



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

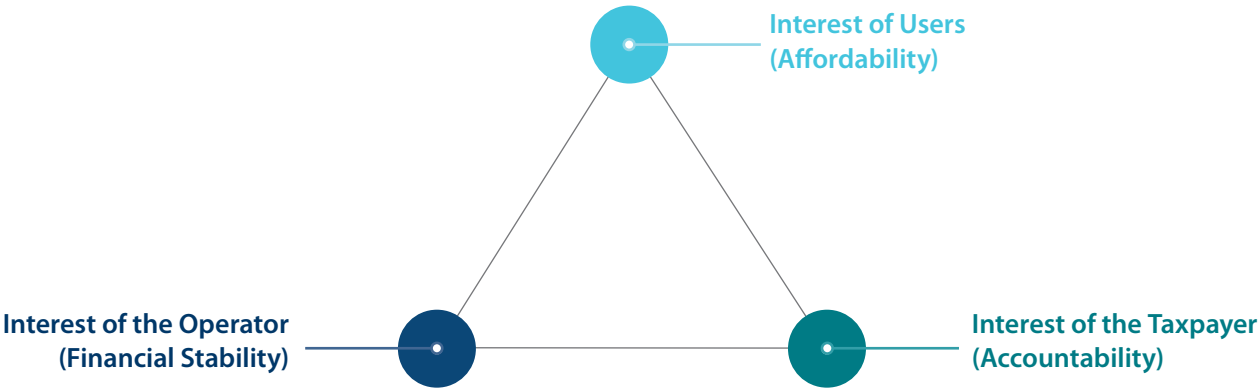
The BC Ferry Commissioner was empowered by the *Coastal Ferry Act* of 2003 to be an independent regulator of coastal ferry services in British Columbia, to establish caps on fare increases, and to monitor performance and compliance. In 2011, the Act was amended to enable the current Commissioner, Gord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

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

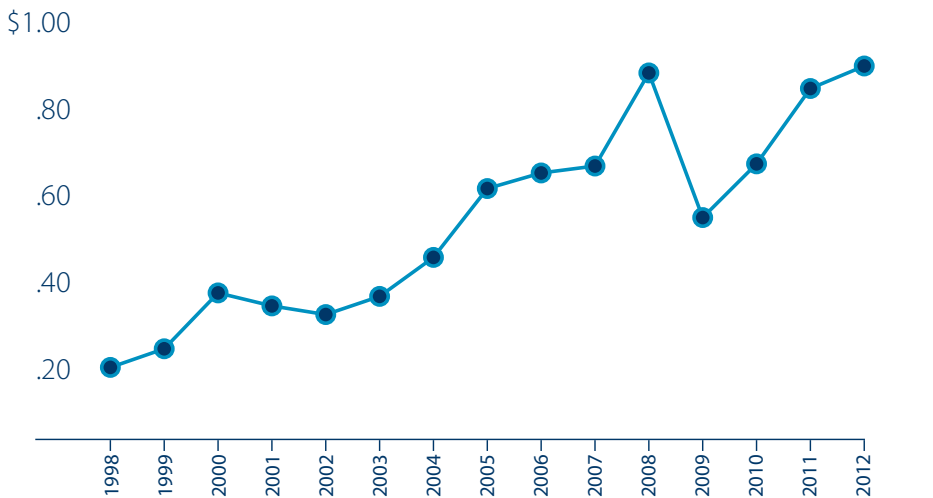
Rising costs and declining ridership are ongoing issues that are placing a financial strain on the B.C. coastal ferry system. Four main factors are creating challenges for the system:

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

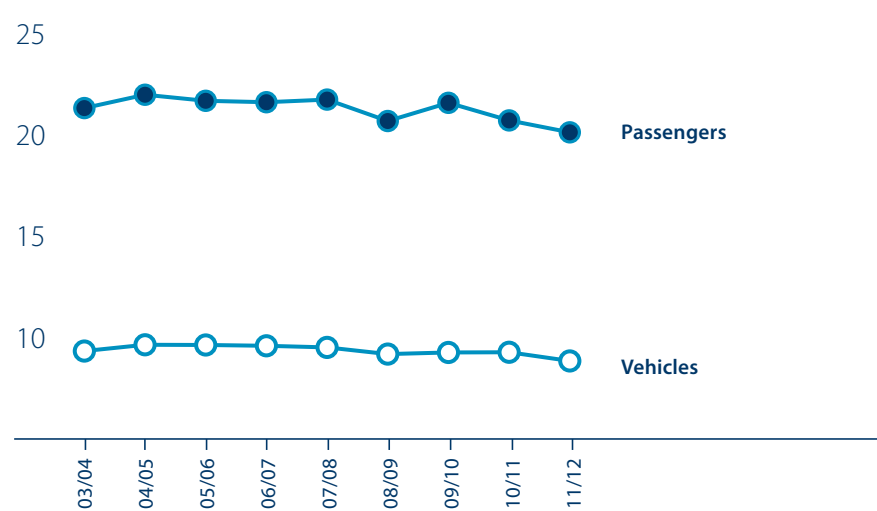


²Source: MJ Ervin & Associates www.kentmarketingservices.com/dnn/PetroleumPriceData.aspx, extracted on Aug. 22, 2012

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.

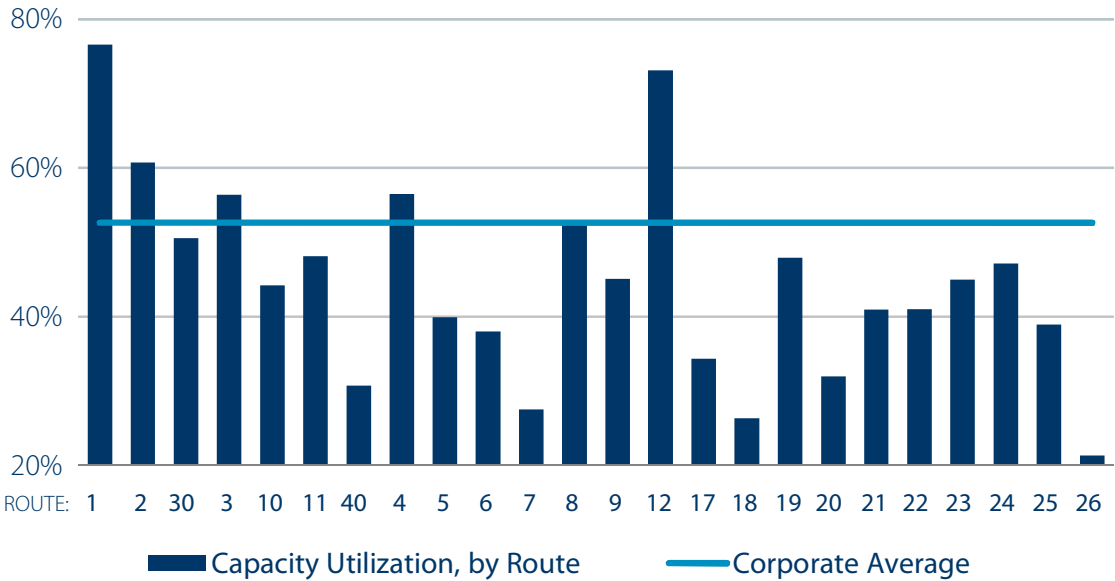
Coastal Ferry Traffic – 2003/04 to 2011/12
Millions Carried



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-Salterty 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 – Salterty 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	
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: \$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%	< 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

FEEDBACK FORM

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.

1. Please indicate your preference by ranking the following considerations from 1-6, with 1 being the most important and 6 being the least important.

<input type="checkbox"/>	Significant Annual Shortfalls: Consider service reductions on routes that experience significant annual financial shortfalls
<input type="checkbox"/>	Low Annual Utilization: Consider service reductions on routes that experience low annual utilization (such as less than 55% total utilization per year)
<input type="checkbox"/>	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)
<input type="checkbox"/>	Basic Levels of 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
<input type="checkbox"/>	Routes Requiring Vessel Replacement: When considering service reductions, take into account routes that require imminent vessel replacements, including alternatives such as route reconfiguration
<input type="checkbox"/>	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

Please provide reasons for your ranking:

2. Please rate your level of agreement with BC Ferries reducing sailings to achieve \$26 million in savings to 2016.

Strongly Agree	Somewhat Agree	Neither Agree nor Disagree	Somewhat Disagree	Strongly Disagree
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Please provide reasons for your level of agreement:

FEEDBACK FORM

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"/>
Please provide reasons for your level of agreement:					
<div></div>					
<div></div>					
<div></div>					
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"/>
Please provide reasons for your level of agreement:					
<div></div>					
<div></div>					
<div></div>					
<div></div>					

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"/>
Please provide reasons for your level of agreement:					
<div></div>					
<div></div>					
<div></div>					
<div></div>					
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.					
Please provide reasons for your level of agreement:					
<div></div>					
<div></div>					
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<div></div>					
<div></div>					

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"/>
Please provide reasons for your level of agreement:					
<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"/>
Please provide reasons for your level of agreement:					
<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.					
Please provide reasons for your level of agreement:					
<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"/>
Please provide reasons for your level of agreement:					
<hr/>					
<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"/>
Please provide reasons for your level of agreement:					
<hr/>					
<hr/>					
<hr/>					

FEEDBACK FORM

5. Please provide any innovative ideas you may have regarding changes to the B.C. coastal ferry system to make it more sustainable.

[Lined area for response to question 5]

6. Other additional comments.

[Lined area for response to question 6]

Feedback Form

Please provide your contact information (optional):

Are you a (please select one):
☐ B.C. Ferries Employee

☐ Coastal Ferry User
☐ Other:

Route(s):

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**

Updated: December 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%		
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	
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%	< 10 %
		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%	10 % < 20%
		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%	20 % < 40%
		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%		40 % < 60%
		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%	60 % < 80%
		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%	80 % < 100%
		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%		> 100 %

ROUTE 2 | Departure Bay – Horseshoe Bay

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

SERVICE	CONSIDERATIONS	
Crossing time: 1 hour and 40 minutes Peak: <ul style="list-style-type: none">11 round trips Monday/Thursday/Friday and Sunday10 round trips Saturday8 round trips Tuesday/ Wednesday Off-Peak: <ul style="list-style-type: none">7 – 8 round trips daily Number of round trips per year: 2,723	2011/2012 Financial Performance (before taxpayer contributions): \$11.22 million surplus <ul style="list-style-type: none">Total operating revenue: \$122,619,000Total operating expenses: \$111,396,000 Average Annual Capacity Utilization (2011/2012): 58.2% Detailed Sailing Utilization: See utilization table on next page <i>Note: Round trip utilization for this route is not available as multiple vessels serve this route</i>	Additional Information: <ul style="list-style-type: none">Provides a connection for the Trans Canada Highway at Horseshoe Bay to Departure Bay in NanaimoThis 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%	< 10 %
		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%		10 % < 20%
		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%		20 % < 40%
		WED	47.7%		65.5%		83.9%		84.4%	81.3%	77.7%	83.4%			80.8%		59.4%	70.1%	31.1%			40 % < 60%
		THU	56.6%		72.3%	83.5%	42.4%		83.4%	79.8%	81.2%			83.3%		79.0%	52.0%		36.4%			60 % < 80%
		FRI	67.2%		81.1%	82.6%	53.7%		84.9%	80.3%	72.8%			83.4%		76.9%	49.5%		45.2%			80 % < 100%
		SAT	67.8%		82.6%	84.3%	52.0%		84.5%	80.0%	46.7%			78.3%			63.5%		27.6%			> 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.*

ROUTE 3 | Langdale – Horseshoe Bay

ROUTE 3 services the Sunshine Coast from West Vancouver

SERVICE	CONSIDERATIONS	
Crossing time: 40 minutes Peak: <ul style="list-style-type: none">8 round trips Tuesday/Wednesday9 round trips Monday/Thursday/Saturday10 round trips Friday/Sunday Off-Peak: <ul style="list-style-type: none">8 round trips daily Number of round trips per year: 2,985	2011/2012 Financial Performance (before taxpayer contributions): \$6.17 million shortfall <ul style="list-style-type: none">Total operating revenue: \$46,077,000Total operating expenses: \$52,248,000Shortfall per vehicle carried, before taxpayer contribution: \$5.66 Average Annual Capacity Utilization (2011/2012): 55.3% Detailed Sailing Utilization: See utilization table below	Additional Information: <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%	< 10 %
		MON	61.8%		73.1%		76.6%	68.7%	32.9%	37.6%	69.1%	45.8%	18.7%		40.9%		14.8%	10 % < 20%
		TUE	61.1%		67.5%		74.8%		79.7%	67.7%		74.1%		50.2%		22.6%		20 % < 40%
		WED	63.2%		72.6%		82.7%		84.6%	76.3%		82.5%		59.4%		28.4%		40 % < 60%
		THU	68.3%		80.9%		81.7%	84.0%	49.7%		85.2%	87.9%	37.8%		63.8%		25.7%	60 % < 80%
		FRI	73.5%		86.0%		85.5%	86.7%	71.6%	86.2%	49.4%	82.0%	31.3%		71.3%		22.7%	80 % < 100%
		SAT	73.0%	82.5%	35.9%	78.0%	33.4%	71.2%			79.5%		65.1%		35.9%		15.8%	> 100 %

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%	

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

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%

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

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%

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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: \$6,065,000Total operating expenses: \$20,712,000Shortfall 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%	

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%	

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60 % < 80%
80 % < 100%
> 100 %

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

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

Note: Route 5 involves multiple port stops on some sailings. This table shows average utilization leaving from and arriving at Swartz Bay. It is not intended to measure usage as it does not include traffic travelling between the intermediate ports of call that do not travel through Swartz Bay.

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

Note: Route 5 involves multiple port stops on some sailings. This table shows average utilization leaving from and arriving at Swartz Bay. It is not intended to measure usage as it does not include traffic travelling between the intermediate ports of call that do not travel through Swartz Bay.

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-Saturday13 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: \$5,146,000Total operating expenses: \$10,129,000Loss 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 Harbout – 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%

< 10 %

10 % < 20%

20 % <40%

40 % < 60%

60 % < 80%

80 % < 100%

> 100 %

DC - Dangerous Cargo sailing; no passengers permitted

ROUTE 6 | Vesuvius Harbour – Crofton

Average of Vehicle Utilized Capacity (%)

Route 6: Vesuvius Harbout – 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%	

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

DC – Dangerous Cargo sailing; no passengers permitted

ROUTE 7 | Earls Cove – Salter Bay

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

SERVICE	CONSIDERATIONS	
Crossing time: 50 minutes Peak: <ul style="list-style-type: none">8 round trips Monday-Sunday Off-Peak: <ul style="list-style-type: none">8 round trips Monday-Saturday7 round trips Sunday Number of round trips per year: 2,878	2011/2012 Financial Performance (before taxpayer contributions): \$11.73 million shortfall <ul style="list-style-type: none">Total operating revenue: \$6,608,000Total operating expenses: \$18,335,000Shortfall per vehicle carried, before taxpayer contribution: \$68.31 Average Annual Capacity Utilization (2011/2012): 28.0% Detailed Sailing Utilization: See utilization table below	Additional Information: <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 – Salter 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%
	Departure Terminal	Day	07:15	09:25	11:40	14:00	16:30	18:40	20:35	22:30
	Salter Bay (Jervis Inlet)	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 – Salter 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%
	Departure Terminal	Day	05:35	07:25	09:25	11:20	15:20	17:25	19:20	21:15
	Salter Bay (Jervis Inlet)	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%

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

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

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–Friday14.5 round trips Saturday15 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: \$9,679,000Total operating expenses: \$15,090,000Shortfall 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 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

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

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%

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40 % < 60%

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80 % < 100%

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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	
Crossing time: 3 hours (Long Harbour to Tsawwassen with 3 stops) Peak: <ul style="list-style-type: none">4 round trip sailings Monday/Thursday/Friday/Saturday/Sunday2 round trip sailings Tuesday/Wednesday Off-Peak: <ul style="list-style-type: none">2 round trip sailings daily Number of round trips per year: 830	2011/2012 Financial Performance (before taxpayer contributions): \$9.69 million shortfall <ul style="list-style-type: none">Total operating revenue: \$12,798,000Total operating expenses: \$22,490,000Shortfall per vehicle carried, before taxpayer contribution: \$65.49 Annual Utilization (2011/2012): 43.1% Round-Trip Utilization (2011/2012): See below table based on departures/arrivals at larger center – Tsawwassen	Additional Information: <ul style="list-style-type: none">Strong demand on weekendsSupplementary service is provided in the summerVessel 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%

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Note: Route 9 involves multiple port stops on some sailings. This table shows average utilization leaving from and arriving at Tsawwassen. It is not intended to measure usage as it does not include traffic travelling between the intermediate ports of call that do not travel through Tsawwassen.

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: \$11,980,000Total operating expenses: \$40,586,000Shortfall 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 communitiesMid-May to mid-September, provides service to the inside passageTourism

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%

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Note: Route 10 involves multiple port stops on some sailings. This table shows average utilization leaving from and arriving at either Port Hardy or Prince Rupert. It is not intended to measure usage as it does not include traffic travelling between the intermediate ports of call that do not travel through either Port Hardy or Prince Rupert.

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: \$5,431,000Total operating expenses: \$29,636,000Loss 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%

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 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%

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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-Saturday8 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: \$1,491,000Total operating expenses: \$3,629,000Shortfall 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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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	
Crossing time: 1 hour 20 minutes Year Round: <ul style="list-style-type: none">4 round trips daily Number of round trips per year: 1,460	2011/2012 Financial Performance (before taxpayer contributions): \$11.72 million shortfall <ul style="list-style-type: none">Total operating revenue: \$11,912,000Total operating expenses: \$23,630,000Shortfall per vehicle carried, before taxpayer contribution: \$77.56 Average Annual Capacity Utilization (2011/2012): 35.2% Detailed Sailing Utilization: See utilization table below	Additional Information: <ul style="list-style-type: none">Connection for Powell River residents to Vancouver IslandVessel 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%
	Departure Terminal	Day	08:10	12:00	17:15	20:45
	Powell River (Westview)	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%
	Departure Terminal	Day	08:10	12:00	17:15	20:45
	Powell River (Westview)	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	
Crossing time: 35 minutes Year Round: <ul style="list-style-type: none">10 round trips daily Number of round trips per year: 3,648	2011/2012 Financial Performance: \$7.05 million shortfall <ul style="list-style-type: none">Total operating revenue: \$1,387,000Total operating expenses: \$8,432,000Shortfall per vehicle carried, before taxpayer contribution: \$85.18 Average Annual Capacity Utilization (2011/2012): 27.5% Detailed Sailing Utilization: See utilization table below	Additional Information: <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%

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

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: \$5,672,000Total operating expenses: \$10,260,000Shortfall 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%

< 10 %

10 % < 20%

20 % < 40%

40 % < 60%

60 % < 80%

80 % < 100%

> 100 %

DC – Dangerous Cargo sailings; no passengers permitted

ROUTE 19 | Gabriola Island – Nanaimo Harbour

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%

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

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 Saturday13 round trips Friday11 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: \$1,525,000Total operating expenses: \$5,701,000Shortfall 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%	

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

Note: Route 20 involves multiple port stops on some sailings. This table shows average utilization leaving from and arriving at Chemainus. It is not intended to measure usage as it does not include traffic travelling between the intermediate ports of call that do not travel through Chemainus.

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%
	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
	Denman West	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%

< 10 %

10 % < 20%

20 % < 40%

40 % < 60%

60 % < 80%

80 % < 100%

> 100 %

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 (%)

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%
	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
	Denman West	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%

< 10 %

10 % < 20%

20 % < 40%

40 % < 60%

60 % < 80%

80 % < 100%

> 100 %

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 (%)

Round Trip Sailings between Buckley Bay and Denman 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	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%							< 10 %
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%			10 % < 20%
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%			20 % < 40%
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%			40 % < 60%
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%		60 % < 80%
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%	80 % < 100%
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%						> 100 %

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, Saturday15 round trips Friday11 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: \$1,368,000Total operating expenses: \$3,819,000Shortfall 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%			

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

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

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–Thursday18 round trips Friday–Saturday16 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: \$5,643,000Total operating expenses: \$11,258,000Shortfall 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%
		<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

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-Saturday5 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: \$952,000Total operating expenses: \$5,796,000Shortfall 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%	

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

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-Saturday10 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: \$1,771,000Total operating expenses: \$5,949,000Shortfall 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%
Departure Terminal	Day	1	2	3	4	5	6	7	8	9	10	11
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%

< 10 %

10 % < 20%

20 % < 40%

40 % < 60%

60 % < 80%

80 % < 100%

> 100 %

Note: Route 25 involves multiple port stops on some sailings. This table shows average utilization leaving from and arriving at Port McNeill. It is not intended to measure usage as it does not include traffic traveling between Alert Bay and Sointula that does not travel via Port McNeill.

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: \$698,000Total operating expenses: \$5,240,000Shortfall 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%	

< 10 %

10 % < 20 %

20 % < 40 %

40 % < 60 %

60 % < 80 %

80 % < 100 %

> 100 %

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 – Friday4 round trips Saturday6 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: \$75,595,000Total operating expenses: \$105,454,000Shortfall 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%

< 10 %

10 % < 20%

20 % < 40%

40 % < 60%

60 % < 80%

80 % < 100%

> 100 %

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

ROUTE 30 | Duke Point – Tsawwassen

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%		

< 10 %

10 % < 20%

20 % < 40%

40 % < 60%

60 % < 80%

80 % < 100%

> 100 %

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: \$1,591,000Total operating expenses: \$5,380,000Shortfall 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 monthsVessel 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 %

Note: Route 40 involves multiple port stops on some sailings. This table shows average utilization leaving from and arriving at Port Hardy. It is not intended to measure usage as it does not include traffic travelling between the intermediate ports of call that do not travel through Port Hardy.



