

**DISTRICT OF PORT HARDY COUNCIL  
AGENDA *ADDENDUM*  
FOR THE REGULAR COUNCIL MEETING  
TUESDAY DECEMBER 10, 2013  
7:00 PM - Council Chambers**

**ADDENDUM**

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**F. CORRESPONDENCE**

3. Re: BC Ferries – Service Cuts as outlined in the BC Ferries' 2013 Discussion Guide

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a. Mayor Parnham, Letter to Premier Christy Clark (Nov. 28/13)  
For information.

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b. District of Port Hardy Press Release (Nov. 28, 2013).  
For information.

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b. Port Hardy & District Chamber of Commerce Press Release (Dec.4/13)  
For information.

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c. Dave Rushton, Chair, Regional District of Mt. Waddington, to Hon. Todd Stone,  
Minister of Transportation and Infrastructure (Dec.4/13).  
For information.

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4. Ken Fuller, Manager, Northern Vancouver Island Salmonid Enhancement Association  
(Dec.9/13) re; Construction Access through Port Hardy District Property.

Motion / direction

1.

2.





# District of Port Hardy

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November 28, 2013

Our file: 510-20 BC Ferry Corp

The Honourable Christy Clark  
Premier of British Columbia  
Box 9041  
Station PROV GOVT  
Victoria, BC

## RE: BC FERRIES SERVICE CUTS DEVASTATING TO RURAL COMMUNITIES

Dear Premier Clark,

I am writing to you on behalf of the 4,008 residents of Port Hardy who, along with other Vancouver Island and Circle Route communities, anticipate devastating socio-economic impacts if BC Ferries implements the service reductions outlined in the *BC Coastal Ferries Community Engagement / Fall 2013 Discussion Guide*. As a rural resource-based community, we have worked hard to diversify our economy, while creating sustainable sectors in forestry, fishing, aquaculture, tourism, retail and business services and, most recently, green energy. The increasing trend by the provincial and federal governments to centralize services in urban areas has meant families having to relocate out of the community. Their departure has resulted in decreased access to healthcare, a reduced tax base, and significant losses to our service and retail sectors.

That said, the 2011 census was very good news for Port Hardy. It showed that the resilience and creativity of North Islanders has helped to rebuild some of our sectors while realizing a 4.6% increase in population. These modest successes are now at risk with the proposed implementation of BC Ferries cost-cutting measures on many routes and the elimination of Route 40. The District of Port Hardy and our surrounding coastal communities need a reliable, government supported transportation network, which must include our ferry system, in order to continue to attract new investment, diversify our economy and create jobs for British Columbians.

The District of Port Hardy is strongly opposed to the proposed route and service cuts as outlined in the BC Ferries' 2013 *Discussion Guide* and were astounded to hear at the community "engagement" meeting with BC Ferries and representatives of the Transportation Ministry that economic impacts on coastal communities had not even been considered prior to the service reductions being identified. I urge the Province to delay implementation until a full socio-economic study can be completed and a better understanding of how our coastal economy will be impacted has been gained. At first glance, our tourism industry alone stands to lose over \$3 million in revenues. The loss of an additional \$1.2 million annually by a local retailer will result in job losses and an increased burden on the social safety net. We are a resource-rich area that contributes significantly to the provincial coffers. Please keep in mind that any loss of jobs or business in our area will result in a net loss of revenue to the Province.

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We are not alone in our concerns. The District holds the view of 16 Coastal Chambers of Commerce, the Williams Lake & District Chamber of Commerce and the Heiltsuk First Nation that BC Ferries fails the test of fiscal fairness and discriminates against rural coastal communities, and those along the circle route and Highway 20.

The current proposed service and route reductions and 2014 fare increases will not solve the bigger issues. They do not address BC Ferries' declining ridership nor do they address the longer-term fiscal challenges facing the ferry system. With further fare increases and service reductions on the horizon, ridership will continue to decline along with revenues. This downward spiral may very well lead to the demise of our coastal ferry system.

In conclusion, not a single person stood in support of the proposed service cuts at the November 20, 2013 engagement meeting held in Port Hardy. I have the unanimous support of my community, Council, other communities including the Heiltsuk and local First Nations who attended the meeting, business and industry, Chamber of Commerce and Tourism Port Hardy when I call for a halt to this destructive process and that a socio-economic study be done to prove that the cost to our community and the province in jobs and revenues, will far outweigh any cost savings to BC Ferries.

We will continue to work urgently with our partners on the coast and in the interior to ensure that these economically devastating and short-sighted changes are not put into effect.

Sincerely,



Bev Parnham, Mayor  
District of Port Hardy

cc: Regional District of Mt. Waddington  
Village of Alert Bay, BC  
Town of Port McNeill, BC  
Village of Port Alice, BC  
Kwakiutl First Nation  
Quatsino First Nation  
Gwa'sala-'Nakwaxda'xw First Nation  
Coastal Regional District Chairs  
Chambers of Commerce  
Tourism Port Hardy  
Clair Trevena / MLA



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November 28, 2013

FOR IMMEDIATE RELEASE

Contact: Mayor Bev Parnham, 250/949-6665

**BC Ferries Service Cuts Devastating to Rural Communities**

The District of Port Hardy is strongly opposed to the proposed route and service cuts as outlined in the BC Ferries' 2013 Discussion Guide. Further, Mayor and Council urge the Ministry of Transportation and BC Ferries to delay implementation until a full socio-economic study can be completed. The District of Port Hardy alone stands to lose over \$3 million in tourism revenues, and has already identified the loss of an additional \$1.2 million annually by a local retailer which will result in job losses and an increased burden on the social safety net.

The District also requests that the Ministry and BC Ferries review the best practices of other successful models for implementing a ferry service, such as Washington State Ferries. Recent studies of Washington State Ferries identified many efficiencies which could potentially help to make BC Ferries more sustainable.

The District holds the view of 16 Coastal Chambers of Commerce, the Williams Lake & District Chamber of Commerce and the Heiltsuk First Nation that BC Ferries fails the test of fiscal fairness and discriminates against rural coastal communities, and those along the circle route and Highway 20. The time has come for the Government of British Columbia to realize that BC Ferries must be treated in all respects as part of the highway system and, as such, become a subsidiary to the British Columbia Highway Finance Authority (BCTFA) so that it can be financed at a rate that is comparable to that of the highways in the rest of the province.

In conclusion, not a single person stood in support of the proposed service cuts at the November 20, 2013 engagement meeting held in Port Hardy. We have the unanimous support of our community, our Mayor and Council, other communities including the Heiltsuk and local First Nations who attended the meeting, business and industry, Chamber of Commerce and Tourism Port Hardy. We will continue to work urgently with our partners on the coast and in the interior to ensure that these devastating changes are not put into effect and that the Province of British Columbia make BC Ferries part of our provincial highway system.



*BC Ferries and Fiscal Fairness. It's time.*

December 4, 2013

The Port Hardy & District Chamber of Commerce joins the Port Hardy District and Coastal Communities in the strong opposition to the proposed route and service cuts as outlined in the BC Ferries' 2013 Discussion Guide. We stand with the 16 Coastal Chambers of Commerce, the Williams Lake & District Chamber of Commerce and the Heiltsuk First Nation in saying that BC Ferries has failed the test of fiscal fairness; discriminates against rural coastal communities, those along the circle route and Highway 20.

BC Ferries and the Provincial Government have a responsibility to provide proper management of essential services to communities so that they may continue to thrive. Cause and effect have not been taken into consideration, as there has been no commissioned study on the socio-economic impacts from lack of service and reduction in runs. "The District of Port Hardy alone stands to lose over \$3 million in tourism revenues, and has already identified the loss of an additional \$1.2 million annually by a local retailer which will result in job losses and an increased burden on the social safety net." The uncertainty in service and runs leaves businesses and investors hesitant, with little confidence in expanding in the North Island region. Businesses and communities should be ensured fair treatment no matter where they do businesses within the Province.

BC Ferries has proven that it has been unsuccessful in building a sustainable model. It is time that the Government of British Columbia realizes that BC Ferries routes are treated and viewed as a part of the highway system by the majority and should be treated and subsidized as such. We urge the Ministry of Transportation and the Province, to take into consideration the socio-economic impacts and change the cost and structure of BC Ferries, implementing a ferry service that is more efficient and could potentially enable BC Ferries to run in a more sustainable way.

We have the unanimous support of our community, our Mayor and Council, other communities including the Heiltsuk and local First Nations, businesses, industry and Tourism Port Hardy, who attended the engagement session in our town on November 20, 2013. We will continue to work urgently with our partners on the coast and in the interior to ensure our voices are heard.

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Carly Perkovich, Executive Director  
Port Hardy & District Chamber of Commerce  
250-949-7622 or [phccmgr@cablerocket.com](mailto:phccmgr@cablerocket.com)



# Regional District of Mount Waddington

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File No.: 8720.02

December 4, 2013

Honourable Todd Stone,  
Minister of Transportation and Infrastructure,  
PO Box 9055 Stn Prov Govt  
Victoria, BC V8W 9E2

Dear Minister Stone;

I am writing to express the Regional District of Mount Waddington's very significant concerns about the proposed route and service cuts for BC Ferries vessels operating in our area.

The BC Ferry system plays a major role in rural coastal communities where it forms a critical linkage in an extended transportation network. We believe that the strategy adopted by BC Ferries to reduce operating costs misrepresents and obscures this sustaining community role and ignores the damage that will be caused to community viability by the service reductions. Unlike the major urban centres that are served by BC Ferries, our rural communities are not able to attract and retain strong families when these networks are threatened. Reducing the frequency of ferry service or increasing the cost will inevitably lead to further contraction in our population base and jeopardize our ability to maintain an essential base of professional service providers.

The economic impact of the proposed schedule changes will adversely affect the seasonal tourism businesses that are reliant on incremental revenue contributions from shoulder season customers whose travel plans may be curtailed by reduced service levels. Moreover, the reduction of service to the mid coast region will reduce revenues at north island retailers, with an associated loss of jobs. While you may not consider these impacts to be material and partially offset by spending in other locations, for many small businesses in the Mount Waddington Regional District that exist on very thin profit margin, any revenue decrease can have serious implications.

The Province of BC and your Ministry should seriously reconsider the strategy that you are proposing. It is ill conceived and will result in failed businesses and less viable rural communities.

Yours Sincerely

Dave Rushton,  
Chair

/mt

cc Claire Trevena, MLA  
Bev Parnham, Mayor of Port Hardy  
Jo Mrozewski, Co-Chair, Tri Island Ferry Committee



INCORPORATED JUNE 13, 1966

MUNICIPALITIES: ALERT BAY, PORT ALICE, PORT HARDY, PORT MCNEILL  
ELECTORAL AREAS: "A" (SOINTULA); "B" (HOLBERG, WINTER HARBOUR); "C" (QUATSINO, COAL HARBOUR, HYDE CREEK); "D" (WOSS, TELEGRAPH COVE)

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**Northern Vancouver Island Salmonid Enhancement Association**

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Quatse River Hatchery • Quatse Salmon Stewardship Centre  
Quatse River Regional Park and Campground  
O'Conner Lake Net Pens • Marble River Hatchery

December 9, 2013

Jeff Long  
Director of Corporate & Development Services  
District of Port Hardy  
7360 Columbia Street  
Port Hardy, BC V0N 2P0

**Re: Construction Access through Port Hardy District Property**

Dear Mr. Long

The Northern Vancouver Island Salmonid Enhancement Association (NVISEA) has secured funding for the construction of a permanent fish counter weir to be constructed in the Quatse River during July 2014. This will be a permanent structure utilized to accurately enumerate Sockeye, Coho, Pink, Chum and Steelhead returns to the Quatse watershed. The counter will be built immediately adjacent to the Quatse Salmon Stewardship Centre and will span the full river channel, approximately thirty metres in width. Total project value is approximately \$150,000.00.

NVISEA is seeking Port Hardy District approval to access the construction site from an existing spur road, located immediately downstream of the Byng Road Bridge on the east side of the river. An excavator and articulated dump truck will utilize the road for approximately two weeks during installation. Upon completion of the counter weir construction all disturbed riparian area will be rehabilitated and the existing road will be returned to its original condition. Mount Waddington Regional District Plan 30451 shows the Byng Road Bridge crossing and downstream river corridor where all these activities will occur.

NVISEA is excited to see this project progressing and wishes to thank the Port Hardy District immensely for the September 27, 2013 support letter (file 203-20 misc) that accompanied our Pacific Salmon Foundation funding application. For District liability concerns NVISEA carries \$5,000,000 in Commercial General Liability Coverage and will add the District of Port Hardy to its Additional Insured upon policy renewal in March 2014.

Thank you for your attention to this request. Any further questions or concerns please contact me directly. I would readily be available for any site visit should you wish.

Regards

Ken Fuller, Manager

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