

Welcome

THE DEADLINE TO SUBMIT FEEDBACK
IS DECEMBER 21, 2012.

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

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
at www.coastalferriesengagement.ca
- ✓ **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

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.



coastalferriesengagement.ca





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.

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

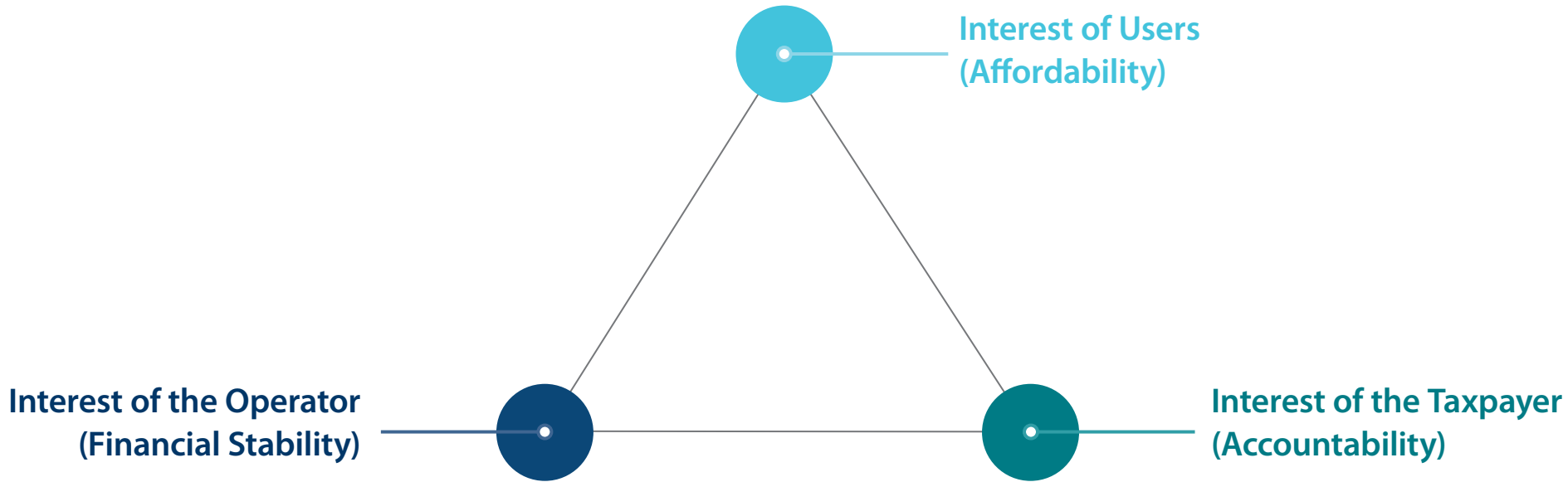
The BC Ferry Commissioner was empowered by the *Coastal Ferry Act* of 2003 to be an independent regulator of coastal ferry services in British Columbia, to establish caps on fare increases, and to monitor performance and compliance. In 2011, the Act was amended to enable the current Commissioner, Gord 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.bcferrycommission.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.

Increasing Costs and Declining Ridership

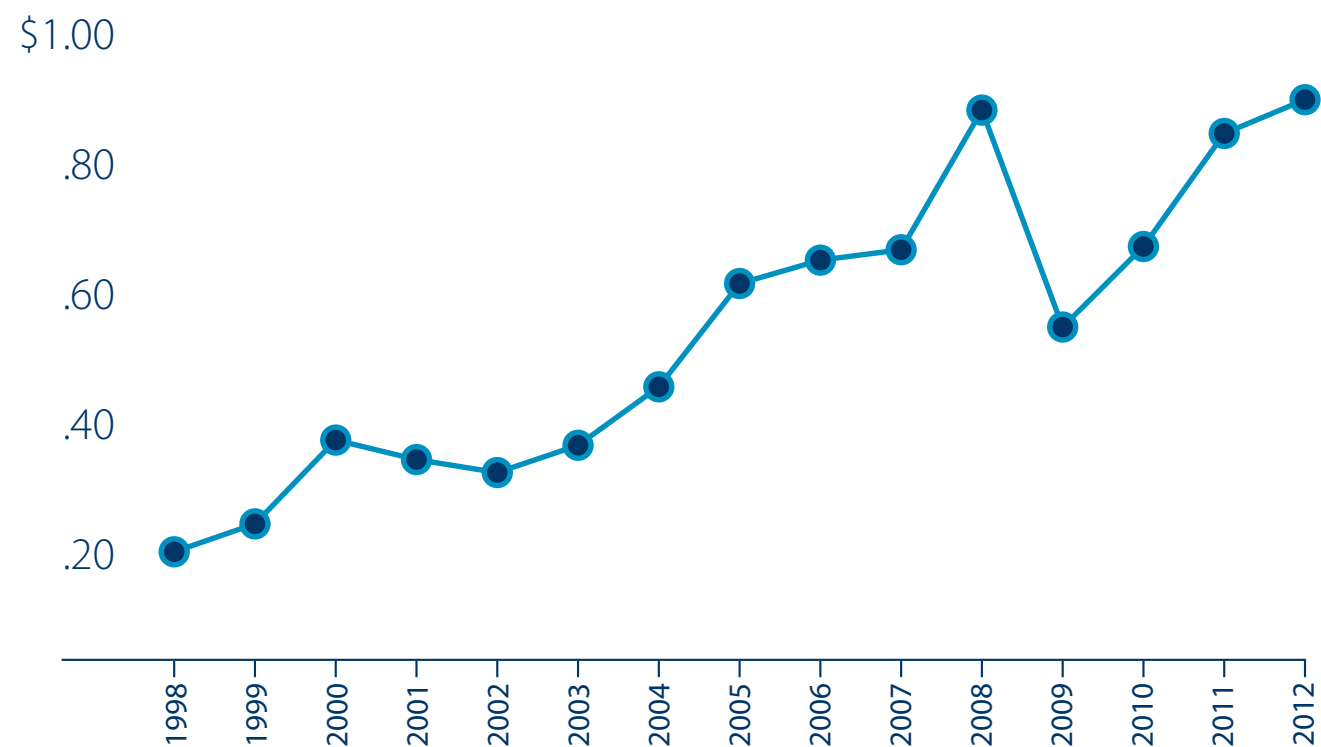
Rising costs and declining ridership are ongoing issues that are placing a financial strain on the B.C. coastal ferry system. Four main factors are creating challenges for the system:

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.

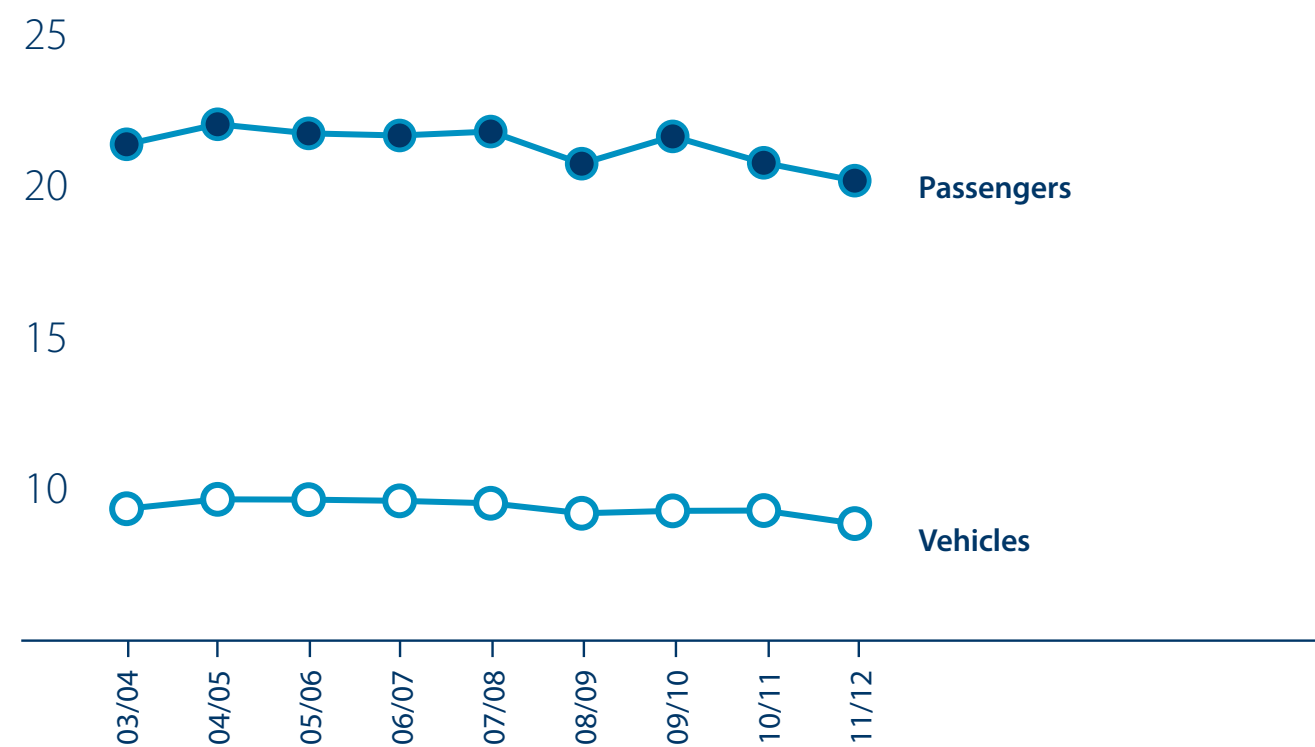
Average Wholesale Diesel Prices in Vancouver 1998-2012 (YTD)
Price per Litre



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



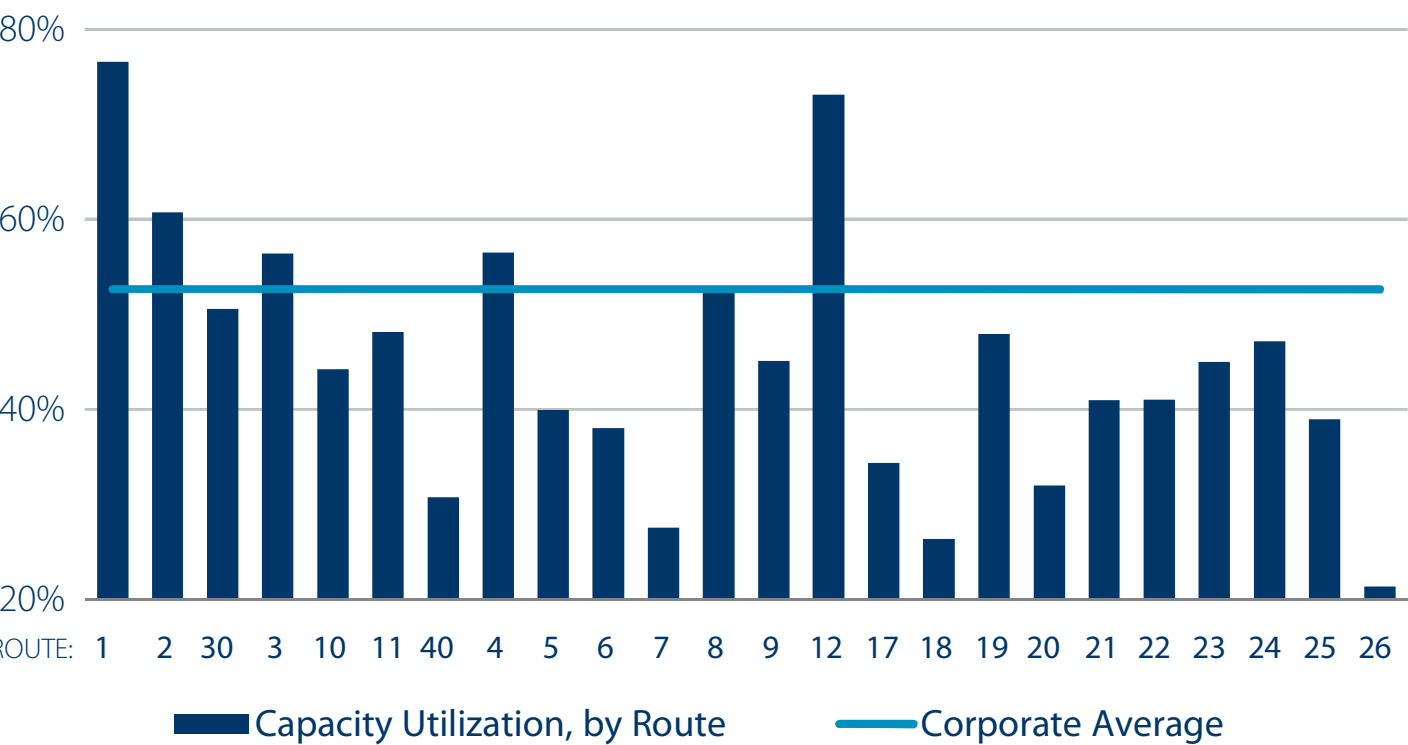
² Source: MJ Ervin & Associates www.kentmarketingservices.com/dnn/PetroleumPriceData.aspx, extracted on Aug. 22, 2012

Increasing Costs and Declining Ridership continued

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

SEE PAGES 6 AND 7 IN THE DISCUSSION GUIDE

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

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 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

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

Consultation Topic

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 – Saltery 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

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

Rethinking the Coastal Ferry System

SEE PAGE 10 IN THE DISCUSSION GUIDE

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?

Consultation Topic

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

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. The route-specific information is available at this open house as well as at www.coastalferriesengagement.ca.

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

ROUTE 19 service connects Gabriola Island with Nanaimo

SERVICE	CONSIDERATIONS	
Crossing time: 20 minutes Year Round: <ul style="list-style-type: none">16 round trips daily, except 15 round trips on Wednesday and Sunday Number of round trips per year: 5,732	2011/2012 Financial Performance (before taxpayer contributio: \$4.59 million shortfall <ul style="list-style-type: none">Total operating revenue: \$5,672,000Total operating expenses: \$10,260,000Loss per vehicle carried, before taxpayer contribution: \$13.16 Average Annual Capacity Utilization (2011/2012): 45.1% Round-Trip Utilization: See utilization table below	Additional Information: <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%
		<div><div>< 10 %</div><div>10 % < 20%</div><div>20 % <40%</div><div>40 % < 60%</div><div>60 % < 80%</div><div>80 % < 100%</div><div>> 100 %</div></div>															

DC – Dangerous Cargo sailings; no passengers permitted

B.C. Coastal Ferries Consultation and Engagement

October 29 to December 21, 2012

The Ministry of Transportation and Infrastructure is inviting the public and communities to participate in the B.C. Coastal Ferries Consultation and Engagement.

The province-wide consultation and engagement process will gather input on elements of the government’s vision of connecting coastal communities in an affordable, efficient and sustainable manner, as well as considerations to address the immediate challenges facing the coastal ferry system.

How Input Will Be Used

Input received through the consultation and engagement process will be considered, along with technical, financial and policy considerations, as the Ministry determines how to achieve \$26 million in savings to 2016 and plans for the long-term sustainability of the coastal transportation network.

Small Group Meeting Schedule

To attend a small group meeting in your community, please e-mail coastalferriesengagement@gov.bc.ca or call toll-free at 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 p.m. to 3:00 p.m.	Queen Charlotte City Community Hall
Prince Rupert	November 9	1:00 p.m. to 3:00 p.m.	North Coast Convention Centre
Nanaimo	November 15	1:00 p.m. to 3:00 p.m.	Coast Bastion Inn
Salt Spring Island	November 15	2:00 p.m. to 4:00 p.m.	The Harbour House Hotel
Powell River	November 19	1:00 p.m. to 3:00 p.m.	Powell River Town Centre Hotel
Port Hardy	November 23	9:00 a.m. to 11:00 a.m.	Port Hardy Recreation Centre
Vancouver	November 26	1:00 p.m. to 3:00 p.m.	SFU Vancouver - Segal Graduate School of Business
Cortes Island	November 28	11:00 a.m. to 1:00 p.m.	Gorge Hall
Bowen Island	November 28	6:00 p.m. to 8:00 p.m.	Bowen Island Community School
Gibsons	December 1	10:00 a.m. to 12:00 p.m.	The Cedars Inn Hotel and Convention Centre
Comox (Courtenay)	December 4	2:00 p.m. to 4:00 p.m.	The Westerly Hotel and Convention Centre
Victoria	December 5	1:00 p.m. to 3:00 p.m.	Hotel Grand Pacific

Public Open House Schedule

The first 90 minutes will be a public open house. The second 90 minutes will be a question and answer session with the project team. No RSVP is required for public open houses.

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

Schedule subject to change. Please check web site for the full schedule.

To provide feedback, please contact us at:
www.coastalferriesengagement.ca
Write a submission to: coastalferriesengagement@gov.bc.ca or
P.O. Box 2223 Vancouver Main, Vancouver, B.C. V6B 3W2
Call toll-free: 1 855 387-7882

