

EBMWG Project Close-Out Report

Project #: HW 03d

Project Title: Transportation Assessment of the Central and North Coast of British Columbia

Steering Committee Members:

Alex Gryzbowski, Hans Granander, Grant Scott, Dan Cardinal, David Flood, Gord Howie, Dorthe Jakobsen, Michael Barkusky, Ralph Matthews, Wally Eamer.

1.0 FUNDING

The total cost of the project was \$50,000. Final billings are done and the project was completed within budget.

2.0 EXTENT TO WHICH PROJECT OBJECTIVES WERE ACHIEVED

Objective	Description	Evaluation (Text)	Summary*
1	<p>Provide a comprehensive, strategic overview of:</p> <ul style="list-style-type: none"> - existing transportation systems on the coast including ferries, air travel, barging systems for moving equipment, goods and services to and from the coast, as well as systems within coastal communities - seasonal issues that affect transportation systems - environmental and safety concerns - customer demand and regulatory issues - constraints, subsidies, costs and benefits (regional and local) associated with the existing transportation systems - options and alternatives and opportunities for new, clean, alternative transportation within coastal communities given rising fuel cost 	<p>Final report submitted</p> <p>Situation Analysis provides detailed account of the current transportation system and issues in terms of:</p> <ul style="list-style-type: none"> - Physical and economic setting - Major transportation modes - Communities <p>Strengths, Weaknesses, Opportunities & Threats (SWOT) Analysis carried out referencing each major mode of transport by community:</p> <ul style="list-style-type: none"> - Air transport - Road transport - Ferries and other commercial vessels - Rail - Cruise ships - Major ports. <p>Opportunity for clean alternative transportation introduced conceptually as a long term strategic issue in keeping with EBM</p>	Fully met
2	<p>Identify and/or develop:</p> <p>Cost effective strategies to improve coastal transportation services,</p> <p>Policy and regulatory options and alternatives that could lead to improved coastal transportation services</p>	<p>Strategic issues identified at the regional and local community level followed by a comprehensive set of regional and community level recommendations.</p>	Fully met

* Use: Fully met (100%), Substantially met (>75%), Partially met (25-75%), Marginally met (0-25%), Not met (0%)

3.0 MAJOR TASKS COMPLETED

Task	Description ¹	Date
1	Developed project workplan	Oct, 2008
2	Research & interview preparation	Oct - Nov, 2008
3	Prepare situation analysis	Nov, 2008
4	Undertake interviews by phone & email	Nov, 2008
5	Travel to study area, in-person interviews	Nov, 2008
6	Prepare & revise SWOT analysis	Dec, 2008
7	Prepare & submit draft report	Jan, 2009
8	Revise draft report	Feb, 2009
9	Prepare and submit final report	Feb, 2009

4.0 KEY PRODUCTS

Item #	Description	Completion date	Location
1	Transportation report	March 2, 2009	To be posted on EBM WG website.
2	SWOT Analysis by transportation mode and community (included in main report).		
3	Set of regional and local community recommendations addressing policies, regulations, capacity and infrastructure issues (included in main report).		

5.0 PEER REVIEW

This project was not peer reviewed beyond the review of the project steering committee members, which all have first hand knowledge and experience in the transportation challenges facing the coast.

6.0 MAJOR FINDINGS

Key consultant recommendations

Regional Strategic Issues

1. **Issue:** Aging infrastructure, high transportation costs, and infrequent service impedes economic development on the Central and North Coast.
Recommendation: Begin lobbying federal and provincial government immediately for funding to undertake “shovel-ready” infrastructure projects (list of priority short term

projects included). Opportunity to capitalize on government's capital spending program. Potential projects:

- improvements to Kitkatla's float dock
- new ferry dock at Aero Point in Prince Rupert
- larger and safer ferry terminal in Klemtu and larger docks in Shearwater and Ocean Falls
- larger airport terminal and night time runway lights in Bella Bella
- improvements to Hwy 20 between Anahim Lake and Bella Coola, in particular Heckman Pass
- implementation of public bus service from Bella Coola to Williams Lake
- pedestrian sidewalk and walkway between Nuxalk 4 Mile subdivision and Bella Coola townsite.

2. **Issue:** No coastal BC transportation plan exists.
Recommendation #1: Create a Central and North Coast transportation investment strategy for longer term projects.
Recommendation #2: Develop a regional ferry advocacy organization.
Recommendation #3: Hire an economic development manager in Prince Rupert.
3. **Issue:** BC Ferries' withholding of the Northern Transportation Strategy has created uncertainty about future service and deterred private investment.
Recommendation: Northern Transportation Strategy needs to be made public as soon as possible.
4. **Issue:** The Canadian Marine Act puts Prince Rupert at a financial disadvantage compared to US ports.
Recommendation: Lobby federal ministers for changes to Canada Marine Act.
5. **Issue:** Tsimshian Access Project is the North Coast's #1 transportation priority.
Recommendation: Support current planning efforts in Prince Rupert and area for Tsimshian Access, terminal expansion, attraction of additional port services, gap analysis and feasibility studies.
6. **Issue:** High cost and poor access have negative social effects in the project area.
Recommendation: Social and economic development benefits need to be identified and taken into account when assessing proposed projects.
7. **Issue:** Transportation improvements should meet EBM environmental objectives.
Recommendation: Should a community choose to adopt alternative fuel vehicles as part of a move towards greater environmental sustainability, it would need to undertake a comparison of technologies and costs.

Community Level Issues

8. **Issue:** Bella Coola's highway 20 connection requires additional maintenance investment.
Recommendation: Lobby for funding to upgrade Hwy 20, especially at Heckman Pass. A pedestrian sidewalk to connect Nuxalk 4 Mile subdivision to Bella Coola should be built.

9. **Issue:** There is no public bus service between Bella Coola and Williams Lake.
Recommendation: Establish scheduled bus between Bella Coola valley and Williams Lake, possible to share cost between other Chilcotin communities.

10. **Issue:** Bella Coola valley has no alternative road link to Hwy 20 on the event of a road failure on 'the Hill'.
Recommendation: Proposed emergency routes out of Bella Coola Valley needs to be assessed.

11. **Issue:** The Klemtu, Shearwater and Ocean Falls docks are not large enough to accommodate large new BC Ferry vessels.
Recommendation: Develop a larger and safer ferry terminal in Klemtu, so that it can receive any BC Ferry vessel operating in the North. Also, reconfigure the Shearwater and Ocean Falls docks to accommodate larger vessels.

12. **Issue:** Bella Coola airport runway could be flooded if nearby river dykes give way.
Recommendation: Bella Coola requires provincial funding and approval to become a dyking authority responsible for its own maintenance and upgrade of dykes.

13. **Issue:** Bella Bella's airport needs to be upgraded to enlarge Bella Bella's airport terminal, install night landing lights.
Recommendation: Obtain government funding to enlarge Bella Bella's airport terminal and install night landing lights.

14. **Issue:** A new Aero Point dock and New Fairview Bay terminal and dock are both needed in Prince Rupert.
Recommendation: BC Government should get behind these projects given their obvious economic, social and environmental benefits for the Lax Kw'alaams and Prince Rupert communities.

15. **Issue:** Small craft harbour improvements are needed at Kitkatla.
Recommendation: Obtain provincial funding for these improvements based on their social and economic development merits.

16. **Issue:** Kingcome and Health Bay need transportation improvements.
Recommendation: Provide road to the dock in Kingcome, and water taxi service for Health Bay in the Mount Waddington Regional District.

7.0 STEERING COMMITTEE RECOMMENDATIONS

The steering committee recommends the following actions to the LRF:

A. Use this report to engage BC & Canadian Governments to fund "shovel-ready" transportation infrastructure projects in order to:

1. Capitalize on the 'implementation of EBM' to deliver socioeconomic benefits.
2. Capitalize on government's infrastructure spending programs to revive economy.

B. Encourage communities to review and use the report to address their individual issues.

C. Support the creation of a Central and North Coast transportation investment strategy for longer term projects

8.0 RELEVANCE/SIGNIFICANCE FOR EBM IMPLEMENTATION

Implementation of EBM is expected to address the ailing socioeconomic situation in Central and North coast communities. Transportation has been identified as a key restriction to economic development, so enhancement of transportation services is a primary opportunity that can be affected by government policy and funding to spur on economic development in keeping with the principles of EBM.