|  |  |
| --- | --- |
|  |  |

1. The inadequate capacity of the Baynes Sound Connector, on Route 21, continues to be problematic for both Routes 21 and 22. The limited deck space, the inability to shuttle twice/hour (as previous free moving vessels on this route could), the amount of down time for repairs, are all problematic to moving the numbers of people required. We have again experienced horrific line-ups this summer.

Back before the 2019 summer season we had Captain Al agreeing to try to get BCF approval for additional service on R. 21 so a larger vessel could be placed on R. 22 as well.

This involved operating the Kahloke in tandem (into the old docks), with the Baynes Sound Connector cable ferry. The Kahloke, normally on Route 22, would be replaced by the fleet back-up boat, equivalent in size to the Quinitsa.

This would have doubled the capacity on both runs.

BCF was unwilling to do that so the following year we had pressure on the government to assist.  We were hopeful that some money would be allocated to run a pilot project on the two routes to determine its effectiveness and its costs.  On this occasion it was the government that refused to make a decision to provide the necessary funding.

Instead, both BCF and the MInistry have agreed to study the problem on several routes and provide a solution.  This is why we have asked for this agenda item as we want them both to know that the public needs to be served.

We want and need action, preferably before next summer.

1. Our FAC expressed distress over the fleet deployment timeframe, presented by BCF to our FAC, in the Spring,

The schedule outlined that the 1973, 25 car capacity Kahloke, would remain, as the year-round vessel, on the Hornby Island run (route 22) until 2034.

This despite the vessel already being 48 years old, and a 30% increase in traffic, 2014 to 2019, as shown on this graph:

(note: BCF build statistics show the capacity at 21 cars and 200 passengers. <https://www.bcferries.com/on-the-ferry/our-fleet/kahloke/KAHL>

A larger vessel is desperately needed on Route 22, at least from March through October. With a corresponding increase in capacity on Route 21.

.

1. Hornby and Denman are served by a different schedule in July and August than the rest of the year. The FAC has consistently asked for the “summer schedule” to be extended for the time period mid May (prior to the May long weekend), until after Thanksgiving weekend in October.

The current system of tying the schedule to the school year summer holidays is a limiting factor for economic expansion for the Islands, and service levels to local residents. This Hornby based chart is indicative of the monthly traffic patterns, year to year, on both Routes 21 and 22.

1. We continue to inquire as to why ex-BCF employees are not eligible for appointment to our Ferry Advisory Committee. Has Brian’s review of the policy around these types of appointments been completed? If so, what is the final decision?  And the rationale?
2. Accommodation in the ferry dependent communities for housing staff is becoming an issue. BCF needs to provide accommodation for summer workers.

Off-island based ferry personnel are parking campers beside of the road to stay in while working on Route 22.

There may be opportunities to have those workers camp on the ferry decks, with access to washrooms and water.

1. Lack of secure parking at Buckley Bay/Vancouver Island hinders efforts to get people out of cars and onto public transportation, which could help free up deck space on both Routes 21 and 22.
2. Concerns have been expressed regarding limited training and staff development, and recruitment, to anticipate upcoming staffing shortages due to Baby Boomer retirements.
3. We welcomed the recent news that BCF is going to extend public wifi access at the Gravelly Bay terminal, currently a dead zone for cellular and internet. And offer thanks.
4. The lengthy, unsupervised line-ups on Hornby Island continue to be a frustration, and repeated requests have been sent to have BCF to share their webcam feed, (which aims up the line-up), with the public. This may help to spread the line-ups out, as people can better time their departures.
5. The Terminal Staff at Buckley Bay are thanked as valued communication partners in the storage, and distribution, of the Hornby Denman Visitors Guide, which includes a paper copy of the lslands’ ferry summer schedules.
6. Sincere thanks for their many years of service and public care, were expressed to retiring local BCF management:
* Capt. Al de Kornick, Marine Superintendent
* Jeff West, Terminal Operations Superintendent, North Region
* Kim Macaulay, Terminal Manager.

Thank you,

Karen Ross

With Chair Frank Frketich, for the Hornby Denman FAC