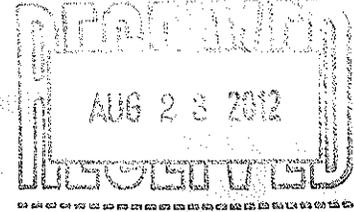
FURTHER CONSIDERATIONS

As noted, Treaty First Nations may choose to join additional services in the future. These would be voluntary and, for each, an appropriate apportionment method would need to be determined. The following decision flowchart outlines a general process for decision-making around the participation in and implementation of additional services.

A decision framework/flow chart to guide service area decision-making

{ DRAFT }





August 17, 2012

Alberni-Clayoquot Regional District
3008 Fifth Avenue,
Port Alberni, British Columbia V9Y 2E3

Attention: Russell Dyson, Chief Administrative Officer

Dear Mr. Dyson,

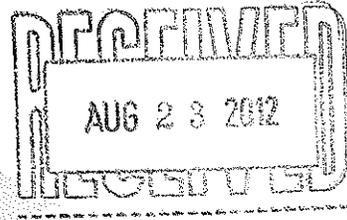
RE: Apportionment of Costs for Mandatory Services

The Executive members of the Legislature of the Yuutu?it?ath Government, at their August 15, 2012 meeting, made a motion to support the recommendation to apportion costs for the mandatory services using Net Taxable Value as presented in the July 5, 2012 briefing note from EcoPlan, and as per the existing method for all current members of the ACRD.

We look forward to the response from the Board as a whole after the ACRD Board Meeting of August 22, 2012.

Sincerely,

Charles McCarthy
President



August 17, 2012

Alberni-Clayoquot Regional District
3008 Fifth Avenue,
Port Alberni, British Columbia V9Y 2E3

Attention: Russell Dyson, Chief Administrative Officer

Dear Mr. Dyson,

RE: Director's remuneration through December 2013

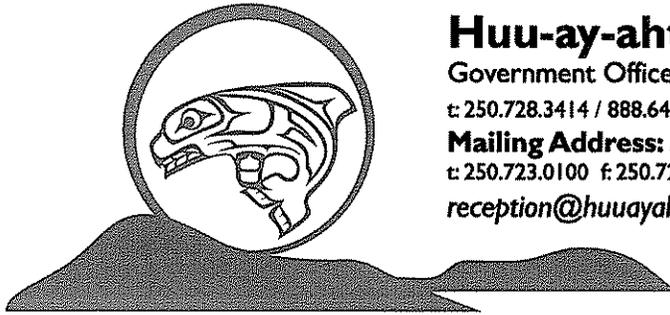
The Executive members of the Legislature of the Yuutu?it?ath Government, at their August 15, 2012 meeting, made a motion to cover the remuneration of its Alberni-Clayoquot Regional District (ACRD) director, Alan McCarthy, for ACRD Board and Committee meetings, from the date of membership in the ACRD through 2013. This commitment is to be reviewed each year.

The ACRD will continue to pay the travel expenses of the Yuutu?it?ath director.

Please provide any monies due in respect of Alan McCarthy's remuneration paid by the ACRD to date.

Sincerely,

Charles McCarthy
President



Huu-ay-aht First Nations

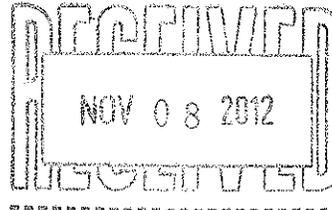
Government Office: 170 Nookemus Rd, Anacla, BC

t: 250.728.3414 / 888.644.4555 f: 250.728.1222

Mailing Address: 3483 - Third Ave., Port Alberni, BC V9Y4E4

t: 250.723.0100 f: 250.723.4646

reception@huuayaht.org / www.huuayaht.org



November 7, 2012

ALBERNI-CLAYOQUOT REGIONAL DISTRICT
3008 5th Avenue
Port Alberni, BC
V9Y 2E3

ATTENTION: MR. RUSSELL DYSON

RE: PARTICIPATION IN SERVICES - HUU-AY-AHT FIRST NATIONS

Dear Mr. Dyson:

I am pleased to advise you that Executive Council passed resolution #2012-180 at a recent meeting confirming Huu-ay-aht First Nations participation in General Administration and Hospital District services for 2013/2014 fiscal year.

This letter also confirms our understanding that payment for these services is due to the ACRD on August 2, 2013.

Sincerely,

Connie Waddell,
Executive Director/Law Clerk



MEMORANDUM

To: Board of Directors
From: Teri Fong, CGA, Manager of Finance
Date: November 21, 2012
Subject: Beaver Creek Improvement District Audit

The final Beaver Creek Improvement District financial statements and audit for the five month period ending May 31st, 2012 is being completed by the auditors, Duncan Sabine Collyer Partners. The statements will be ready for presentation to the Beaver Creek Advisory Committee on December 3rd at 7pm in the Alberni-Clayoquot Regional District board room. The Directors are welcome to attend to hear the presentation.

The Beaver Creek Advisory Committee, as former trustees', will be asked at that meeting to approve the financial statements. The statements will then be presented to the Board at the December 7th meeting and the Board will be also asked to approve the statements. This process of double approval is recommended by the auditors and the Province.

If the Directors would like the financial statements to also be presented by Duncan Sabine Collyer Partners at the December 7th meeting, please provide additional direction to staff.

Submitted by: 
Teri Fong, CGA, Manager of Finance

Approved by: 
Russell Dyson, Chief Administrative Officer



REQUEST FOR DECISION

To: Board of Directors

From: Wendy Thomson, Manager of Administrative Services

Meeting Date: November 28, 2012

Subject: **2012/2013 Contribution to the Coastal Community Network**

Recommendation:

That the Alberni-Clayoquot Regional District Board of Directors approve payment of the 2012 Membership Invoice from the Coastal Community Network in the amount of \$4,731.30 and forward the 2013 Membership request for consideration during 2013 budget deliberations.

Desired Outcome:

To renew the Alberni-Clayoquot Regional District's membership in the Coastal Community Network.

Background:

Attached please find two letters of request from the Coastal Community Network (CCN). The first is a request to approve payment of the 2012 Membership. The Network held off invoicing for 2012 to allow Members and Associates the opportunity to revisit the mandate of CCN.

The second letter of request is for consideration of subscription (membership) renewal in 2013. The CCN has been reconstructed for 2013 to better serve communities on the coast. The annual subscription fee has been revised for 2013.

Time Requirements – Staff & Elected Officials:

Some elected officials time is required – The ACRD Board appoints a Director to sit on the Coastal Community Network Board of Directors annually. The current representative is Tony Bennett. Director Bennett is currently Chair of the Network.

Financial:

Funds for the 2012 Membership contribution coming out of General Government Services.

Policy or Legislation:

N/A

Submitted by: Wendy Thomson
Wendy Thomson, Manager of Administrative Services

Approved by: 
Russell Dyson, Chief Administrative Officer



Serving Regional Districts and Territorial Councils on the
Pacific Coastal Watershed Since 1993

November 14th, 2012

Chair & Members of the Board of Directors
Alberni-Clayoquot R.D.
3008 Fifth Avenue
Port Alberni, British Columbia
CANADA V9Y 2E3

Subject: Contributions to the 2012 Operations of the Network: Transition Complete

Dear Chair & Members of the Board of Directors:

2012 has been a transition year for the network. Based on our consultations with Members and supporters in 2011, our organization undertook a number of initiatives this year:

1. 2012 Delayed Contributions: We held off invoicing for the 2012 year until November to allow Members and Associates the opportunity to revisit our mandate. The Board felt that invoicing at the beginning of the year before we understood the position of key Members with respect to our future direction would have been risky. So we deferred asking for your 2012 contribution.

2. Consultation: The Board of Directors held a consultation with Members in February of this year and presented a shell of a business plan which would transition the organization from an administrative focus to an operational Network. Based on feedback, we have developed a new approach which will place this Network as a utility for your use. Can you imagine your web site boosted by activity from 158 the local and aboriginal community's online activity? Well that is one of the new values that the Network is building.

3. Local and Aboriginal Government: The need for collaboration between local and aboriginal governments continues to be a top 5 issue, and opportunity at places where these discussions occur. The Coastal Community Network continues to be the only forum at which local and aboriginal leaders can have frank discussions as equals in the battle to ensure that life on the coast continues to go in a positive direction.

4. Administrators: Having this Network as an excuse to call your neighbouring government is one value that we offer. Using the Network to amplify your Victories, Best Practices and have personal control over what information is shared and how it is presented is another. Consider this contribution as a way to validate your approach to managing your community by sharing your very best with the rest of the coastal community. Its called proactive disclosure.

5. Elected Leadership: The Board of Directors can be a formidable force in representing Coastal issues and opportunities to collaborate. For some of you, your term is too short to make huge steps for your community. And for others, you have time, but are chained to the local newspapers for your exposure. Make it a leap by participating online with the Network.

The 2012 contribution is now due. For budget discussion purposes, please find also attached an invoice for 2013 with the revised rates. If you have any questions, please contact anyone on the list attached and they would be pleased to assist.

Yours truly,
Coastal Community Network

Tony Bennett
Chair, Local Governments on the Coast
Long Beach Area Director, Alberni Clayoquot Regional District

1. Values, Victories and Returns on Investment

- The Network does not represent coastal local and aboriginal governments, but it does serve as a single window of contact, assessment and referral, saving all administrators and elected politicians time and ensuring that urgent and emergent subjects are brought to the attention of those that can resolve them.
- Connected coastal communities to more than 50 consultation processes on provincial, federal and private sector initiatives relaying information back to communities for decisions;
- Hosted more than 12 regional conferences focused on resolving coastal issues and engaging in coastal opportunity development;
- Brought both local and aboriginal government representatives together to collaborate on resolving common issues and communicating them back to municipal and aboriginal associations and senior governments across 5 regional association jurisdictional boundaries;
- Assembled coastal parliamentarians, a non-partisan group of Elders, MLA's, MP's and Senators who represent people on the coast;
- Contributed to the decisions to maintain manned lighthouses on the west coast;
- First point of contact for provincial and federal department staff for referrals reducing time sensitive inquiries to administrators;
- Invests time in the only organization that makes decisions on the "Fair Share" of resource based revenues [Groundfish Development Authority];
- Physically supported all five coastal regional districts as they represented their constituents in the 3 year Pacific North Coast Integrated Management Area Planning process which will eventually impact marine planning processes for the west coast Vancouver Island, Salish Sea and waterfronts in Metro Vancouver and Metro Victoria;
- Providing regional district and area municipal elected people who understand how local and aboriginal governments work to the:
 - Fisheries & Oceans Canada Groundfish Integrated Advisory Board [GIAB]
 - Fisheries & Oceans Canada Groundfish Trawl Advisory Committee [GTAC] In-season Hake Advisory Committee [IHAC];
 - Fisheries & Oceans Canada Groundfish Trawl Advisory Committee [GTAC] , Groundfish Special Industry Committee [GSIC]; and;
 - Fisheries and Oceans Pacific Integrated Commercial Fisheries Initiative [PICFI].

2. Proposed Base Budget for 2013

2.1 Host 4 Coastal Forum sessions at AVICC, NCLGA, LGMA, First Nation Summit and UBCM including Annual General Meeting estimated at \$4,000.00 each for a total of \$20,000. Charges to this account include travel and accommodation for Network Manager, Registration charges to municipal and aboriginal government associations.

.....\$20,000

2.2 Contract management of Network issues, opportunities, consultation, representation, and website proposed at \$2,000 a month.....\$24,000

2.3 Administration costs associated with project oriented travel, consultation, telephone and general administration charges.....\$10,000





Total Base Budget\$54,000

3. Proposed Subscription Schedule for 2013

The Board of Directors is mindful that not all Regional Districts will be able to participate in 2013. Therefore the budget will need to be revised based on the number of Regional Districts and Associate Subscriptions that can be raised in January.

The new charge based on budget needs reflect the following:

- Associate individual elected or formerly elected | \$125 = \$10.43 a month
- Associate and elected organizations under 10,000 population | \$600 = \$50 a month
- Members with populations under 200,000 | \$3600 = \$300 a month
- Members with populations over 200,000 | \$7200 = \$600 a month



2012 | 2013 Board of Directors and Support

Name Term	Organization and Business Address	Officer Title	Phone	Facsimile
Tony Bennett Electoral Area C Director Long Beach	Alberni Clayoquot Regional District 1420 Port Albion Box 595 Ucluelet, BC CANADA V0R 3A0	Co-Chair Local Government tonben1@telus.net	Bus (250) Cell (250) Res (250) 726-1224	(250) 726-1225
		Co-Chair Aboriginal Government [Vacant]		
Des Nobles Area Director Skeena Queen Charlotte	Skeena-Queen Charlotte Regional District 100 1st Avenue East Prince Rupert BC CANADA V8J 1A6	Vice Chair dnobels@citytel.net	Res (250) 627-1859	Des Nobles Area Director Skeena Queen Charlotte
Al Huddleston Regional Chair	Regional District of Mt. Waddington P.O. Box 729 – 2044 McNeill Road, Port McNeill, B.C. CANADA V0N 2R0	Treasurer	Bus (250) 956-3301 Cell (250) Res (250)	(250) 956-3232
Bill Irving Mayor	District of Ucluelet Box 999 Ucluelet, B.C. CANADA V0R 3A0	Corporate Secretary	Bus (866) 870-4190 Res (250) 720-1518	(250) 479-7104
Dario Coralazzoli Councillor	District of Ucluelet Box 999 Ucluelet, B.C. CANADA V0R 3A0	Network Representative pacificrim@ukeecable.net	Bus (250) 726-7728 Cell (250) Res (250)	(250) 726-7335
Dianne St. Jacques Retired Mayor	Fletchers Cove B&B 2305 Pacific Rim Highway, Box 402, Ucluelet, BC Canada V0R 3A0	Network Representative saints@alberni.net	Bus (250) 726-7074 Cell (778) 440-1325 Res (250) 735-8683	
Harold Steves	City of Richmond	Network Representative		
Jack Mussallem Mayor, Prince Rupert	City of Prince Rupert 424 3rd Ave West Prince Rupert, BC CANADA V8J 1L7	Network Correspondent executiveassistant@princerupert.ca	Bus (250) 627-0930	
Brian Lande Areas Director Central Coast RD	Central Coast Regional District PO Box 186 Bella Coola BC V0T 1C0	Network Correspondent blande42@yahoo.ca	Bus 250 799-5291 Cell 604 250 3319 Res 250 982-2403	250 799-5750
Gerry Furney Mayor, Port McNeil	Box 728, 1775 Grenville Place, Port McNeill, BC V0N 2R0	Elder and Technical Adviser	Phone: (250) 956-3111	Fax: (250) 956-4300
Patrick Marshall	4341 Shelbourne Street Canada's Remembrance Road Victoria, BC CANADA V8N3G4	Network Administrator Economic Developer patrick.marshall@capitaledc.com	Bus (250) 595-8676 Cell (250) 507-4500 Res (250) 385-5008	(866) 827-1524





Serving Regional Districts and Territorial Councils on the Pacific Coastal Watershed Since 1993

To:
 Chair & Members of the Board of Directors
 Alberni-Clayoquot R.D.
 3008 Fifth Avenue
 Port Alberni, BC
 CANADA V9Y 2E3
 Accounts Payable

2012 INVOICE

November 15th 2012
 Unregistered for HST

DESCRIPTION	Rate	HST	Sub Total
Contribution for 2012 for the period commencing January 1 st 2012 to December 31 st 2012	4731.30	\$0.00	4731.30
Requires an Appointment as the designated contact for Associates and Board Member for RD or Tribal Council by your Board or Council	Included		
▪ Economic Developer on Call based in Victoria	Included		
▪ Collaborate with the other Regional Districts on common interests and solutions	Included		
▪ Assistance to Chief Administrative Officers on intra and extra regional processes and consultation	Included		
▪ Save time on referrals from other governments and industries	Included		
▪ Bridges local and aboriginal government opportunities and resolutions	Included		
▪ Secure Access to web site	Included		
Make all checks payable to:		TOTAL	4731.30

Coastal Community Network
 4341 Shelbourne Street
 Canada's Remembrance Road
 Victoria, British Columbia
 CANADA V8N3G4

Office: 250 595-8676
 Facsimile: 866 827-1524
 Toll Free: 877 595-8676

Mailto: patrick.marshall@capitaledc.com
 Uri: www.coastbc.org

2000 to 2012 Contribution Rate Card based on 2010 population for Members at \$0.15 per capita.

Associate, individual elected or formerly elected | \$125 a year = **\$10.42 a month**

Associate elected organizations | \$250 a year = **\$20.83 a month**

Members at \$0.15 per capita | = **Calculate**

This is scheduled to change in 2013



Serving Regional Districts and Territorial Councils on the Pacific Coastal Watershed Since 1993

November 19th, 2012

Chair and Members of the Board of Directors
Alberni Clayoquot Regional District
3008 Fifth Avenue
Port Alberni, British Columbia
CANADA V9Y2E3

Subject: 2013 Subscriptions and Board of Directors

Dear Chair and Members of the Board of Directors

We have consulted with Chairs and CAO's, we have taken your suggestions and we are now ready to move forward with a reconstructed Network to serve communities on the coast.

1. **www.coastbc.org:** Please send us the email of the person responsible for your communications so that we can provide the access to the rebuilt web site. Take your investment in web based communications and multiply it by another 157 communities and help drive traffic to your community.

2. **Directors:** The articles of incorporation call for each Regional District to name their appointee to the Network Board of Directors. Please send us the name of your appointee. In a perfect world, all Directors would be the Chairs of their respective Boards. Commitments would include participation at UBCM and your Area Association meetings plus one or two conference calls.

3. **Area Municipalities:** As per the articles, area municipalities and local aboriginal government leaders can participate directly in the Network for an annual subscription fee of \$600. That's \$50.00 a month. The only difference is that Associates do not serve on the Board of Directors.

4. **Annual Subscription Revised for 2013:** Please place this request on budget discussions for early approval so that the Network can pay to organize Coastal Forums as part of the three coastal area associations within UBCM [AVICC, NCLGA, LMGA]. Our mandate is to ensure that coastal communities are kept informed on issues and opportunities associated with life on the coast. Each Forum is an opportunity to share positions and identify key areas of common concern.

5. **Business Approach:** Community leaders told us they value the ability to share information and communications. Therefore, we don't need a full-time staff component or bricks and mortar. Our total budget for 2013 is \$55,000 to cover travel and accommodations and a part-time contract with 1 person to management Network affairs. Any additional funds derived from subscribers will be applied to improving communications between elected leaders from local and aboriginal governments on the coast.

If you have any questions, please contact anyone on the list attached and they would be pleased to assist.

Yours truly,
Coastal Community Network

Tony Bennett
Chair, Local Governments on the Coast
Long Beach Area Director, Alberni Clayoquot Regional District

Coastal Community Network Board of Director Candidates 2013

[Inaugural meeting December 2012]	Chair	Alberni Clayoquot Regional District
Geoff Young	Chair	Capital Regional District
Brian Lande	Chair	Central Coast Regional District
Edwin Grieve	Chair	Comox Valley Regional District
Robert Hutchins	Chair	Cowichan Valley Regional District
Harry Nyce	Chair	Kitimat-Stikine Regional District
Greg Moore	Chair	Metro Vancouver Regional District
Al Huddleston	Chair	Mt. Waddington Regional District
Joe Stanhope	Chair	Nanaimo Regional District
Colin Palmer	Chair	Powell River Regional District
Barry Pages	Chair	Skeena-Queen Charlotte Regional District
Susie Gimse	Chair	Squamish-Lillooet Regional District
Craig Anderson	Chair	Strathcona Regional District
Garry Nohr	Chair	Sunshine Coast Regional District

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Total Base Budget..... \$54,000

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 Members with populations over 200,000 | \$7200 = \$600 a month

2013 Coastal Community Network Baseline Subscription Rates						
Name	2011 Revenue	2011 Population	Revenue per capita	% of Region	Budget Target \$PC	Fair Share
Central Coast Regional District	\$1,179,462	4,000	294.86	.12	50.40	\$600
Mt. Waddington Regional District	\$5,290,493	12,034	439.63	.37	155.40	\$3600
Skeena-Queen Charlotte Regional District	\$5,303,040	19,482	272.20	.59	247.80	\$3600
Powell River Regional District	\$6,293,387	20,525	258.36	.62	260.40	\$3600
Alberni Clayoquot Regional District	\$16,408,063	28,829	569.15	.87	365.40	\$3600
Sunshine Coast Regional District	\$32,830,911	30,357	1081.49	.91	382.20	\$3600
Kitimat-Stikine Regional District	\$13,000,000	39,702	327.43	1.20	504.00	\$3600
Squamish-Lillooet Regional District	\$19,498,017	41,379	471.20	1.26	529.20	\$3600



2013 Coastal Community Network Baseline Subscription Rates						
Name	2011 Revenue	2011 Population	Revenue per capita	% of Region	Budget Target \$PC	Fair Share
Strathcona Regional District	\$9,849,139	42,771	230.28	1.29	541.80	\$3600
Comox Valley Regional District	\$37,010,649	58,824	629.17	1.77	743.40	\$3600
Cowichan Valley Regional District	\$48,229,019	80,332	600.37	2.43	1020.60	\$3600
Nanaimo Regional District	\$67,944,096	150,632	451.06	4.55	1911.00	\$3600
Capital Regional District	\$167,194,819	376,222	444.40	11.37	4775.40	\$7200
Metro Vancouver Regional District	\$ 640,296,704	2,404,911	266.24	72.65	30513.00	\$7200
Totals	1,070,327,799	3,310,000	345.37	100	42000.00	\$54600.00





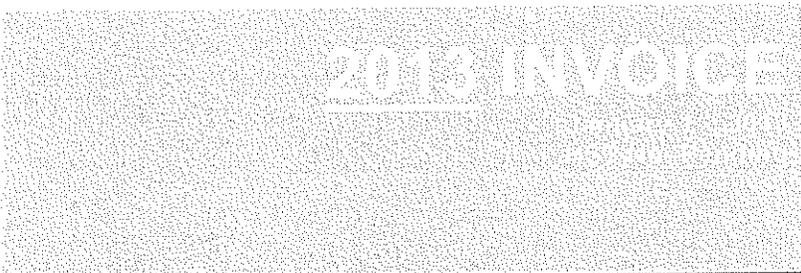
Name Term	Organization and Business Address	Officer Title	Phone	Facsimile
Tony Bennett Electoral Area C Director Long Beach	Alberni Clayoquot Regional District 1420 Port Albion Box 595 Ucluelet, BC CANADA V0R 3A0	Co-Chair Local Government tonben1@telus.net	Bus (250) Cell (250) Res (250) 726-1224	(250) 726-1225
		Co-Chair Aboriginal Government [Vacant]		
Des Nobles Area Director Skeena Queen Charlotte	Skeena-Queen Charlotte Regional District 100 1st Avenue East Prince Rupert BC CANADA V8J 1A6	Vice Chair dnobels@citytel.net	Res (250) 627-1859	Des Nobles Area Director Skeena Queen Charlotte
Al Huddleston Regional Chair	Regional District of Mt. Waddington P.O. Box 729 – 2044 McNeill Road, Port McNeill, B.C. CANADA V0N 2R0	Treasurer	Bus (250) 956-3301 Cell (250) Res (250)	(250) 956-3232
Bill Irving Mayor	District of Ucluelet Box 999 Ucluelet, B.C. CANADA V0R 3A0	Corporate Secretary	Bus (866) 870-4190 Res (250) 720-1518	(250) 479-7104
Dario Coralazzoli Councillor	District of Ucluelet Box 999 Ucluelet, B.C. CANADA V0R 3A0	Network Representative pacificrim@ukeecable.net	Bus (250) 726-7728 Cell (250) Res (250)	(250) 726-7335
Dianne St. Jacques Retired Mayor	Fletchers Cove B&B 2305 Pacific Rim Highway, Box 402, Ucluelet, BC Canada V0R 3A0	Network Representative saints@alberni.net	Bus (250) 726-7074 Cell (778) 440-1325 Res (250) 735-8683	
Harold Steves	City of Richmond	Network Representative		
Jack Mussallem Mayor, Prince Rupert	City of Prince Rupert 424 3rd Ave West Prince Rupert, BC CANADA V8J 1L7	Network Correspondent executiveassistant@princerupert.ca	Bus (250) 627-0930	
Brian Lande Areas Director Central Coast RD	Central Coast Regional District PO Box 186 Bella Coola BC V0T 1C0	Network Correspondent blande42@yahoo.ca	Bus 250 799-5291 Cell 604 250 3319 Res 250 982-2403	250 799-5750
Gerry Furney Mayor, Port McNeil	Box 728, 1775 Grenville Place, Port McNeill, BC V0N 2R0	Elder and Technical Adviser	Phone: (250) 956-3111	Fax: (250) 956-4300
Patrick Marshall	4341 Shelbourne Street Canada's Remembrance Road Victoria, BC CANADA V8N3G4	Network Administrator Economic Developer patrick.marshall@capitaledc.com	Bus (250) 595-8676 Cell (250) 507-4500 Res (250) 385-5008	(866) 827-1524





Serving Regional Districts and Territorial Councils on the Pacific Coastal Watershed Since 1993

To:
Alberni Clayoquot Regional District
 3008 Fifth Avenue
 Port Alberni, British Columbia
 CANADA V9Y2E3
 Accounts Payable



DESCRIPTION	Rate	HST	Sub Total
Shareholder Contribution for 2013	3600	432	4032
Requires Board Member and Alternate Appointments by your Board	Included		
▪ Supports 4 Hosted Coastal Forums per year at UBCM and Area Association meetings	Included		
▪ Economic Developer on Call in Victoria	Included		
▪ Collaborate with the other Regional Districts on common interests and solutions	Included		
▪ Assistance to Chief Administrative Officers on intra and extra regional processes and consultation	Included		
▪ Save time on referrals from other governments and industries	Included		
▪ Area Municipalities can participate as an associate at discounted rate of \$600 per year	Included		
▪ Bridges local and aboriginal government opportunities and resolution	Included		
▪ Secure Access to web site	Included		
Make all checks payable to:		TOTAL	4032

Coastal Community Network
 4341 Shelbourne Street
 Canada's Remembrance Road
 Victoria, British Columbia
 CANADA V8N3G4

Office: 250 595-8676
 Facsimile: 866 827-1524
 Toll Free: 877 595-8676

Mailto: patrick.marshall@capitaledc.com
 Url: www.coastbc.org

Associate individual elected or formerly elected | \$120 a year
 = **\$10 a month**

Associate and elected organizations under 10,000 population | \$600
 = **\$50 a month**

Members with populations under 200,000 | \$3600 a year
 = **\$300 a month**

Members with populations over 200,000 | \$7200 a year
 = **\$600 a month**

NUMBER: S-33373

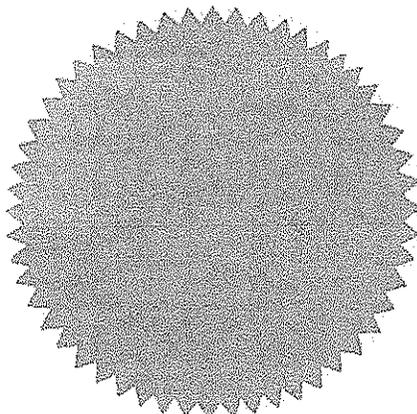


**CERTIFICATE
OF
CHANGE OF NAME**
SOCIETY ACT

CANADA
PROVINCE OF BRITISH COLUMBIA

I Hereby Certify that
THE CONFERENCE OF COASTAL COMMUNITIES
has this day changed its name to
COASTAL COMMUNITY NETWORK SOCIETY

*Issued under my hand at Victoria, British Columbia
on March 04, 1997*



A handwritten signature in cursive script, reading "J. Powell".

JOHN S. POWELL
Registrar of Companies

CONSTITUTION

1. The Name of the Society is COASTAL COMMUNITY NETWORK SOCIETY.
2. The purposes of the society are:
 - (a) To be committed to the sustainable economic and social well-being of coastal communities.
 - (b) To enhance the long-term viability of coastal communities through optimal involvement in building integrated and sustainable economies.
 - (c) To empower coastal communities to assume greater levels of responsibility and self-reliance through the use of resources and the environment.
 - (d) To provide strong advocacy on behalf of coastal communities to ensure accountability in policy development.
 - (e) To facilitate communication and relations among coastal communities and to build alliances with other groups which share our goals.
 - (f) To pursue the above purposes without prejudice to the land claims of First Nations.
3. In the event of winding up and dissolution of the Society, after all debts of the Society have been paid or provision for payment of all debts has been made, the remaining assets of the Society will be paid, transferred or delivered to a non-profit society, organization or institution in British Columbia with similar purposes to the Society. This provision of the Constitution of the Society is unalterable.

BYLAWS OF THE COASTAL COMMUNITY NETWORK SOCIETY

Part 1-- Interpretation

1. (a) In these bylaws, unless the context otherwise requires:

"associate" means an associate community, an associate organization or an associate individual

"directors" means the directors of the society for the time being

"Society Act" means the Society Act of British Columbia from time to time in force and all amendments to it

"registered address" of a member or associate means the member's address as recorded in the register of members or register of associates.

- (b) The definitions in the Society Act on the date these bylaws become effective apply to these bylaws.

2. Words importing the singular include the plural and vice versa, and words importing a male person include a female person and a corporation.

Part 2 -- Membership

3. The members of the society are the applicants for incorporation of the society, and those persons who subsequently become members, in accordance with these bylaws and, in either case, have not ceased to be members.

4. Membership in the society is restricted to

(a) any British Columbia Regional District that borders on tidal waters, and

(b) any aboriginal Tribal Council of which the traditional territory of at least one member aboriginal government borders on tidal waters in British Columbia.

5. Any eligible Regional District or Tribal Council may apply to the directors for membership in the society and on acceptance by the directors is a member.

6. Every member must uphold the constitution and comply with these bylaws.
7. The directors must determine the amount of the first annual membership dues and after that the annual membership dues must be determined at the annual general meeting of the society.
8. A Regional District or Tribal Council ceases to be a member of the society
 - (a) by delivering a resignation in writing to the secretary of the society or by mailing or delivering it to the address of the society,
 - (b) on dissolution or ceasing to function,
 - (c) on being expelled, or
 - (d) on having been a member not in good standing for 12 consecutive months.
9.
 - (a) A member may be expelled by a special resolution of the members passed at a general meeting.
 - (b) A brief statement of the reasons for the proposed expulsion must accompany the notice

BYLAWS OF THE COASTAL COMMUNITY NETWORK SOCIETY

of special resolution for expulsion.

- (c) The person who is the subject of the proposed resolution for expulsion must be given an opportunity to be heard at the general meeting before the special resolution is put to a vote.

10. All members are in good standing except a member who has failed to pay the current annual membership fee, or any other subscription or debt due and owing by the member to the society, and the member is not in good standing so long as the debt remains unpaid.

Part 3 -- Associates

11. Any incorporated municipality or electoral area within a British Columbia Regional District that borders on tidal waters or any aboriginal government the traditional territory of which borders on tidal waters in British Columbia may apply to the directors to become an associate community of the society and on acceptance by the directors and payment of any fee set by the directors is an associate community.
12. Any corporation or other non-governmental organization may apply to the directors to become an associate organization of the society and on acceptance by the directors and payment of any fee set by the directors is an associate organization.
13. Any individual may apply to the directors to become an associate individual of the society and on acceptance by the directors and payment of any fee set by the directors is an associate individual.
14. An associate ceases to be an associate of the society
- (a) by delivering a resignation in writing to the secretary of the society or by mailing or delivering it to the address of the society,
 - (b) on his or her death in the case of an associate individual or, in the case of an associate community or associate organization, on dissolution or ceasing to function,
 - (c) on being expelled, or
 - (d) on having been a member not in good standing for 12 consecutive months.
15. (a) An associate may be expelled by a special resolution of the members passed at a general meeting.
- (b) A brief statement of the reasons for the proposed expulsion must accompany the notice of special resolution for expulsion.
- (c) The associate who is the subject of the proposed resolution for expulsion must be given an opportunity to be heard at the general meeting before the special resolution is put to a vote.
16. All associates are in good standing except any associate who has failed to pay the current annual associate fee, or any other subscription or debt due and owing by the associate to the society, and the associate is not in good standing so long as the debt remains unpaid.

Part 4 -- Meetings of Members

17. (a) General meetings of the society must be held at the time and place, in accordance with the Society Act, that the directors decide.
- (b) Members may attend and vote at any general meeting of the society by teleconference.
18. Every general meeting, other than an annual general meeting, is an extraordinary general meeting.

BYLAWS OF THE COASTAL COMMUNITY NETWORK SOCIETY

19. The directors may, when they think fit, convene an extraordinary general meeting.
20. (a) Notice of a general meeting must specify the place, day and hour of the meeting, and, in case of special business, the general nature of that business.
(b) The accidental omission to give notice of a meeting to, or the non-receipt of a notice by, any of the members entitled to receive notice does not invalidate proceedings at that meeting.
21. The first annual general meeting of the society must be held not more than 15 months after the date of incorporation and after that an annual general meeting must be held at least once in every calendar year and not more than 15 months after the holding of the last preceding annual general meeting.

Part 5 -- Proceedings at General Meetings

22. Special business is
 - (a) all business at an extraordinary general meeting except the adoption of rules of order, and
 - (b) all business conducted at an annual general meeting, except the following:
 - (i) the adoption of rules of order;
 - (ii) the consideration of the financial statements;
 - (iii) the report of the directors;
 - (iv) the report of the auditor, if any;
 - (v) the election of directors;
 - (vi) the appointment of the auditor, if required;
 - (vii) the other business that, under these bylaws, ought to be conducted at an annual general meeting, or business that is brought under consideration by the report of the directors issued with the notice convening the meeting.
23. (a) Business, other than the election of co-chairs representing Local Government and First Nation Administration and the adjournment or termination of the meeting, must not be conducted at a general meeting at a time when a quorum is not present.
(b) If at any time during a general meeting there ceases to be a quorum present, business then in progress must be suspended until there is a quorum present or until the meeting is adjourned or terminated.
(c) A quorum is 3 members present or a greater number that the members may determine at a general meeting.
24. If within 30 minutes from the time appointed for a general meeting a quorum is not present, the meeting, if convened on the requisition of members, must be terminated, but in any other case, it must stand adjourned to the same day in the next week, at the same time and place, and if, at the adjourned meeting, a quorum is not present within 30 minutes from the time appointed for the meeting, the members present constitute a quorum.
25. Subject to bylaw 26, the co-chairperson of the society, the vice-chairperson or, in the absence of both, one of the other directors present, must preside as chair of a general meeting.
26. If at a general meeting
 - (a) there is no co-chairperson, vice chairperson or other director present within 15 minutes after the time appointed for holding the meeting, or
 - (b) the co-chairperson and all the other directors present are unwilling to act as the chair, the members present must choose one of their number to be the chair of the meeting.

BYLAWS OF THE COASTAL COMMUNITY NETWORK SOCIETY

27. (a) A general meeting may be adjourned from time to time and from place to place, but business must not be conducted at an adjourned meeting other than the business left unfinished at the meeting from which the adjournment took place.
- (b) When a meeting is adjourned for 10 days or more, notice of the adjourned meeting must be given as in the case of the original meeting.
- (c) Except as provided in this bylaw, it is not necessary to give notice of an adjournment or of the business to be conducted at an adjourned general meeting.
28. (a) A resolution proposed at a meeting need not be seconded, and the chair of a meeting may move or propose a resolution.
- (b) In the case of a tie vote, the chair does not have a casting or second vote in addition to the vote to which he or she may be entitled as a member and the proposed resolution does not pass.
29. (a) A member in good standing present at a meeting of members is entitled to one vote.
- (b) Voting is by show of hands or other appropriate means if any member is attending the meeting by teleconference.
- (c) Voting by proxy is not permitted.
30. A corporate member may vote by its authorized representative, who is entitled to speak and vote, and in all other respects exercise the rights of a member, and that representative must be considered as a member for all purposes with respect to a meeting of the society.

Part 6 -- Directors and Officers

31. (a) The directors may exercise all the powers and do all the acts and things that the society may exercise and do, and that are not by these bylaws or by statute or otherwise lawfully directed or required to be exercised or done by the society in a general meeting, but subject, nevertheless, to:
- (i) all laws affecting the society,
- (ii) these bylaws, and
- (iii) rules, not being inconsistent with these bylaws, that are made from time to time by the society in a general meeting.
- (b) A rule, made by the society in a general meeting, does not invalidate a prior act of the directors that would have been valid if that rule had not been made.
32. (a) Each member may appoint one director.
- (b) Any person appointed as a director by a member Regional District shall be:
- (i) a director of the Regional District;
- (ii) a councillor of an incorporated municipality within the Regional District; or
- (iii) an employee of the Regional District.
- (c) Any person appointed as a director by a member Tribal Council shall be:
- (i) a chairperson, co-chairperson, or councilor of the Tribal Council;
- (ii) a chief or councillor of an aboriginal government member of the Tribal Council; or
- (iii) an employee of the Tribal Council.
33. (a) Two persons may be appointed as directors at large.
- (b) Associate communities in good standing may elect one nominee for director at large. (3)
Associate organizations and associate individuals in good standing may elect one Nominee for director at large.
- (c) The members shall appoint any elected nominee for director at large as a director at

BYLAWS OF THE COASTAL COMMUNITY NETWORK SOCIETY

- large.
- (d) A director at large must retire from office at each annual general meeting when his or her successor nominee is elected.
 - (e) An election may be by acclamation; otherwise it must be by ballot.
 - (f) If a successor nominee is not elected, the person previously appointed continues to hold office.
34. A director at large shall have the same responsibilities and be subject to the same restrictions as any director and may exercise all the powers and do all the acts and things as any director may exercise and do.
35. The number of directors (including directors at large) must be 5 or a greater number determined from time to time at a general meeting.
36. A member may at any time and from time to time appoint a director to fill a vacancy resulting from that member not previously appointing a director or created by that member's appointee resigning his or her office or otherwise ceasing to hold office.
37. The members may, by special resolution, remove a director, before the expiration of his or her term of office, and ask the member that appointed the removed director to appoint a successor to complete the term of office.
38. The members may, by special resolution, remove a director at large, before the expiration of his or her term of office, and may elect a successor to complete the term of office.
39. An act or proceeding of the directors is not invalid merely because there is less than the prescribed number of directors in office.
40. A director must not be remunerated for being or acting as a director but a director must be reimbursed for all expenses necessarily and reasonably incurred by the director while engaged in the affairs of the society.
41. (a) The co-chairs, vice-chairperson, secretary, treasurer and past chairperson are the officers of the society and each must be a director.
- (b) The co-chairperson, vice-chairperson, secretary, treasurer must retire from office at each annual general meeting when their successors are elected by the members of the society.
 - (c) Separate elections must be held for each office to be filled.
 - (d) An election may be by acclamation, otherwise it must be by ballot.
 - (e) If a successor is not elected, the person previously elected or appointed continues to hold office.
42. If the co-chairperson, vice-chairperson, secretary or treasurer resigns his or her office or otherwise ceases to hold office the directors must elect a director to take the place of the former officer until the next annual general meeting of the society.
43. The co-chairperson, vice-chairperson, secretary, treasurer and past co-chairs are collectively known as the executive committee and shall direct the day to day operation of the society.

Part 7 -- Proceedings of Directors

44. (a) The directors may meet at the places they think fit to conduct business, adjourn and

BYLAWS OF THE COASTAL COMMUNITY NETWORK SOCIETY

- otherwise regulate their meetings and proceedings, as they see fit.
- (b) The directors may from time to time set the quorum necessary to conduct business, and unless so set the quorum is 5 directors.
 - (c) The co-chairs serve as the chair of all meetings of the directors, but if at a meeting the chairperson is not present within 30 minutes after the time appointed for holding the meeting, the vice chairperson must act as chair, but if neither is present the directors present may choose one of their number to be the chair at that meeting.
 - (d) A director may at any time, and the secretary, on the request of a director, must, convene a meeting of the directors.
45. (a) The directors may delegate any, but not all, of their powers to committees consisting of one or more directors as they think fit.
- (b) A committee so formed in the exercise of the powers so delegated must conform to any rules imposed on it by the directors, and must report every act or thing done in exercise of those powers to the earliest meeting of the directors held after the act or thing has been done.
46. A committee must elect a chair of its meetings, but if no chair is elected, or if at a meeting the chair is not present within 30 minutes after the time appointed for holding the meeting, the directors present who are members of the committee must choose one of their number to be the chair of the meeting.
47. The members of a committee may meet and adjourn, as they think proper.
48. For a first meeting of directors held immediately following the appointment or election of a director or directors at an annual or other general meeting of members, or for a meeting of the directors at which a director is appointed to fill a vacancy in the directors, it is not necessary to give notice of the meeting to the newly elected or appointed director or directors for the meeting to be constituted, if a quorum of the directors is present.
49. A director who may be absent temporarily from British Columbia may send or deliver to the address of the society a waiver of notice, which may be by letter, facsimile, electronic mail, telegram, telex or cable, of any meeting of the directors and may at any time withdraw the waiver, and until the waiver is withdrawn,
- (a) a notice of meeting of directors is not required to be sent to that director, and
 - (b) any and all meetings of the directors of the society, notice of which has not been given to that director, if a quorum of the directors is present, are valid and effective.
50. (a) Questions arising at a meeting of the directors and committee of directors must be decided by a majority of votes.
- (b) In the case of a tie vote, the chair does not have a second or casting vote.
51. A resolution proposed at a meeting of directors or committee of directors need not be seconded, and the chair of a meeting may move or propose a resolution.
52. A resolution in writing, signed by all the directors and placed with the minutes of the directors, is as valid and effective as if regularly passed at a meeting of directors.

Part 8 -- Duties of Officers

- 53. (a) The co-chairperson presides at all meetings of the society and of the directors.
- (b) The co-chairperson is the chief executive officer of the society and must supervise the

BYLAWS OF THE COASTAL COMMUNITY NETWORK SOCIETY

other officers in the execution of their duties

54. The vice-chairperson must carry out the duties of the chairperson during the chairperson's absence.
55. The secretary must do the following:
- (a) conduct the correspondence of the society;
 - (b) issue notices of meetings of the society and directors;
 - (c) keep minutes of all meetings of the society and directors;
 - (d) have custody of all records and documents of the society except those required to be kept by the treasurer;
 - (e) have custody of the common seal of the society; and
 - (f) maintain the register of members.
56. The treasurer must
- (a) keep the financial records, including books of account, necessary to comply with the Society Act, and
 - (b) render financial statements to the directors, members and others when required.
57. (1) One person who is to be known as the secretary-treasurer may hold the offices of secretary and treasurer.
- (2) If a secretary-treasurer holds office, the total number of directors must not be less than 5 or the greater number that may have been determined under bylaw 34.
58. In the absence of the secretary from a meeting, the directors must appoint another person to act as secretary at the meeting.
59. The past co-chairs must assist the other officers to carry out their duties as required.

Part 9 -- Seal

60. The directors may provide a common seal for the society and may destroy a seal and substitute a new seal in its place.
61. The common seal must be affixed only when authorized by a resolution of the directors and then only in the presence of the persons specified in the resolution, or if no persons are specified, in the presence of the co-chairperson and secretary or co-chairperson and secretary-treasurer.

Part 10 -- Borrowing

62. In order to carry out the purposes of the society the directors may, on behalf of and in the name of the society, raise or secure the payment or repayment of money in the manner they decide, and, in particular but without limiting that power, by the issue of debentures.
63. A debenture must not be issued without the authorization of a special resolution.
64. The members may, by special resolution, restrict the borrowing powers of the directors, but a restriction imposed expires at the next annual general meeting.

Part 11 -- Auditor

BYLAWS OF THE COASTAL COMMUNITY NETWORK SOCIETY

65. This Part applies only if the society is required or has resolved to have an auditor.
66. The directors must appoint the first auditor and must also fill all vacancies occurring in the office of auditor.
67. At each annual general meeting the society must appoint an auditor to hold office until the auditor is re-elected or a successor is elected at the next annual general meeting.
68. An auditor may be removed by ordinary resolution.
69. An auditor must be promptly informed in writing of the auditor's appointment or removal.
70. A director or employee of the society must not be its auditor.
71. The auditor may attend general meetings.

Part 12-- Notices to Members

72. A notice may be given to a member, either personally, by mail, by facsimile, or by electronic mail to the member at the member's registered mailing address, facsimile number or electronic mail address.
73. A notice sent by mail is deemed to have been given on the second day following the day on which the notice is posted, and in proving that notice has been given, it is sufficient to prove the notice was properly addressed and put in a Canadian post office receptacle.
74. A notice sent by facsimile or electronic mail is deemed to have been given on the day on which the notice is sent, and in proving that notice has been given, it is sufficient to prove the notice was sent to the proper facsimile number or electronic mail address.
75. Notice of a general meeting must be given to
 - (a) every member shown on the register of members on the day notice is given,
 - (b) every associate shown on the register of associates on the day notice is given, and
 - (c) the auditor if Part 10 applies.
 - (d) no other person is entitled to receive a notice of a general meeting.

Part 13 -- Bylaws

76. On being admitted to membership, each member is entitled to, and the society must give the member without charge, a copy of the constitution and bylaws of the society.
77. These bylaws must not be altered or added to except by special resolution.

Adopted by Special Resolution at an Extraordinary Meeting held April 20th, 2000.
Adopted by Special Resolution at an Extraordinary Meeting held June 24th 2011



REZONING APPLICATION

TO: Russell Dyson, Chief Administrative Officer; and
Regional Board of Directors

DATE: November 21, 2012

FROM: Alex Dyer, Planner

ACRD FILE: RF12006

APPLICANT: Roger and Janet Verhaeghe **AGENT:** Jim McManus

LEGAL DESCRIPTION: BLOCK 1463, ALBERNI DISTRICT, AS SHOWN ON PL 39465

LOCATION: 205 Franklin River Road

ELECTORAL AREA: "F" Cherry Creek

Recommendation: That the Regional Board:

- 1) Receive the staff report;
- 2) Proceed with first reading of Bylaw No. P1301 to rezone the property from Forest Reserve (A4) District to Rural (A2) District.
- 3) Pass the following resolution: "That the public hearing for Bylaw P1301 be delegated to the Director for Electoral Area "F" Cherry Creek, the alternate director, or the Chairperson of the Regional Board.

Applicant's Intention: The applicant's intention is to subdivide the property into three (3) lots. The concept plan provided by the applicant shows two proposed parcels being approximately 5.0 acres in size with the remainder parcel being approximately 9.5 acres in size.

RF12006

Observations:

1. Property Description: The property is approximately 19.8 acres in total. There is an existing single family dwelling, shop and detached carport currently located in a cleared area approximately 600 feet from the northern boundary of the property. The property is very hilly and generally slopes down towards Cox Lake. There are a number of man-made benches cut into the slope where the house and accessory buildings are built. There is a creek that dissects the southern portion of the property. A bridge and road access has been built to provide future access for the portion of the property to the south of the creek. The bridge connects with the existing driveway about 200 feet to the south west of the house. There is another clearing in the northern portion of the property that is accessed via an internal road connecting with the area where the large shop is located. This clearing is also accessed from the bottom portion of Cox Lake Road.

2. Services:

- (a) **Sewage Disposal:** On-site sewage disposal.
- (b) **Water Supply:** Groundwater wells.
- (c) **Fire Protection:** The property is located within the Franklin River Road Fire Protection Service Area which contracts the City of Port Alberni Fire Department for fire protection.
- (d) **Access:** Legal road access is provided to the property via Cox Lake Road which is a dedicated road connecting to Franklin River Road. Due to poor visibility and the steep grade at the intersection of Cox Lake Road and Franklin River Road, the property owners currently access their property via an existing logging road that dissects neighbouring land owned by Island Timberlands and the Crown. The logging road connects with Franklin River Road approximately 400 metres west of the intersection with Cox Lake Road.

3. Existing Planning Documents Affecting the Site:

- A. **Agricultural Land Reserve:** Not in the ALR
- B. **Official Community Plan:** The Cherry Creek Official Community Plan designates the property as “Rural Use”. Policy 8.2.1 of the OCP states that it is the Regional District’s policy to maintain a minimum lot size of 2 hectares in areas designated as Rural.

The Cherry Creek OCP also designates “Development Permit Area I – Riparian Areas Protection” encompassing a 100 foot buffer around a

RF12006

watercourse that dissects the south side of the property and ultimately drains into Cox Lake. Prior to any development taking place within the 100 foot buffer area, the applicants will need to apply to the Board for a Development Permit. This can be done at the time of the subdivision application.

The proposal complies with the policies and objectives of the Rural Use designation in the Cherry Creek OCP.

- C. **Zoning:** The property is zoned Forest Reserve (A4) District. The applicants are applying to rezone the property to Rural (A2) District in order to subdivide the parcel into 3 lots.

A4 District Requires:		A2 District Requires:	
Minimum Lot Area:	40 acres	Minimum Lot Area:	5 acres
Minimum Lot Width:	660 feet	Minimum Lot Width:	330 feet
Minimum Setbacks		Minimum Setbacks	
Front:	50 feet	Front:	50 feet
Rear:	30 feet	Rear:	30 feet
Side:	15 feet	Side:	15 feet

The concept subdivision plan provided by the applicants does not comply with the minimum parcel size in the Forest Reserve (A4) District. The application to rezone the property to Rural (A2) District will facilitate the proposed subdivision.

The proposal complies with the requirements of the Rural (A2) District in the ACRD Zoning Bylaw.

Comments:

1. The existing single family dwelling and shop on the property is currently accessed via an existing logging road that connects to Franklin River Road through neighbouring properties described as Block 104 and 105 which are owned by the Crown and Island Timberlands respectively. The property owners have a Crown lease over Block 104 to use that portion of the access road and have a lease agreement with Island Timberlands to use the portion that dissects Block 105. While it may be possible for the property owners to amend their leases to allow for continued access to the proposed new parcels via logging road, it is likely that the Ministry of Transportation and Infrastructure will require that sufficient legal access to the properties be provided via Cox Lake Road. This will be dealt with at

the time of subdivision.

2. The owners are currently utilizing a portion of their property adjacent to the house for commercial gravel extraction. Processing incidental to the operation of mines, quarries and other natural resource extraction industries is a permitted use in the Forest Reserve (A4) District. However, it should be noted that gravel extraction is not a permitted use in the Rural (A2) District. The gravel extraction operation will be required to cease prior to the completion of the rezoning application.
3. Staff is supportive of this rezoning application as it complies with the policies and objectives of the Cherry Creek Official Community Plan which was recently updated and adopted in April, 2012. The Community Plan boundary was extended to include the Franklin River Road and Cox Lake area of Electoral Area "F" in the updated plan. The 2.0 hectare (5.0 acre) minimum parcel size is a density that is supported in the Rural Use designation of the OCP.

Prepared by:



Alex Dyer, Planner

Reviewed by:



Mike Irg, Manager of Planning and Development



Russell Dyson, Chief Administrative Officer

WG, T. RAJ VERHAEGHE, hereby acknowledge that the Environmental Management Act Contaminated Site Regulation is effective as of April 1, 1997.

I choose not to complete and submit a "site profile", as outlined in Section 40 of the Act for the following property(ies).

Legal Description:

BLOCK 1463, A/D, ON PLAN 39465.
P.I.D. 008 713 936:
Roll: 02340,000

I/We are the registered owner(s) of the property.

Raj Verhaeghe
Janet Verhaeghe
Owner

[Signature]
Applicant/Agent

[Signature]
Witness
[Signature]
Witness

Dated: 09th Oct. 2012.

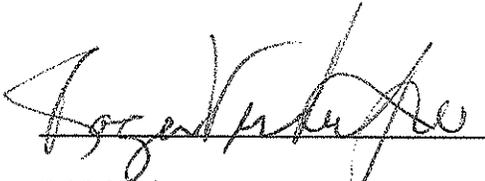
October 03, 2012

To whom it may concern;

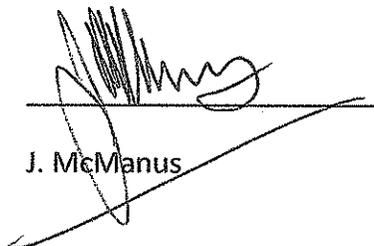
Re: Block 1463, A/D, Plan 39465, Roll No 02340.000 P.I.D. 008 713 936

We, Roger and Janet Verhaeghe are owners of the above noted property and make it known that we have retained the services of Mr J. McManus to assist us and to act as our agent in all approval processes relating to re-zoning and subdivision of this land holding. Confirmation of this appointment, if required, may be obtained by phoning 250 730-0411,

Signed and dated this 09th day of October 2012, at Port Alberni, BC.


R.M. Verhaegne


J.A. Verhaeghe


J. McManus

Cox Lake Rd

205 F.R. Rd

LOT 'A'
≈ 5.0 ACRES

≈ 201 M

LOT 'B'
≈ 9.5 ACRES

BIK

1463

≈ 192 M

POTENTIAL ACCESS

CONCEPT ONLY!
R. J. VERHAEGHE

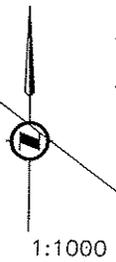
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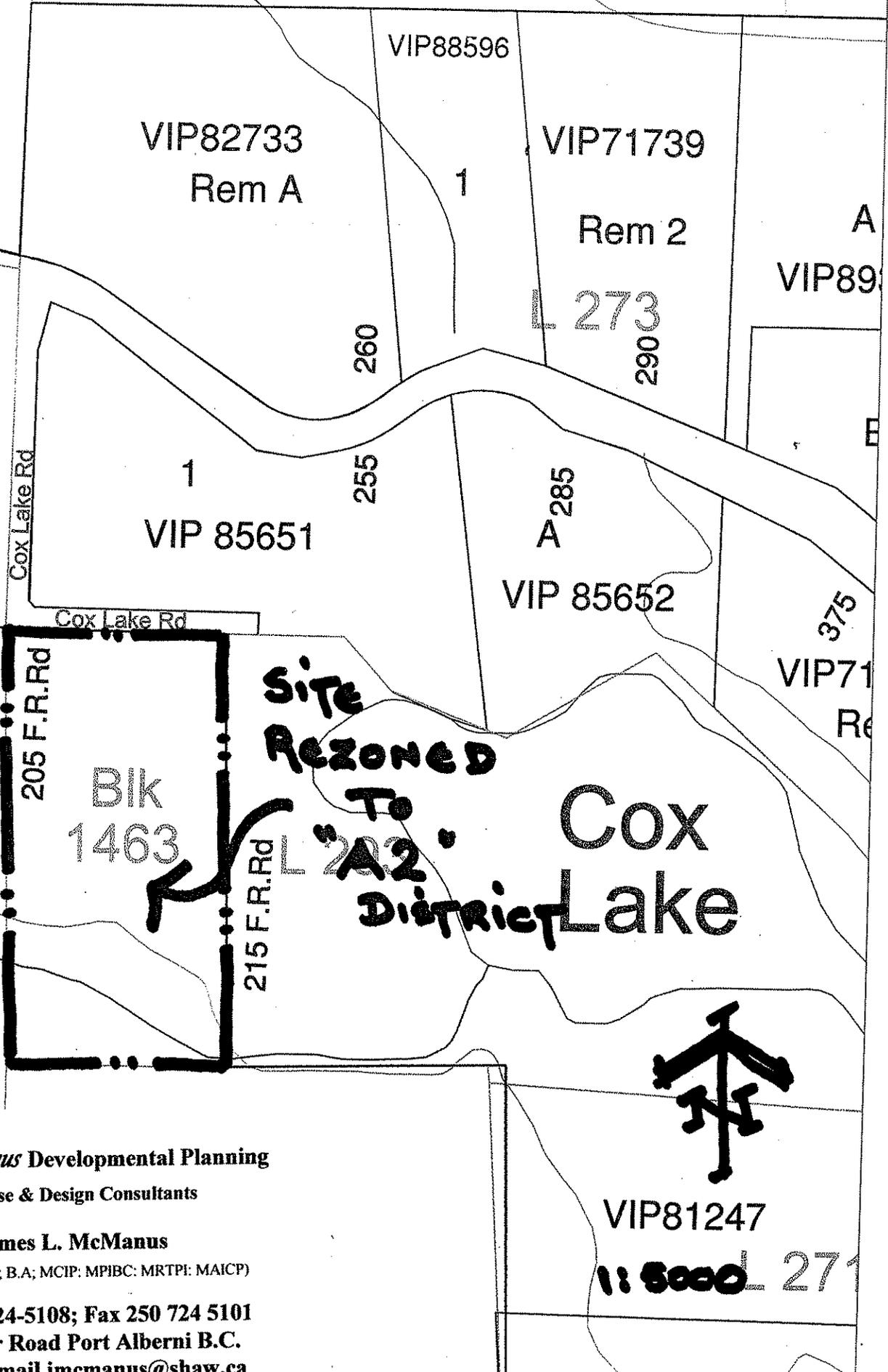
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McManus Developmental Planning
Land Use & Design Consultants

James L. McManus
(Dip Arch; B.A; MCIP; MPIBC; MRTPI; MAICP)

Tel: 250 724-5108; Fax 250 724 5101
5344 Alber Road Port Alberni B.C.
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REGIONAL DISTRICT OF ALBERNI-CLAYOQUOT

BYLAW NO. P1301

OFFICIAL ZONING ATLAS AMENDMENT NO. 662

A bylaw of the Regional District of Alberni-Clayoquot to amend Bylaw No. 15, being the “Regional District of Alberni-Clayoquot Zoning By-law No. 15, 1971”.

WHEREAS the *Local Government Act* authorizes the Regional Board to amend a zoning bylaw after a public hearing and upon the affirmative vote of the directors in accordance with Sections 890 and 894 of the *Local Government Act*;

AND WHEREAS an application has been made to rezone a property;

AND WHEREAS the Board of Directors of the Regional District of Alberni-Clayoquot, in open meeting assembled, enacts the following amendment to the Official Zoning Atlas of the Regional District of Alberni-Clayoquot Zoning By-law No. 15, 1971:

1. TITLE
This bylaw may be cited as the Regional District of Alberni-Clayoquot Zoning Atlas Amendment Bylaw No. P1301.
2. Bylaw No. 15 of the Regional District of Alberni-Clayoquot is hereby amended by rezoning BLOCK 1463, ALBERNI DISTRICT, AS SHOWN ON PL 39465 from Forest Reserve (A4) District to Rural (A2) District as shown on Schedule ‘A’ which is attached to and forms part of this bylaw.
3. This bylaw shall come into force and take effect upon the adoption thereof.

Read a first time this day of , 2012
Read a second time this day of , 2012
Read a third time this day of , 2012

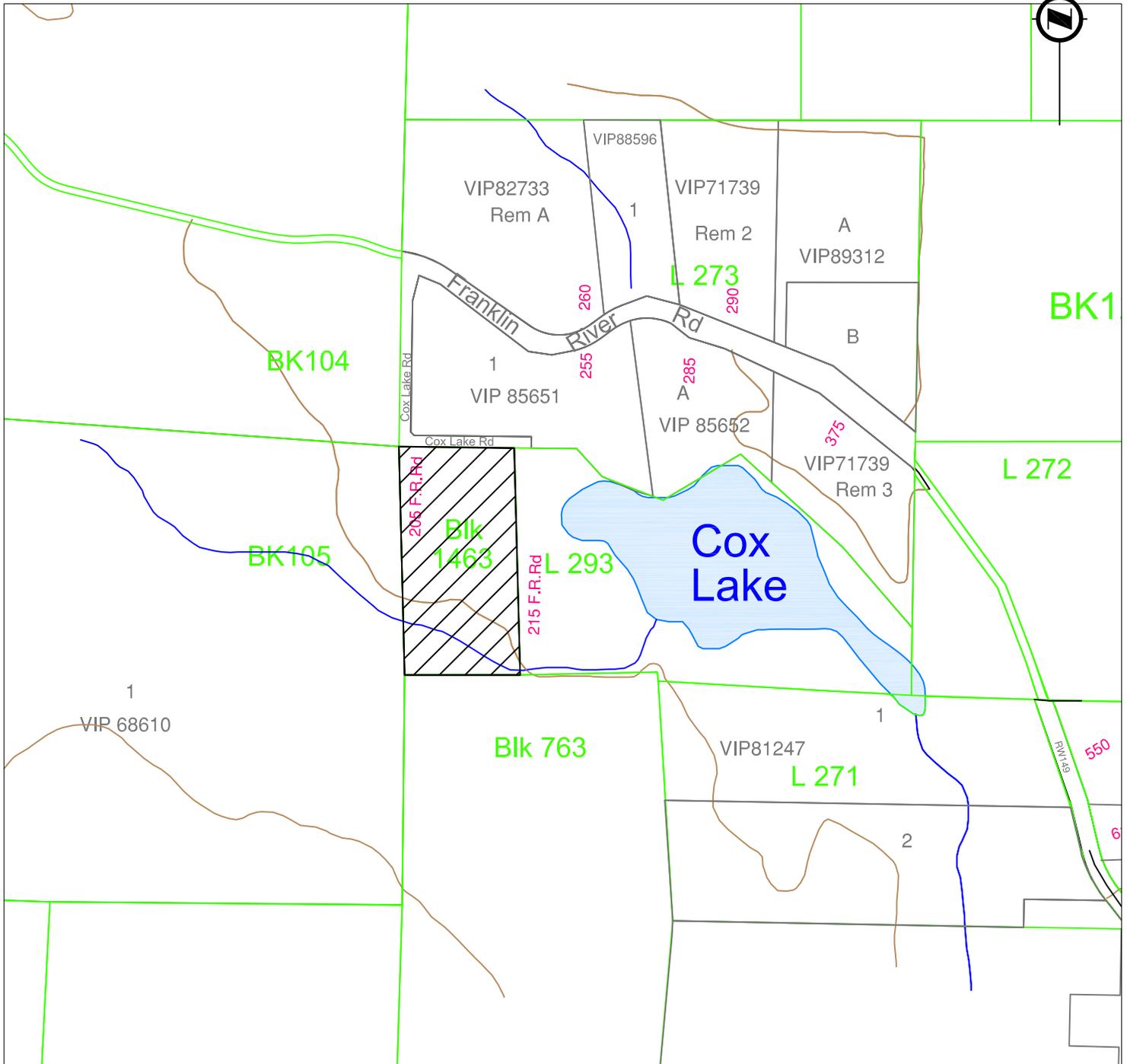
Adopted this day of , 2012

Russell Dyson, CAO

Chair of the Regional Board

Schedule 'A'

This schedule is attached to and forms part of Bylaw P1301



Legal Description: BLOCK 1463, ALBERNI DISTRICT, AS SHOWN ON PL 39465



To be rezoned from Forest Reserve (A4) District to Rural (A2) District.



ALBERNI-CLAYOQUOT
REGIONAL DISTRICT

146

1:10000



Alberni-Clayoquot Regional District
Staff Action Items by Department and Date
Update to the Board of Directors as of November 21, 2012

#	Date	Action Item	Assigned to	Target Date/Update
Administration Department				
1.	Feb. 9/11 WC	Meet with John Aldag, Acting Superintendent, PRNP to discuss water supply and outstanding lease issues at Long Beach Airport	Russell	Lease presented to Parks Canada – Response requested
2.	Jan. 11/12 COW	Add RD History to website (Incorporated date 1967) consult with AV Museum on content	Wendy/ Lori	Coordinating with new website development – 2013
3.	Feb. 6 th WC Comm	Proceed with developing a plan to identify and implement efficient, cost effective corrective actions to the high risk hazards of the water landing strip at the LB Airport before bringing forward options for future use – Advise Atleo & Tofino Air	Russell	Consulting with operators – new lease being drafted by ACRD lawyers
4.	Feb. 22 nd BD	Pursue discussions with the City of PA, District of Tofino, District of Ucluelet, School Dist. No. 70 and NIC regarding the future of library services in the Region	Russell	Fall 2012
5.	July 11 th Board	The ACRD Board approved the cost apportionment for HFN and YG participation in general government and RHD based on net taxable values – Forward for approval by the HFN and YG Councils	Russell/ Teri	Response now received
6.	July 25 th Board	Review the ACRD's Purchasing/Tendering Policy and investigate options for flexibility in awarding tenders to local contractors/bidders	Russell/ Wendy	Fall 2012 – Initial background underway
7.	Sept. 19 th EA Directors	Evaluate staffing in the Environmental Services Department and provide options for consideration by the ACRD Board during 2013 budget discussions	Russell	In progress
8.	Oct. 10 th Board	The Board retained the services of R.F. Binnie & Associates to conduct a truck route study of the proposed Ring Road Route into Port Alberni to a maximum cost of \$10,000.00 with the funds coming out of General Government, Surveys, Studies and Reports	Russell	Proposal received, project underway, terms to be reviewed by Transportation Committee
9.	Oct. 24 th Board	Board of Directors conduct a by-election for Electoral Area "F" (Cherry Creek) in February 2013 and offer to conduct the School District No. 70 (Alberni) by-election at the same time	Wendy	Arranging Feb. 2013 Recomm. to appoint Chief/Deputy Chief Election Officer at December Board

#	Date	Action Item	Assigned to	Target Date/Update
10.	Nov. 14 th Board	Refer the correspondence from Ministry of Justice regarding the recent earthquake event to the next meeting of the Alberni Valley Emergency Planning Committee and copy to Linda Myres, Bamfield Emergency Planning Coordinator	Wendy	Done
11.	Nov. 14 th Board	The Board of Directors appointed Director Cote to the West Coast Aquatic Barkley Salmon Working Group – Advise the Group	Wendy	Done
12.	Nov. 14 th Board	Forward the correspondence - Healthy Forests Healthy Communities be referred to Pat Deakin, Economic Development Officer for advice and input	Russell	Done
13.	Nov. 14 th Board	Tseshaht First Nation – Letter to the Ministry of Justice regarding the October 27 th Haida Gwaii Earthquake be referred to the Emergency Planning Committee	Wendy	Done
14.	Nov. 14 th Board	Forward the letter from the City of Port Alberni to Honourable Christy Clark, Premier of BC requesting an increase to the persons with disabilities benefit to the Alberni-Clayoquot Health Network	Wendy	Done
15.	Nov. 14 th Board	New Elected Directors' be authorized to attend the Local Government Leadership Academy 2013 Leadership Forum, February 20 to 22, 2013 in Richmond, BC – Sign up interested Directors	Tracy	Further registration information coming shortly
16.	Nov. 14 th Board	Explore the conduct of a Transit Feasibility Study for the region by BC Transit	Russell/ Tanis	Investigating
17.	Nov. 14 th Board	The Board of Directors purchase a new multi-functioning copier for the Regional District Office from AGS Business Systems Inc. at a cost of \$10,691.00 plus taxes – Purchase and arrange installation with AGS Technicians	Wendy	Purchased – being installed next week
18.	Nov. 14 th Board	Forward a letter to Minister Ashfield, Minister of Fisheries and Oceans and Minister for Atlantic Gateway requesting they strongly re-consider their proposal to close the Amphitrite Traffic Centre in Ucluelet stressing the importance of this facility on the West Coast with copies to the MLA and MP	Wendy	Done

#	Date	Action Item	Assigned to	Target Date/Update
Finance Department				
19.	Jan. 11/12 COW	Investigate other fuel providers for RD Fleet	Teri	Investigating
20.	April 25 th BD	Draft a new Directors expense for reflecting the changes adopted in Bylaw A1066-1	Andrew	Drafting
21.	June 27 th Board	Organize a joint meeting with the Ministry of Transportation, Ministry of Forests, Lands & Natural Resource Operations and ACRD staff to discuss the future of road maintenance in Salmon Beach	Teri	Arranging
22.	July 11 th Board	Provide the ACRD Board with a list of ACRD owned assets	Teri	Fall 2012
Environmental Services Department				
23.	June 6/08	Bamfield Liquid Waste Management Infrastructure Planning Grant	Andy/ Janice	Arranging a community meeting to discuss the report – November
24.	Sept. 16/09 AV	Work with City of PA Staff or Engineer on Bell Road/Stuart Ave. Water	Andy/ Janice	Grant approved – Retain engineer winter 2013
25.	Apr. 6/10	West Bamfield Harbour Authority Dock Improvements (ICET)	Andy/ Janice	Work to be completed in 2012 – In Progress
26.	Apr. 8/10 WC	Work with Parks Canada on the landfill road agreement	Russell	In Progress
27.	Sept. 8/10 WC	Investigate options for implementing passenger and airport improvement fees at the Long Beach Airport	Andy	Investigate with the Long Beach Airport Authority (when formed)
28.	Sept. 8/10 WC	Investigate the possibility of leasing property at the Long Beach Airport for TFN to drill a well for water to their reserve	Russell	Reviewing alternatives – ongoing
29.	May 11/11 AV Comm	Investigate with the Tseshaht First Nation possible resource recovery at the AV Landfill	Andy/Rus sell	Background provided for review with Tseshaht First Nation

#	Date	Action Item	Assigned to	Target Date/Update
30.	March 28 th BD	The Board passed a recommendation to apply through the Gas Tax General Strategic Priority Fund for the Beaver Creek Water Booster Pump Station – Proceed with application	Janice	Application submitted – To be determined December 2012, developing short term solution to eliminate boil water advisories
31.	Apr. 11 th Board	Arrange the first meeting of the Long Beach Airport Advisory Committee	Janice	Arranging
32.	April 11 th BD	Investigate options for dumping land clearing debris on the West Coast	John	In Progress
33.	May 9 th BD	The Board approved applying through ICET for funding to construct a pedestrian bridge across China Creek to link Stage 1 & 2 of the Inlet Trail – Submit application	Janice	Stage II approval
34.	May 23/12 Board	The Board approved staff proceeding with option C – A new disposal field designed to accommodate a 25% to 50% increase in flows, including equalization tank, pumps & control panel for the Salmon Beach Wastewater System – proceed with project	Andy	90% complete – Hydro installed, completing testing of new field
35.	June 13 th BD	Develop a plan for appropriate use of the funds on the Log Train Trail from the Arrowsmith Radical Runners	Andy/ Janice	Increased signage has been requested – to be discussed at next Log Train Trail Advisory Meeting
36.	July 9 th WC Comm	Investigate options for renting out the new tractor at the Long Beach Airport to the West Coast Communities	Mark	In Progress
37.	July 25 th Board	The Board approved submitting a grant application for \$35,000 in funding to the Community Infrastructure Improvement Fund for the repair of the tennis courts and baseball field at Cougar Smith Park	Janice	Done – grant received – Work in progress
38.	Aug. 8 th Board	Submit C2C Forum application to host a forum with all First Nations in the region to share results of the Maa-nulth Treaty and to discuss collaboration with other partners in the region	Janice	Application granted Meeting to be scheduled early 2013
39.	Sept. 12 th Board	The Board awarded the contract to Adelhardt Concrete Plus Construction in the amount of \$20,720.00 including HST to build a Share Shed at the Bamfield Transfer Station	Andy	Construction in progress

#	Date	Action Item	Assigned to	Target Date/Update
40.	Oct. 10 th Board	Work with the Air Quality council in the development of a draft valley wide woodstove bylaw based on the City of Port Alberni's bylaw following receipt by the Board of Directors a joint APC meeting will be called to review the proposal.	Andy/ Janice	In progress
41.	Oct. 10 th Board	The Board allocated \$36,500.00 of Gas Tax funding for the Bamfield Water Chlorination project.	Andy/ John	Projects being designed
Planning Department				
42.	June 1/09	East Bamfield Parking Plan	Mike	Part of OCP review in 2012
43.	June 1/09	Bamfield OCP Review	Mike	Ongoing
44.	May 13/10 WC	Planning Staff proceed with subdivision process on the Long Beach Airport lands for the WC Multiplex Society and Long Beach Golf Course	Mike	Investigating
45.	n/a	Airport Zone Bylaw – Long Beach Airport	Mike	Ongoing
46.	n/a	Alberni Valley OCP Review	Mike	In progress
47.	Apr. 27/11 BD	The Board adopted the Alberni Valley Agriculture Plan – Develop report identifying ACRD actions and resources needed	Mike	Working with Agricultural Development Committee
48.	Aug. 10/11 COW	Added to Action List: Provide the Bamfield Community Hall Association with information (including regulations) on building a new hall at Bamfield Centennial Park	Mike	Working with Community Hall Association
49.	April 11 th BD	Apply to the Ministry of Transportation for a permit to construct the dock at the west end of Nuthatch Road & to Ministry of Forests for foreshore tenure	Mike	Application sent to Ministry of Transportation and Ministry of Forests
50.	July 11 th Board	The Board passed a resolution instructing staff to investigate grant opportunities for trail construction in Bamfield and explore partnership with the Huu-ay-aht First Nation – Investigate	Mike	Investigating Grants
51.	Nov. 14 th Board	The Board referred the Bamfield Community Hall Society's request to approve & support their proposal to build a new hall to staff to review the request and provide a recommendation, following consultation with the Society, on the role of the ACRD	Mike	Reviewing

#	Date	Action Item	Assigned to	Target Date/Update
52.	Nov. 14 th Board	Forward a letter to Ms. Lynne Magee, Regional Drinking Water Coordinator, VIHA with copies to the District of Ucluelet and the Yuuʔuʔitʔatʔ Government, regarding development of the junction property on Highway 4 and the Tofino-Ucluelet Highway, requesting the following: <ul style="list-style-type: none"> a. What type of input can the ACRD provide with regards to the development of the junction property on Highway 4 and potential impacts to the District of Ucluelet's well head, and; b. The ACRD be included in all meetings with regards to development of the property and protection of the water site 	Mike	Drafting
53.	Nov. 14 th Board	Forward a letter to Minister Lake, Ministry of Environment following up on discussion at the UBCM convention regarding what the Province is proposing to do with the fees charged to illegal float homes in Barclay Sound and Great Central Lake	Mike	Drafting
54.	Nov. 14 th Board	Investigate and explore options and implications related to taking over the West Bamfield public port facility from Transport Canada	Mike	Investigating
55.	Nov. 14 th Board	The Board approved the new Planning Department Application Procedures and Bylaw Enforcement Procedures – Update procedures manual, ACRD website etc.	Mike	Done
56.	Nov. 14 th Board	Board of Directors received the staff report on Cougar Annies Garden and referred to the Electoral Area Directors Committee and the Regional District Parks and Trails Study process	Mike	Done

Issued: November 21, 2012



	2012 YEAR TO DATE ACTUAL	2012 ANNUAL BUDGET	PERCENTAGE OF BUDGET
REVENUE			
Tax requisition	\$ 3,577,766	\$ 3,587,654	99.72%
Parcel taxes	682,178	682,178	100.00%
Value added taxes	17,252	2,500	690.08%
Grants in lieu of taxes	88,235	31,900	276.60%
Services provided to other governments	59,261	167,677	35.34%
Sale of services	2,958,546	2,811,800	105.22%
Other revenue	249,970	158,000	158.21%
Grants from other sources	4,227,520	5,077,077	83.27%
Surplus (deficit) from prior years	1,134,550	1,103,148	102.85%
Committed surplus from prior year	2,139,638	2,137,538	100.10%
	<hr/>		
SUBTOTAL	15,134,916	15,759,472	96.04%
<i>Transfers from Municipalities for</i>			
Municipal Finance Authority	\$ 624,124	\$ 648,591	96.23%
	<hr/>		
TOTAL REVENUE	\$ 15,759,040	\$ 16,408,063	96.04%
	<hr/>		



**SUMMARY OF REVENUE AND EXPENDITURES
FOR PERIOD ENDING OCTOBER 31, 2012**

(PAGE 2)

	2012 YEAR TO DATE ACTUAL	2012 ANNUAL BUDGET	PERCENTAGE OF BUDGET
EXPENDITURES			
Electoral Area Administration	\$ 113,289	\$ 2,693,107	4.21%
General Government Services	1,128,732	1,067,750	105.71%
Franklin Road Fire Protection	75	6,900	1.09%
Mountain Ranch Road Fire Protection	2,690	2,715	99.08%
Bamfield Fire Department	84,218	92,000	91.54%
Beaver Creek Fire Department	127,721	236,550	53.99%
South Long Beach Fire Protection	13,975	14,000	99.82%
Sproat Lake Fire Department	251,360	566,700	44.36%
Grandville Road Fire Protection	1,080	1,105	97.74%
E 9-1-1 Telephone System	259,400	264,000	98.26%
Port Alberni - Arena	58,165	238,348	24.40%
Building Inspection	159,306	212,500	74.97%
Noise Control-Beaver Creek	750	2,000	37.50%
Animal Control-Sproat Lake	75	3,100	2.42%
Emergency Planning-Alberni Valley	59,305	84,000	70.60%
Animal Control- Beaver Creek	75	3,000	2.50%
Emergency Planning-West Coast	6,841	12,890	53.07%
Beaver Creek Electoral Arena Contribution	26,473	27,661	95.71%
Cherry Creek Electoral Arena Contribution	22,220	23,408	94.92%
Sproat Lake Electoral Arena Contribution	33,570	34,758	96.58%
Noise Control- Cherry Creek	750	2,000	37.50%
Custom Transit	325,256	439,000	74.09%
Salmon Beach Sewage Disposal	61,932	66,450	93.20%
South Long Beach Street Lighting	601	750	80.13%
Arvay Road Street Lighting	952	1,150	82.78%
South Long Beach Bike Path	3,475	3,600	96.53%
Noise Control-Sproat Lake	3,226	2,000	161.30%
Alberni Valley Airport	131,090	150,000	87.39%
Tofino/Ucluelet Airport	3,098,165	4,451,508	69.60%
Alberni Valley Landfill and Bamfield	1,696,157	2,244,200	75.58%
West Coast Landfill	713,834	801,500	89.06%
Bamfield Community Park	7,285	6,100	119.43%
Sproat Lake Community Park	73,854	142,355	51.88%
South Long Beach Community Park	-	7,500	0.00%
Management of Development- Rural Area	270,606	427,500	63.30%
Regional Planning Services	83,751	152,500	54.92%
Regional Library	267,096	357,100	74.80%
Alberni Valley Tourism Marketing	17,251	2,500	690.04%
Regional Parks	2,457	13,633	18.02%
Salmon Beach Security	40,919	64,900	63.05%
Salmon Beach Garbage Collection	12,950	22,500	57.56%
Salmon Beach Recreation	14,448	29,400	49.14%
Salmon Beach Transportation	76,231	130,350	58.48%
Salmon Beach Water Supply	26,207	30,400	86.21%
Salmon Beach Power	63,842	71,000	89.92%
Alberni Valley Water Study	555	11,306	4.91%
West Coast Multiplex - Proposed	1,990	7,500	26.53%
Beaver Creek Water System	564,891	715,850	78.91%
Bamfield Water System	149,083	172,911	86.22%
Millstream Water System	27,022	32,634	82.80%
Alberni Valley Health Network	31,527	69,750	45.20%
Grant-in-Aids - Combined	283,753	311,403	91.12%
SUBTOTAL	10,400,476	16,527,742	62.93%
Transfer to MFA on behalf of Municipalities	624,124	648,591	96.23%
TOTAL EXPENDITURES	\$ 11,024,600	\$ 17,176,333	64.18%

**REGIONAL DISTRICT OF ALBERNI-CLAYOQUOT BUILDING INSPECTOR'S REPORT
OCTOBER, 2012**

BUILDING TYPE	BAMFIELD		BEAUFORT		LONG BEACH		SPROAT LAKE		BEAVER CREEK		CHERRY CREEK		TOTALS	
	#	VALUE	#	VALUE	#	VALUE	#	VALUE	#	VALUE	#	VALUE	#	VALUE
Single Family													0	0
Mobile Homes							2	11,000					2	11,000
Multi-Family													0	0
Adds&Rens							1	850,000					1	850,000
Commercial													0	0
Institutional													0	0
Industrial													0	0
Miscellenaous							2	36,000	2	85,992	1	30,000	5	151,992
Totals	0	0	0	0	0	0	5	897,000	2	85,992	1	30,000	8	1,012,992

**REGIONAL DISTRICT OF ALBERNI-CLAYOQUOT BUILDING INSPECTOR'S REPORT
OCTOBER, 2012 TO DATE**

BUILDING TYPE	BAMFIELD		BEAUFORT		LONG BEACH		SPROAT LAKE		BEAVER CREEK		CHERRY CREEK		TOTALS	
	#	VALUE	#	VALUE	#	VALUE	#	VALUE	#	VALUE	#	VALUE	#	VALUE
Single Family	0	0	0	0	1	200,000	7	2,366,000	4	1,228,800	1	527,500	13	4,322,300
Mobile Homes	0	0	1	5,000	0	0	6	95,000	2	11,500	0	0	9	111,500
Multi-Family	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Adds&Rens	3	10,750	0	0	0	0	6	1,072,000	5	110,000	4	219,500	18	1,412,250
Commercial	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Institutional	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Industrial	0	0	0	0	0	0	2	130,000	0	0	1	1,000,000	3	1,130,000
Miscellenaous	0	0	0	0	1	1,000	10	134,540	18	525,592	9	215,500	38	876,632
Totals	3	10,750	1	5,000	2	201,000	31	3,797,540	29	1,875,892	15	1,962,500	81	7,852,682

	BAMFIELD	BEAUFORT/ BEAVER CREEK	LONG BEACH	SPROAT LAKE	CHERRY CREEK	TOTAL	YTD TOTAL
WOODSTOVE INSPECTIONS		8		5	2	15	79

	YEAR TO DATE		TOTAL YEAR			YEAR TO DATE		TOTAL YEAR	
2011	111	8,678,998	120	9,221,498					
2010	137	20,809,024	149	21,524,170					
2009	63	6,581,912	123	11,302,380	1999	37	1,805,788	80	3,348,092
2008	73	9,556,826	147	22,682,130	1998	41	1,650,426	75	3,320,890
2007	73	7,016,424	163	15,007,877	1997	48	2,779,466	104	10,025,166
2006	84	7,663,595	161	15,909,705	1996	69	5,542,700	128	9,050,554
2005	74	8,278,645	138	12,962,379	1995	61	5,910,000	116	9,641,300
2004	77	6,842,554	133	11,036,854	1994	92	6,327,000	151	7,915,500
2003	37	3,671,688	97	6,925,356	1993	82	5,774,000	167	10,864,000
2002	42	1,754,970	76	2,986,134	1992	87	5,660,000	173	11,192,500
2001	40	3,734,396	89	5,790,126	1991	57	3,115,520	126	7,155,120
2000	43	2,009,157	88	4,095,339	1990	53	5,240,500	118	6,323,900



Alberni-Clayoquot Regional District

**Board of Directors Meeting Schedule
December 2012**

DATE	MEETING	TIME & LOCATION	ATTENDEES
Monday, December 3 rd	Beaver Creek Water Advisory Committee Meeting	7:00 pm – Board Room	Committee, Staff
Friday, December 7 th	Board of Directors Meeting Regional Hospital District Meeting	1:30 pm – Board Room Immediately following above	Directors, Staff Directors, Staff
Thursday, December 13 th	Alberni-Clayoquot Health Network Planning Group Meeting	10:00 am – Board Room	Planning Group, Staff, Tanis

Issued: November 21, 2012

Best Wishes for a Happy Holiday Season





**PORT ALBERNI DETACHMENT
MONTHLY REPORT –October 2012
HIGHLIGHTS**



General Duty Watch: General Duty (GD) members responded to a total of 866 requests for service in October 2012. There were a total of 72 prisoners incarcerated during the month.

Municipal Traffic Unit & Detachment Traffic Statistics: A total of 103 violation tickets were issued during the month. There were 142 written warnings for various infractions and vehicle defects. There was 1 charge for impaired driving and 15 alcohol/drug related suspensions/prohibitions issued. The municipality encountered 20 property damage motor vehicle incidents, 5 injury motor vehicle incidents with 6 persons being injured. In the rural area, there were no injury motor vehicle incidents. The local Speed Watch Program continues to reinforce the efforts of the detachment in the reduction of speed in the Alberni Valley.

General Investigation Section/Drug Enforcement Unit: In the month of October Port Alberni members worked on a number of investigations that include sex assaults, grow operations and other drug files.

Community Policing: Citizens on Patrol (COPS) volunteered 217 hours in the month of October and 530 vehicles were run through the SARS (stolen auto recovery system). COPS patrolled a total of 818 kilometers in the Alberni Valley this month, watching for criminal activity and reporting suspicious matters to the detachment. COPS joined the local Search and Rescue Group and the Arrowsmith Amateur Radio Club for the Halloween Patrol on October 31st. The patrol added an additional 13 vehicles to complement the local detachment members, and the night was safe for all.

The Community Policing Office continues to get activity, people reporting crimes or seeking crime prevention information. A popular attraction this summer was a cut out of a Mountie that was designed by the ADSS art class. ADSS has agreed to create a sturdier structure so that tourists and locals will continue to photograph it without damaging it.

Crime Stoppers continues to build locally, and the website is being updated regularly to reflect the local crime incidents and outstanding persons of interest being sought in criminal matters.

Youth Officer:

Cst. Schedewitz continues to provide support to the PARTY program, which is a program delivered by emergency service personnel in an effort to reduce alcohol related trauma in local youth. Cst. Schedewitz speaks with approximately 100 Grade 10 students during one program session.

Cpl. Allan investigated an allegation that ADSS students were involved in a 'fight club' during lunch breaks and on SD70 property, which drew widespread media coverage. The claim made by the media was false and cast an unfair shadow on the community. 5 ADSS students received

suspensions from the school, which sent a strong message to the students about the lack of tolerance for this type of violent activity- consensual or not.

Cst. Schedewitz has begun DARE training in the schools for the year, and she continues to provide presentations on a myriad of subjects including Halloween safety, anti-bullying, street/road/internet safety, etc.

Media:

A tremendous amount of positive local, regional and national coverage was received by the detachment when 2 members saved an injured eagle after it was struck by a car. Cst. Schedewitz is now trained as a Media Relations Officer and will be assisting Cpl. Allan with the detachment media responsibilities.

Aboriginal Policing Service: There were 18 calls for service to our four Nuuchahnulth First Nations communities during this month. On November 21st, the detachment is participating in a cultural exchange with the Tseshaht Nation, during which the Nation will discuss traditions and present a feast for the officers.

Police-Based Victim Services: Our 2 paid and 2 volunteer staff responded to 30 police reported incidents during the month. There were 36 new clients, with the majority requiring assistance with abusive situations. The Victim Services Manager was recently successful in garnering grant funding from the RCMP Foundation to bring in a popular improvisation group from the Lower Mainland that messages dating violence prevention for high school audiences. Additional monies are being sought for a domestic violence community forum.

(M. Richards) S/Sgt
OIC Port Alberni Detachment