

Denman-Hornby Ferry Advisory Committee Meeting

Overview: Denman Island Seniors Hall, October 21, 2015

In Attendance:

Committee: Daniel Arbour, Laura Busheikin, Jack Forsyth, Frank Frketich, Giff LaRose, Dennis Lavallee (for George McRae), April Lewis, Rob McCreary, Denise MacKean, Noel Villard

BC Ferries: Mark Collins- VP Strategic Planning & Community Engagement, David Hendry- Strategic Planning Director, Captain Al de Koninck- Marine Superintendent, Jeff West- Terminal Operations Superintendent, Kim Macaulay-Manager, Terminal Operations, Darin Guenette-Public Affairs Manager

Meeting Highlights:

The objective of the meeting was to: discuss previous issues and explore options for addressing issues brought to the FAC from the community.

The next meeting is planned for May 2016.

Issues Summary and Resolution Plan

A. Issue: Meeting summaries

Definition: As the FAC has been concerned that meeting summaries take too long to come from BC Ferries, Laura volunteered to take notes and share with other FAC members in the near term.

BC Ferries Commitment to Resolution: none required.

Action Plan:

Action	Responsible	Date
n/a		

B. Issue: Shuttling sign

Definition: Jeff noted that the ‘shuttling sign’ previously discussed has now been installed at Denman West, near the new cable ferry ramp; it has been tested and works well. Once the link between the ship and sign has been resolved, the sign will be operational and should indicate to customers every time the vessel is in shuttle mode.

In related discussion, Al indicated that the decision to shuttle depends on a number of factors such as: what is happening on Route 22, the number of vehicles waiting, time of day/shift, and others. FAC members suggested that the Master considers the length of

time vehicles may have been waiting as part of this decision. They also suggested that any ‘rough guidelines’ for outlining shuttle conditions would help inform all travellers. BC Ferries replied that they are currently working at developing shuttle guidelines and will include lessons learned once ‘all lanes’ are being used at the new Denman West compound.

BC Ferries Commitment to Resolution: finalize and share any ‘shuttle guidelines’ document.

Action Plan:

Action	Responsible	Date
Send ‘shuttle guidelines doc’ to FAC	BCF	When developed

C. Issue: Assured loading at Denman West for Hornby traffic

Definition: Following up from previous meetings, BC Ferries reiterated it was willing to consider establishing a process that would allow some Hornby customers ‘assured loading’ on the 8 am, Monday to Friday, Route 21 sailing from Denman West once the cable ferry was in operation for some time. The concept: Lanes 5 & 6 was be reserved for Hornby originated traffic, who would receive a ‘loading card’, or similar when they board at Shingle Spit. The FAC suggested BC Ferries erect some type of “Hornby reserved 8 am” sign above/in front of Lanes 5 & 6 to help clarify.

BC Ferries suggested there is no value in producing a card for handout, and agreed to a pilot trial once the cable ferry is in service, and the FAC will be asked to help in communicating this pilot.

BC Ferries Commitment to Resolution: coordinate a trial procedure to allow Hornby customers assured loading (two lanes worth) on the 8 am Route 21 sailing.

Action Plan:

Action	Responsible	Date
Prepare a ‘assured loading pilot’ on the 8 am sailing for Hornby customers	Jeff/AI	Once Baynes Sound Connector in service

D. Issue: Cable ferry update

Definition: Mark Collins provided a status report on the cable ferry as follows:

- the shipyard (SeaSpan) still owns the vessel, and BC Ferries has been bound by confidentially agreements as to how much information could be revealed.
- trials are progressing well, with the ship having met or exceeded all design parameters, including speed targets, load carrying and fuel consumption; all while

- operating on one engine (approx. 490 horsepower, versus 4 X 420 hp used by Quinita).
- weight tests have proven that the vessel will safely and capably carry at least the maximum load of the Quinita.
 - the cables are performing well; the ‘blue cover’ is fine, and surface rust is not a sign of deterioration.
 - the ‘total system time’ (load, transit, unload) is meeting all requirements, such that the current schedule and shuttling practices will be kept.
 - BC Ferries will only accept the vessel once they are ready and pleased with all aspects of trials, however acceptance should happen soon.
 - once BC Ferries owns the vessel, further trials and crew training are required, including a process whereby Transport Canada will determine minimum crewing levels.
 - a ‘cable cleansing system’ is in place to eliminate debris; however, very little debris has come up on the cables during all testing.
 - as well, BC Ferries will replace one of the cables as a procedural test, prior to the vessel entering service.
 - ultimately, all projected savings from implementing this ferry are being met.

BC Ferries noted they will provide more definitive information/dates once the vessel is handed over and plans begin to solidify. The FAC suggested that a similar summary of this relevant information be shared with the local communities as soon as reasonable.

BC Ferries also noted that marine regulations restrict crossing of the cable ferry’s path while the vessel is in transit. A public information campaign will be carried out by BC Ferries once they own the vessel. In fog/low visibility conditions, horns and radio calls will be made by the crew on the cable ferry, thus ensuring other marine traffic is aware.

BC Ferries Commitment to Resolution: none required.

Action Plan:

Action	Responsible	Date
n/a		

E. Issue: Gravelly Bay line-ups

Definition: As part of a short presentation, Chris Danks, who lives near Gravelly Bay terminal pointed out concerns around regular occasions of ‘ferry lineup’ blocking the road to/from nearby homes and causing safety concerns (passengers on the road, inattentiveness, verbal abuse from customers when residents need to pass by/through the lineups, etc). She has previously asked BC Ferries to deploy flaggers and signage to help, but has not noticed much difference so far.

Jeff replied that flaggers were hired during busy weekend times in 2014, but because of unfamiliarity with local traffic, this did not help much. Therefore, BC Ferries trained and positioned Terminal Attendants during the summer of 2015. However, he agreed that for the most part, the problems of conflict and congestion were not solved.

It was identified that the land adjacent to the terminal was recently purchased by Dennis Pelletier, and Jeff noted that he will reach out to discuss possible options for using this land in some way to help the lineup problems.

BC Ferries Commitment to Resolution: approach owner (Dennis) of land near Gravelly Bay to explore ideas to mitigate lineup problems during busy times.

Action Plan:

Action	Responsible	Date
Meet with Dennis Pelletier to discuss options for alleviating lineup problems.	Jeff	COMPLETED

F. Issue: Schedule sub-committee

Definition: The FAC had previously requested certain traffic stats in order to resume ‘scheduling change options’ discussions with BC Ferries, who noted that the stats report has not yet been produced. The key issue is that community members are still experiencing congestion/overloads during the ‘mid-afternoon gap’ in the Route 21 schedule.

Daniel read a statement summarizing the communities’ consensus to see service restored during that afternoon schedule, and that he receives daily complaints to pressure BC Ferries on this issue. Discussion followed around the Province-led process that resulted in service reductions, and how BC Ferries and the FACs worked on setting new schedules. More discussion on possible ideas to address adjust schedules, with a reminder from BC Ferries that adding afternoon sailings would require a decrease of sailings from some other part of the schedule.

BC Ferries Commitment to Resolution: Forward ‘traffic stats report’ to FAC when ready.

Action Plan:

Action	Responsible	Date
Send FAC traffic stats that had been requested.	Darin	When able

G. Issue: Marine Superintendent’s Operations Report

Definition: Capt de Koninck provided a summary of recent and near-future vessel and terminal developments related to Routes 21 and 22, including traffic and on-time

performance statistics. A refit is planned for the Kahloke April 4 – June 10, 2016, with the Quinitza serving as the relief vessel. Jeff West and Al offered to meet with FAC members sometime in January 2016 to discuss any operational issues.

BC Ferries Commitment to Resolution: none required.

Action Plan:

Action	Responsible	Date
n/a		

H. Issue: Vehicle fare promotion

Definition: Darin notified the FAC that BC Ferries would be offering a 50% discount on vehicle fares from November 16 to December 19, following the pattern used in the recent passenger fare promotion (Mon to Thurs and Saturday, select sailings eligible).

BC Ferries Commitment to Resolution: none required.

Action Plan:

Action	Responsible	Date
n/a		