

# **Gabriola Island Ferry Advisory Committee**

**April 3, 2013**

*gabriola ferry advisory committee*  
your community voice with BC Ferries



## **1. Call to Order/introductions**

## **2. Approval of Agenda**

## **3. Agenda Items**

- a. Drinking water onboard/vending machines
- b. Parking spaces at Descanso Bay
- c. Provincial consultation process
- d. Costs associated with 2010 schedule change
- e. Reduction of number of Nanaimo terminals

## **4. Presentations**

- a. Public
- b. Marine Superintendent's Operations Report

## **5. Correspondence**

## **6. New Business**

- a. BC Services Card

## **7. Next Meeting** – fall of 2013, via WebEx



## Facilities aboard MV Quinsam:

- ❑ Can free drinking water fountains be restored?
- ❑ Make vending machine prices more affordable



## Facilities at Descanso Bay terminal:

- ❑ Reduced public parking – more crew spaces
- ❑ Could crew spaces be made available to public after 3pm to reduce congestion at the terminal?
- ❑ Improving information for customers – especially when the service is disrupted



# Coastal Ferries consultation – ranking the views

1	BC Ferries is part of the highway system and should be funded by taxpayers and the government
2	If fares were lowered, discounts were offered or the reservation fee was removed, ridership would increase
3	The ferry service is an essential service and coastal communities are completely dependent upon ferries to meet economic needs and maintain quality of life; basic service and routes should be maintained
4	Service reductions would have a negative economic and social impact, further reducing ridership
5	Comments about the consultation/information provided/feedback process
6	Reduce operational costs associated with crew sizes, fuel, maintenance, salaries, pensions and other compensation
7	Inland ferries should not be free and coastal ferry users should be treated the same
8	Dissatisfaction towards the B.C. Ferry Authority model/ <i>Coastal Ferry Act</i> , and/or BC Ferries should revert back to a Crown corporation
9	Support for the use of alternative methods to connect coastal communities
10	Reduce or cancel underused routes or sailings



# Coastal Ferries Consultation – local reactions

- ❑ Too narrow – failed to examine governance, management
- ❑ Need to investigate alternative service delivery models
- ❑ More user input to decision making – A passenger board?
- ❑ FACs need better understanding of costs and revenues
- ❑ Community needs to be able to consider a range of options





# Coastal Ferries Consultation – next considerations

- ❑ How can we respond without knowing how much needs to be saved?
- ❑ What do we consider to be an adequate level of service for Gabriola?
- ❑ How do we place a value on the importance of lightly-used sailings?
- ❑ **How can we gain a better understanding of costs?**



# Understanding cost pressures on Route 19

2010 schedule change increased hours of operation –  
Now an 18.5 hour day for 16 sailings

- How many hours are paid at enhanced rates?
- How much has this added to operating costs?
- What would need to happen to avoid overtime costs?
- What are the other cost pressures?





# Nanaimo ferry terminals

How sustainable is maintaining 3 terminals to serve a city of 100,000 population?

**Duke Point** : Route 30, 8 sailings over a 20 hour day  
\$30 million route shortfall. Closed for 3 months in 2012

**Nanaimo Harbour** : Route 19, 16 sailings over 18 hour day  
Downtown location used by 700 walk-on passengers daily  
Preferred Gabriola destination. Closed for 3 weeks in 2011

**Departure Bay** : Route 2, 8-11 sailings over 18 hour day  
Environmental impact on surrounding neighbourhood



# Nanaimo terminals – what are the options?

- ❑ Lessons learned from the unplanned closures
- ❑ What were the cost implications / benefits?
- ❑ Is there a long-term strategy?
- ❑ How can ferry users contribute to the debate?

