



The Village of  
**PORT CLEMENTS**  
*"Gateway to the Wilderness"*

36 Cedar Avenue West  
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Port Clements, BC  
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7:00 p.m. Regular Meeting of Council Monday, March 17, 2014

**AGENDA**

1. ADOPT AGENDA.
2. PETITIONS, DELEGATIONS & OPENING OF SEALED TENDERS.  
D-1-Brunetta Decembrini – Information on Centennial Celebrations, and Seniors Winter Games
3. MINUTES.  
M-1-Regular meeting of Council Monday, March 3, 2014  
M-2-Centennial Committee Tuesday, February 4, 2014
4. BUSINESS ARISING FROM THE MINUTES & UNFINISHED BUSINESS.
5. ORIGINAL CORRESPONDENCE.  
C-1-Release of Crown Farm Land  
C-2-City of Prince Rupert's report on impacts of BC Ferries Service Cuts  
C-3-City of Prince Rupert, proposed B.C. Ferries Service Cuts  
C-4-Village of Queen Charlotte Letter of Support, Gwaii Trust Community Innovations Program
6. GOVERNMENT.  
G-1- Bylaw #410, 2014 to provide for the imposition of a charge against the owner or occupier of real property for the use of the sewage system of the Village of Port Clements, 1<sup>st</sup>, 2<sup>nd</sup>, and 3<sup>rd</sup> readings.  
G-1- Bylaw #411, 2014 to provide for the imposition of a charge against the owner or occupier of real property for the use of the water system of the Village of Port Clements, 1<sup>st</sup>, 2<sup>nd</sup>, and 3<sup>rd</sup> readings.
7. FINANCE.  
F-1-Cheque Listing to March 12, 2014
8. NEW BUSINESS.  
NB-1-Action Item from Tourism Committee- Northward Magazine article costs  
NB-2-Action Item from Tourism Committee- Fan Tour expenses
9. ACTION ITEMS.  
A-1-See Attached
10. REPORTS & DISCUSSIONS.
11. QUESTIONS FROM THE PUBLIC & PRESS.  
  
Motion to adjourn to in camera meeting under *Community Charter* Section 90(1)(k).
- ADJOURNMENT.



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**Minutes of the Regular meeting of the Port Clements Council held March 3, 2014 in the Council Chambers.**

**Present:**

Mayor Cheer  
Councillor Gould  
Councillor Falconbridge  
Councillor Thomas  
Councillor Gaspar

CAO Kim Mushynsky

3 members of the public in attendance – Cpl. Breckon Delegate

Mayor Cheer called the meeting to order at 7:00pm

**1. ADOPT AGENDA.**

2014-069 - Moved by Councillor Gaspar, seconded by Councillor Falconbridge  
THAT the agenda be adopted with the following addition – C-4 – Wunderlin Consulting quote  
**CARRIED**

**2. PETITIONS, DELEGATIONS & OPENING OF SEALED TENDERS.**

D-1 – Cpl. Breckon discussing annual performance plan 2014-2015

**3. MINUTES.**

M-1 – Regular Meeting of Council Monday February 17, 2014  
2014-070 – Moved by Councillor Falconbridge, seconded by Councillor Gaspar  
THAT we accept the Regular Council meeting minutes from February 17, 2014 meeting as presented.  
**CARRIED**

M-2 Small Craft Harbour committee Meeting November 25, 2013  
2014-071 – Moved by Councillor Falconbridge, seconded by Councillor Gould  
THAT we accept the Small Craft Harbour minutes from November 25, 2013.  
**CARRIED**

**4. BUSINESS ARISING FROM THE MINUTES & UNFINISHED BUSINESS.**

**5. ORIGINAL CORRESPONDENCE.**

C-1 – Port Clements Seniors Branch 123 request for letter of support  
2014-072 – Moved by Councillor Falconbridge, seconded by Councillor Gaspar  
THAT we open this for discussion.  
**CARRIED**

2014-073 – Moved by Councillor Falconbridge, seconded by Councillor Gaspar  
THAT we approve the letter of support.  
**CARRIED**

C-2 – City of Parksville – support to update Provincial Emergency Notification System (PENS)

m-l

2014-074 – Moved by Councillor Falconbridge, seconded by Councillor Thomas  
THAT we open this for discussion.

**CARRIED**

2014-075 – Moved by Councillor Thomas, seconded by Councillor Falconbridge  
THAT we receive and file this correspondence.

**CARRIED**

C-3 – Tlell Fall Fair request for letter of support

2014-076 – Moved by Councillor Falconbridge, seconded by Councillor Gaspar  
THAT we open this for discussion.

**CARRIED**

2014-077 – Moved by Councillor Gould, seconded by Councillor Thomas

THAT we write a letter of support but explaining that we will not support a set amount as this is something that needs to be determined between the Gwaii Trust Representative and Gwaii Trust.

**CARRIED**

C-4 – Wunderlin Consulting Biomass Feasibility

2014-078 – Moved by Councillor Falconbridge, seconded by Councillor Thomas  
THAT we open this for discussion.

**CARRIED**

2014-079 – Moved by Councillor Falconbridge, seconded by Councillor Gould  
THAT we proceed with the biomass feasibility study.

**CARRIED**

## **6. GOVERNMENT.**

G-1 – Bylaw #409, 2014 – A Bylaw to establish fees for the Wharf and Small Craft Harbour

2014-080 – Moved by Councillor Gaspar, seconded by Councillor Falconbridge  
THAT we reconsider and adopt Bylaw #409, 2014.

**CARRIED**

## **7. FINANCE.**

F-1 – Cheque listing to February 26, 2014

2014-081 – Moved by Councillor Falconbridge, seconded by Councillor Gaspar  
THAT we accept the cheque listing as presented.

**CARRIED**

## **8. NEW BUSINESS.**

NB-1 – NCLGA Resolution – BCHydro and LED Streetlights

2014-082 – Moved by Councillor Gould, seconded by Councillor Falconbridge  
THAT we approve the BCHydro & LED Streetlight Resolution and submit it for the May 2014 NCLGA meeting.

**CARRIED**

NB-2 – Action item – Centennial committee – reduce price of calendars

2014-083 – Moved by Councillor Falconbridge, seconded by Councillor Thomas  
THAT we open this for discussion.

**CARRIED**

2014-084 – Moved by Councillor Falconbridge, seconded by Councillor Gould  
THAT we reduce the price of the Port Clements calendars to \$5.00

**CARRIED**

NB-3 – Action item – Tourism committee – Golden Spruce Trail Grand re-opening

2014-085 – Moved by Councillor Falconbridge, seconded by Councillor Thomas  
THAT we open this for discussion.

**CARRIED**

2014-086 – Moved by Councillor Falconbridge, seconded by Councillor Gaspar  
THAT Council and staff work with BC Parks to plan a Grand Re-opening event for the Golden Spruce Trail.  
**CARRIED**

NB-4 – Application to Fire Department – Andrew Cragg

NB-5 – Application to Fire Department – Peter Doherty

NB-6 – Application to Fire Department – Sean O'Donoghue

2014-087 – Moved by Councillor Gould, seconded by Councillor Gaspar  
THAT Council officially appoint Andrew Cragg, Peter Doherty, Sean O'Donoghue to the Port Clements Volunteer Fire Department.  
**CARRIED**

**9. ACTION ITEMS:**

**10. REPORTS AND DISCUSSIONS.**

Mayor Cheer – budget mtgs.  
Councillor Falconbridge – budget mtgs.  
Councillor Thomas – budget mtgs.  
Councillor Gould – budget mtgs.  
Councillor Gaspar – budget mtgs.  
Administrator – budget mtgs, we have been invited to stage 2 of application process from Northern Health in regards to upgrades to the gym.

2014-088 - Moved by Councillor Gaspar, seconded by Councillor Gould  
THAT we move to in-camera per CC 90(1)(d) at 8pm  
**CARRIED**

**ADJOURNMENT.**

2014-089 - Moved by Councillor Falconbridge, seconded by Councillor Gould  
THAT the meeting be adjourned at 9:10pm  
**CARRIED**

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Wally Cheer,  
Mayor

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Kim Mushynsky,  
Clerk/Treasurer

**CENTENNIAL COMMITTEE**  
**Minutes of the regular meeting of the Centennial Committee**  
**Tuesday, February 4, 2014**

**Present:**

Mayor Wally Cheer  
Angela Mielecki

Burneta Decembrini  
Susan Couch

Joan Hein

Deputy Clerk/Treasurer Sharon Ferretti

Mayor Wally Cheer called the meeting to order at 7:04 p.m.

**1. ADOPT AGENDA.**

It was moved by Joan Hein, seconded by Angela Mielecki  
THAT the agenda be adopted as presented.

**CARRIED**

**2. MINUTES.**

M-1-Regular meeting of Centennial Committee Tuesday, January 7, 2014

It was moved by Burneta Decembrini, seconded by Joan Hein  
THAT the minutes be accepted as presented.

**CARRIED**

**3. BUSINESS ARISING FROM THE MINUTES & UNFINISHED BUSINESS.**

BA-1-Report from Council – Manzanita Snow has been paid in full for completion of cartoon map.

**BA-2- Recognition for Centennial Events**

The Committee agreed to send personal 'thank you' card/note to volunteers as each event happens.

**BA-3-Event Review**

It was recognized that co-ordination lacked a bit, communication was not as strong as it needs to be, more inclusion of committee Chair and, when one exists, the sub-committee. The goal being to avoid awkwardness at an event, and the appearance of disorganization on behalf of the Centennial Committee.

**BA-4-Contest Details for Crossword Puzzle**

The Committee agreed that the deadline date for completed crosswords to be: Wednesday, March 19, 2014. Individuals who handed in their completed crosswords to the Village Office would receive a Centennial Lapel Pin.

**BA-5-Cartoon Map status**

Sharon Ferretti to email Councillor Gould concerning the details of printed map for a picture to be taken and sized.

**BA-6-Water Bottle label design**

Angela Mielecki is waiting on response from supplier on label design assistance. Order in time for March 22<sup>nd</sup> Seniors' Games. Larry Elkirk offered to pick up the water.

BA-7-Time Capsule letters to school and community groups  
Mayor Cheer will get onto the letters this week.

BA-8-Action Plan updates

4. ORIGINAL CORRESPONDENCE

5. GOVERNMENT

6. NEW BUSINESS

NB-1-Two Page Spread in Haida Gwaii Guide

Jeff King is doing a two page spread on Port Clements' Centennial. Mayor Cheer to provide dates and list of events to be held; will mention calendars and map available at museum.

7. REPORTS & DISCUSSIONS.

Next meeting will be held Tuesday, March 4, 2014.

Joan Hein motioned to adjourn at 9:03p.m.

  
\_\_\_\_\_  
Mayor Wally Cheer, Chair  
\_\_\_\_\_  
Sharon Ferretti, Deputy/Clerk Treasurer

## Village Of Port Clements Centennial Committee

### Feb Action Plan 2014

#	ITEM	IMMEDIATE ACTION	RESOLVE	DONE?
2	Armed Forces Group at UBCM	Talk with the group while at the UBCM For Canada Days will bring vessel + do recruitment. Baseball game between crew & Port guys	Response received from Marie Ormiston; unable to commit just yet to providing a vessel for Canada Days; consider a fly over request.	In progress - Wally
5	Crossword Puzzle	To be published in a newsletter for 2014. Possibly have prize for first correct submission; submitted by deadline date	Brigid currently working on; Kim Mushynsky, Administrator to touch base with Brigid. Deadline: Feb.	<b>DONE</b>
6	Postage Cancel Stamp	Have a commemorative Canada Post cancel stamp produced	Canada Post will do for free; 6 weeks from start to finish Committee chose wharf + tree drawing.	Waiting on proof from Canada Post.
7	Bottled Water	Personalized labels commemorating Centennial Year Angela obtained quote from Ripple FX Water Inc. Council approved up to \$5,000 for two pallets.	Angela will design and submit label at next Centennial meeting. Will use Village logo & add to that.	Angela - In progress
9	Stage Design	Recreation Commission will be getting two quotes for design and costs	Meeting with Brian O'Hara for final approval of plans before deadline of Dec 9 <sup>th</sup> .	Nothing reported for Jan 7, 2014
10	Parade Float	Decide on idea and design. Needs to be ready in time for Hospital Days in Queen Charlotte-early June 2014. Wally will check with Ben van der Beke re: to scale carved Mosquito Bomber; when would need to start to meet our timeline. Ben very excited; is contemplating on the idea for now.	Suggested we use "logging" as the theme for a float.  FLOAT IDEA: logging 'time line' of tree and equipment Possible Funding from Community Futures + Gwaii Trust	Pending
13	St. Mark's Choir service	<ul style="list-style-type: none"> <li>- Line up participants for December 2014 to do a Christmas Carol service</li> <li>- Approach Principal of PCES re: Kazamir &amp; school kids music program</li> </ul>	Check availability closer to December 2014	September
14	Fireworks for 100 <sup>th</sup> Celebrations	Funding available only if the fireworks are done on July 1 <sup>st</sup> itself. In our area it is not dark enough until quite late. October 31 <sup>st</sup> good as kids are out + dark early enough; but concern is potentially unsafe weather conditions. Require licencing to do public display.	Purchase month in advance.  Possibility of Corporate Sponsorship. Consider using non-industrial grade; have firemen available	Pending
16	Cemetery	Tie in with 100 <sup>th</sup> Celebrations establish a Memorial Wall as a wrap up to the 2014 year. Village needs to obtain ownership of cemetery.	Council budgeting money to obtain ownership in 2014. Multiple year process has been at a stand still.	
17	Time Capsule	School and Community Groups, in conjunction with Centennial Working Group, will complete this project. Timeline suggested is May 2014. Large container size measuring 22" w x 28.5" deep. Need a bronze plaque to withstand vandalism.	Mayor Cheer to provide the school with a letter siting this request. Mayor Cheer will research purchasing a container.	Wally located a couple of containers that will work. Probably double-contain items i.e. moisture. Possible vacuum seal items.

## Kim Mushynsky

---

**From:** Gellein, Colleen FLNR:EX <Colleen.Gellein@gov.bc.ca>  
**Sent:** March-04-14 2:40 PM  
**To:** 'Kim Mushynsky'  
**Cc:** Salzl, Mark FLNR:EX  
**Subject:** FW: 6402239 (Agricultural Intensive) and File 6406023 (Sand & Gravel Quarry)  
**Attachments:** 6402239 ortho with buildings 2007.pdf; 6402239 ortho.jpg

Hi Kim,

I have now had three enquiries from individuals wanting to lease Golden Spruce Farms (my latest response is below). It is unlikely that the Crown will be able to tenure for residential purposes because of our current policies, but it may be available for commercial, industrial, quarrying, agricultural or other purposes.

You will see from my email below that to accept applications for agriculture we have to either designate the land as farm land, or initiate a competitive process.

Before we designate the land as farmland, or actually get an application that we need to process, I thought you might like to comment on what you would like the parcel to be used for. \*\*

Thanks,  
Colleen

Hi,

Here is the webpage that I referred to in our conversation this afternoon:

[http://www.for.gov.bc.ca/land\\_tenures/tenure\\_programs/programs/agriculturein/index.html](http://www.for.gov.bc.ca/land_tenures/tenure_programs/programs/agriculturein/index.html)

As I mentioned, as your application package we will require the yellow highlighted documents:

- Intensive Agriculture Policy
- Crown Land Application Process Flowchart
- Sample Letter of Agency
- Sample Site Maps

The following documents **MUST BE COMPLETED** prior to submitting your application:

Complete Application Package:

- Crown Land Application Form - including site map
- Agriculture - Intensive Requirements List/Management Plan

- The process is:
  - Based on Section 8 of the Policy, it may be necessary for us to initiate a competitive process where we advertise for other proposals as this land has not been designated under Section 17 of the *Land Act*.
  - Once we have your \$262.50 application fee, application form, 3 maps (general and specific location, and detailed site plan), and management plan – FrontCounter BC Haida Gwaii can 'receive' your application



- If the application is complete, it comes to me and I review the document and determine if we can 'accept' the application based on how it compares to the Intensive Agriculture Policy, and other policies and procedures.
- If we 'accept' the application it is sent to the Solutions Table for consultation with the Haida Nation; to other agencies for their comments and recommendations (such as Skeena-Queen Charlotte Regional District, the Village of Port Clements, ecosystems specialists, etc); it is posted on the Applications and Reason for Decisions website; and you advertise in the newspaper and stake.
- You may be asked to refine your management plan based on the recommendations.
- Once we have all of the above information I will write a 'Land Use Report' that will go the District Manager for decision.
- If the decision is to allow the application, documents will be prepared and you will be able decide whether to enter into an agreement with the Crown to Lease the land according to your management plan.
- Section 7 of the Policy outlines the way rent is calculated. Additionally, there is almost always a requirement for \$2,000,000 general liability insurance and a security deposit (amount to be determined based on details of your application).

I have attached a few items that may help with your application.

Please let me know if there is anything else I can do to make the process easier for you.

Thanks,  
Colleen

Colleen Gellein  
**Natural Resource Authorizations Officer**  
 Ministry of Forests, Lands and Natural Resource Operations  
 Haida Gwaii Natural Resource District  
 Queen Charlotte, BC, CANADA  
 250-559-6210  
[Colleen.Gellein@gov.bc.ca](mailto:Colleen.Gellein@gov.bc.ca)

6402239 Golden Spruce Farms

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Image © 2014 DigitalGlobe

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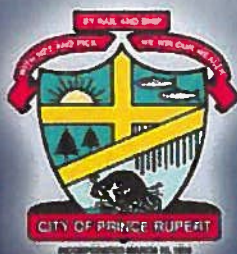


# Beyond Hope

BC Ferries and Northern British Columbia



## Report on the Economic Impacts of Service Cuts to BC Ferries Northern Routes



Prepared for  
The City of Prince Rupert  
February 2014

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## 1. EXECUTIVE SUMMARY

### 1.1: Overview

The pun is intentional, as “living beyond Hope” has become in the north a humorous reference to our geographical location and our occasional frustrations.

Holly J. Grueger, *Living Beyond Hope (The Northern Experience)*, 1998

In February 2014 the Mayor and Council of the City of Prince Rupert commissioned an overview of the economic impacts of proposed service cuts to BC Ferries northern routes. Mayor and Council particularly desired to hear voices from across northern British Columbia. Ferry service is not just a coastal issue. Prince Rupert’s concerns mirror the concerns of all communities in the northern half of the province.

We circulated a basic questionnaire and collected responses over a six-day period with the intention of providing an introductory sampling of northern concerns. Because of the compressed timeline, it was understood that an in-depth analysis of data would not be possible. The intention of this overview, then, is to relay the concerns of northern stakeholders, summarize key findings, and make recommendations.

### 1.2: Key Findings

Calculating the complex economic benefits of BC Ferries service, to all parts of the province, would require a thorough economic impact analysis. In addition to the direct loss in provincial tax revenue as a result of lost business and lost jobs, such diverse factors as declining revenues at provincial parks, and the increased dependence of community attractions upon public funds, must also be considered.

The feedback from northern stakeholders is consistent with recent findings in the other parts of the province. The following themes were very clearly identified:

1. The full economic value of northern ferry service runs far deeper than it at first appears.
2. The economic benefits of northern ferry service far exceed the direct cost of operating the service, and impact the provincial tourism economy—particularly in northern BC.
3. The high price of ferry fares are universally seen by residents, and are frequently reported by visitors, as being a serious deterrent to ferry travel on northern routes.
4. Service cuts during the 2014 season will have a disproportionately higher impact than cuts made with adequate planning. The tourism industry operates on a two-year window.

5. Service cuts will cause substantial financial damage to large tourism properties, and may permanently remove many smaller properties. Reduced revenues will almost certainly lead to more reliance upon public funds by community attractions, and cause significant damage to the developing aboriginal tourism sector.
6. Service cuts may lead to long-term reduction or even loss of overseas tour business to all of British Columbia.
7. Service cuts have created uncertainty in the global investment community now undertaking development projects in northern BC—not only in suggesting a lack of provincial support for investment, but also in reducing access and egress to the north, and impacting the north's ability to recruit a work force.
8. Service cuts will lead to immediate and widespread job loss in northern BC.
9. Service cuts will have a significant impact on the standard of life in northern British Columbia.

### **1.3: Recommendations**

The full economic benefit of BC Ferries is not fully understood. The City of Prince Rupert respectfully requests that service cuts be postponed until 2015, and a comprehensive economic impact assessment, fully studying the direct and indirect benefits of northern ferry routes throughout the provincial economy, be undertaken immediately to guide future changes to BC Ferries service.

The City of Prince Rupert views BC Ferries as an essential service and an extension of our provincial highway system.

The decision to cut service in 2014 must be reversed, and the schedules maintained at prior levels, to avoid the heightened impact of short-term change in scheduling.

A comprehensive economic impact assessment, fully studying the direct and indirect benefits of northern ferry routes throughout the provincial transportation system, must be undertaken prior to any changes being made to BC Ferries service.

The user cost of BC Ferries must be reviewed, and if fares not reduced then at the very least frozen for the foreseeable future.

Efforts to brand and market BC Ferries northern routes must all be stepped up, and see higher investment to increase ridership.

*Bruce Wishart, Prince Rupert*



## **2. BACKGROUND**

### **2.1: BC Ferries Northern Service**

BC Ferries was created in 1960 as a division of a provincial Crown Corporation, the British Columbia Toll Highways and Bridges Authority. Evolving as the British Columbia Ferry Corporation and then British Columbia Ferry Authority, it remained a Crown Corporation until it was reorganized under the Coastal Ferry Act in 2003 as a quasi-private company still 100% owned by the province.

With the “Northland Fiasco” of the 1970s, the federal government struck an agreement with the BC government to provide a subsidy for BC Ferries to provide a marine highway link to isolated communities in return for the federal government divesting itself of “any and all obligation” for west coast marine transportation. To quote directly, “The amount of the subsidy shall be based on the route mileage for two water links connecting the lower mainland of British Columbia with the southern portion of Vancouver Island and connecting the northern portion of Vancouver Island with the upper mainland of British Columbia respectively and shall... consist of the Strait of Georgia crossing and Port Hardy to Prince Rupert link having a total route mileage for these purposes of 337 statute miles.” Today over \$20 million of the annual federal subsidy is earmarked to subsidize Route 10, Inside Passage.

In terms of provincial subsidies, the “Highway Equivalent Subsidy” formula was created in 1977, “equivalent to the aggregate cost of annually maintaining and amortizing the capital cost of lengths and classes of highway in the province.” Service fees have evolved and are now calculated differently, but the spirit of provincial investment is still to operate a marine highway system.

### **2.2: Proposed Service Cuts**

In November 2013 the Hon. Todd Stone, Minister of Transportation and Infrastructure, announced service cuts to BC Ferries routes. At time of writing, Route 10, Inside Passage, is to be cut by 32%, or by 39 round trips. Route 11, Haida Gwaii, is to be cut by 27%, or by 52 round trips.

Traffic on Route 10, Inside Passage, showed continued decline through 2013, with a total of 31,066 passengers and 9,594 vehicles, down from 32,748 passengers and 9,960 vehicles in 2012. This drop of 5% in passengers and almost 4% in vehicles reflects the trend of the past few years.

Traffic on Route 11, Haida Gwaii, however, rose from 30,540 passengers and 11,893 vehicles in 2012, to 32,385 passengers and 12,647 vehicles. This increase in usage of

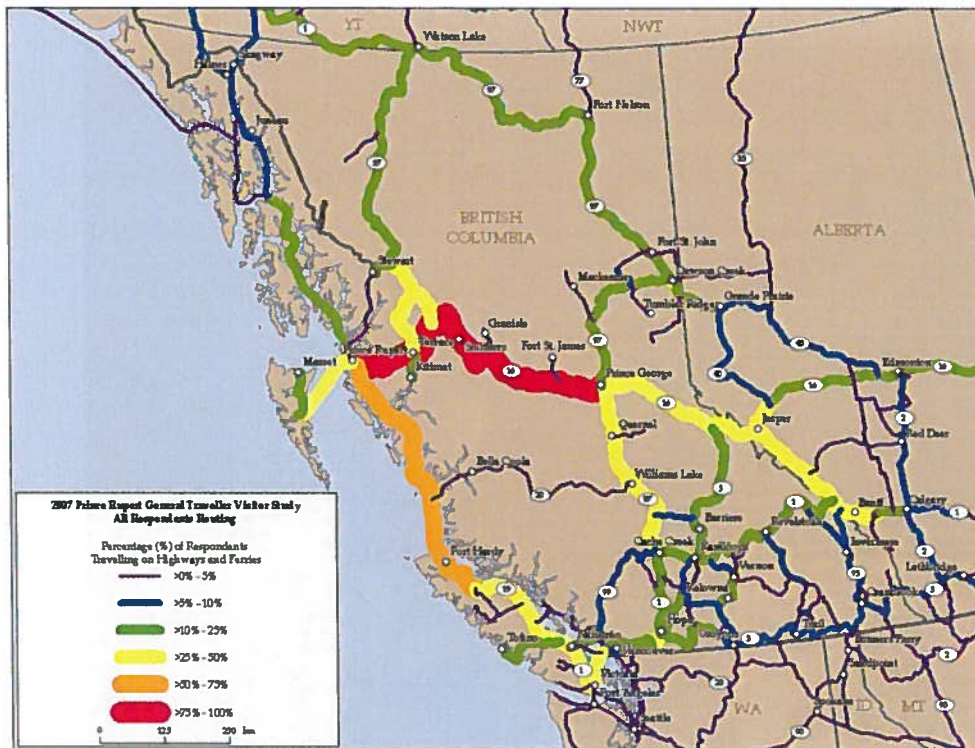
Route 11 has also been consistent over the past few years.

Reductions and/or cancellations of service on Route 40, Discovery Coast, and smaller routes such as Route 26, Skidegate, will also have far-reaching impacts in northern British Columbia.



### 3. TOURISM IMPACTS

### 3.1: Leisure Travel



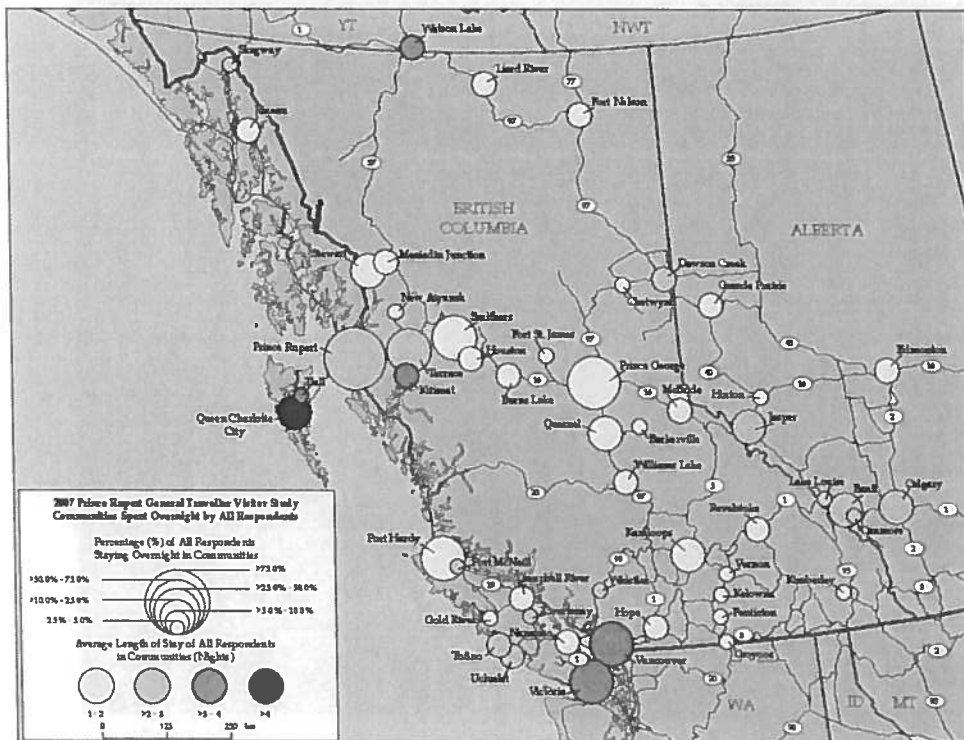
[Image Source: Destination BC]

BC Ferries northern routes are the mainstay of northern BC's \$1 billion tourism industry. Using Prince Rupert as an example because we have authoritative research in the *Prince Rupert Visitor Study* (Tourism BC, 2007), leisure travellers accounted for 79% of all travellers and 57% of all traveller revenues. While travelling these visitors spend an average of \$296 per day, and while in Prince Rupert an average of \$202 per day.

To illustrate the importance of Prince Rupert visitors to the visitor economy throughout northern BC, we know that the average trip by our leisure travellers was 28 days, with 16 days spent in British Columbia and three days in Prince Rupert. The provincial circle routes are the engine that drive this visitor economy, and in nearly every case those circle routes include ferry travel.

It is absolutely critical to understand that the visitor economy in northern BC is a symbiotic partnership of communities. Over half of Prince Rupert's leisure travellers spent time in Prince George, and almost half of our leisure travellers reported spending time in Smithers and Vancouver Island communities. Almost a quarter of Prince Rupert's

visitors reported having spent time on Haida Gwaii. Every single community on each circle route shares the same visitors. Every highway traveller breaks their trip with visits to local museums or other attractions, Provincial Parks, shopping, dining, or even just visits to gas stations and convenience stores.



[Image Source: Destination BC]

The *Prince Rupert Visitor Study* indicated that significant numbers of the visitors to the community had stayed overnight in Prince George, Smithers, Terrace, Port Hardy, Campbell River, Nanaimo, and Victoria. In some cases, such as Terrace, Kitimat, Tlell, and Queen Charlotte City, our visitors reported having spent more than two nights. In general, however, our visitors invariably overnighted between Prince Rupert and Prince George, and again between Cache Creek and Prince George, as they completed the great circle route from the Lower Mainland to Vancouver Island, to Prince Rupert and Prince George, and then back to the Lower Mainland.

Our visitors reported overnighting in the Thompson Okanagan and Kootenay Rockies. They overnighted in Provincial Parks such as Tyhee Lake, Babine Lake and Mahood Lake. Many visitors included visits to Alaska in their trip. To fully understand this ripple effect in the visitor economy, in fact, it should be pointed out that our visitors typically even spent two to three nights in Alberta, enjoying Banff and Jasper National Parks.

It is clear that the northern ferry routes have a widespread impact throughout the provincial industry. It can't be stressed enough that in consultation sessions in 2006 it was learned that the sinking of the *Queen of the North* led to hotel cancellations as far east as Saskatchewan, and a substantially reduced gate at Butchart Gardens. Thus the implications of service cuts must be seen as a threat to all of BC's \$13 billion tourism industry.

### **3.2: Routing the Northern Visitor Economy**

There is a special consideration in Prince Rupert, as the community is a vital transportation hub in the network of circle tours. Scheduling is the great challenge facing trip planners selling northern BC itineraries. To consider arriving visitors first, over half of all Prince Rupert leisure travellers arrive by ferry. Of those, 82% arrive on Route 10, Inside Passage, followed by Route 11, Haida Gwaii, and the Alaska Marine Highway System. In departures, just 47% left by Route 10, with the remainder evenly split between Route 11 and the Alaska ferry (which has in recent years increased its investment in sailing in and out of Prince Rupert).

I imagine [service cuts] will have an impact on our traffic. We do get interconnecting traffic both northbound and southbound from each other. Whether or not we lose this traffic altogether or it diverts to existing trips remains to be seen.

*Alaska Marine Highway System, Prince Rupert*

Of those travellers who arrived by ferry, over half left by road and 38% departed on another ferry system. At the same time, a full 79% of arriving VIA Rail travellers departed by ferry, and 71% of those arriving by bus tour departed by ferry.

When contacted for this report, VIA Rail confirmed these numbers, and indicated that this level of interconnectivity should make their concern with BC Ferries service cuts very clear.

It can be seen from this that what has developed in Prince Rupert is a complex scheduling interaction between the various transportation systems, and this is what feeds the northern visitor economy from the hub of Prince Rupert. To offer any reduction of service on the northern routes of BC Ferries will have a ripple effect that will throw confusion into the scheduling of the other transportation systems. Thus, even though a reduction in service on BC Ferries routes will have a large impact on the northern visitor economy, the snowball effect, when seen in relation to this complex network of transportation systems, will be staggering.

The impact of these ferry cuts will have a direct influence on the number of circle route travellers coming to Northern BC. This is more prominent when these travellers have already booked reservations, whether that be with accommodations or attractions, and with the current ferry cuts, we risk the chance of these travellers completely bypassing some communities and attractions in order to accommodate these new ferry schedules. A hard figure in terms of dollars or percentages is difficult to trace, because we do not have the information on those who have already, or will be rescheduling their trip based around these new ferry cuts.

*Kermodei Tourism, Terrace*

It will hurt tourism in our area, as I have quite a few persons coming from Highway 16 and then catching the ferry to continue journey down the island. It would be nice if BC Ferries quit cutting sailing and then raising the costs to travel.

*District of Kitimat*

### **3.3: Trip Planning**

Over half of our overnight leisure travellers planned their trip thirteen or more weeks in advance. In fact, independent tourism operators have been selling into the 2014 season for over a year; and, as of January 2014, are already selling into 2015 without yet being aware that ferry schedules may be dramatically changed. As one example, a *single* tour provider at just one Prince Rupert hotel had already blocked 1,300 room nights for the 2015 season.

The vast and complex global sales networks that drive the BC tourism industry work from solid schedules, and once those schedules are published at least a year is required before any changes can be slotted into this broad system. In-season changes are simply not possible; what is contemplated now, in cutting service with no notice, will cause uncertainty that will greatly magnify the impacts of schedule changes.

It would be challenging for northern tourism operators to adjust to major changes, let alone service cuts, during the 2015 season. To attempt to do so during the 2014 season would be disastrous, and will lead to severely weakened businesses or even businesses forced to close their doors.

Visitors left uncertain by scheduling changes are not rearranging complex North American vacations to maximize profits on whatever remaining BC Ferries sailings are finally announced. This is particularly true given European laws concerning the liability of tour providers in the fulfillment of promised travel. In an increasingly competitive global market, uncertainty in BC means that potential visitors are choosing different

travel options altogether—which in most cases will not include BC or even Canada. Uncertainty about ferry schedules immediately prior to the season means that actual losses in 2014 will be far more significant than actual service cuts.

We have signed contracts with tour companies. If they have accepted money, they are liable for all change costs of their clients. They may chose to drop the entire route due to uncertainty. If companies pull out of the Northern Market, we could lose 4 times the [given] numbers.

Our business operates two years ahead. If the BC Ferries cannot meet the commitments of their customers, they will have no partners. Whether they sink their ferries or cancel the routes, the impact is the same. They are part of the road system, and have to operate that way. If they close, so goes the business.

*Hudson Bay Lodge, Smithers*

The impact will be significant. Our hotel receives a great deal of room nights from customers traveling to and from the ferries. It is disappointing for all businesses in Smithers to hear this news, as it will affect everyone from our restaurants to our retail companies and beyond. To make these cuts without any warning is immensely difficult for anyone in the hotel business as we are usually making bookings years in advance. Fly and drive and bus traffic is a great amount of our summer traffic, and a part that we at The Aspen would not like to see drop. This is bad timing and will only result in layoffs at a time we are trying to increase jobs.

*Aspen Inn / Riverhouse Restaurant, Smithers*

### **3.4: Shoulder Season**

Ferry travel is more frequently used by the higher yield, international visitors. Based on tracking by our attraction sector, these high-yield international visitors are often concentrated in the shoulder seasons. These visitors come in lower numbers, but contribute a proportionately higher value to our visitor economy.

Because our tourism businesses cannot survive on July and August revenues alone, these May, June and September visitors provide the sustainability to our tourism industry. As communities throughout northern British Columbia try to expand visitor revenues beyond this traditional shoulder season, they simply can't afford any threat to the existing transportation infrastructure.

### **3.5: Impact by Sector**

Due to the complexity of the northern visitor economy it is difficult to forecast the exact

loss to the visitor economy, and to provincial tax revenue, as a result of these service cuts.

Across many sectors of the northern visitor economy the impacts will be felt to very diverse levels. In one extreme case, an adventure tourism business, threatened by cuts to three different ferry routes, could collapse with a devastating impact on one entire community:

Although it is hard for me to estimate the impact of the cuts to the Inside Passage and the Prince Rupert to Skidegate runs, we have already had clients decide not to take our tours because BC Ferries would not make a booking for them since they don't know what the schedule will be. I can [however] estimate the impact of the cuts to the Skidegate/Alliford Bay route. We run a tour business that relies heavily on the early morning and evening runs. Many of our overnight tour and transportation clients, and most of our one-day tour clients take this ferry in the morning and return on it in the evening at the end of their tour. With the proposed cuts, our day-tour clients and our transportation clients will not be able to return on the ferry back to Skidegate at the end of the day. We estimate the impact on our revenue [from Rt. 26 cuts alone] to be over \$100,000. Because we are a small business and because many of our costs are fixed, the loss of revenue may be enough to shut down our business. This would mean the loss of 3 year-round jobs and another 10 seasonal jobs—or about 10% of the working population of Sandspit.

*The Moresby Explorers, Sandspit*

During the months of May, June, July and August we depend on BC Ferries. About 40% of our clients use BC Ferries to either access or return from their holiday to the Northwest. We offer saltwater charters out of Prince Rupert, plus a huge business of fly fishermen to the Terrace, Prince Rupert and Kitimat areas for the Skeena River and its tributaries. We take for granted how beautiful our coastline is. Everyone rants and raves about how beautiful the ferry trip is. Reducing the ferry schedule will definitely hurt the economy of the Northwest. Definitely it will hurt ours. Please take a long look at the business that will be affected by any reduction to the schedule. The economy is picking up and access to the Northwest is limited already.

*Skeena Wilderness Fishing Charters, Terrace*

Skeena Meadows Wildlife Preserve, a recreational sporting property for outdoor enthusiasts located outside of New Hazelton, would like to add our voice to those in opposition to the proposed reduction in BC Ferries sailings. As a newer business, continuing to grow and develop, we see this as a major step backwards in terms of the development of the North as both a tourism destination, but also

a place to work and live.

Many of our guests spend a considerable amount of time in the local area, owing to the long travel that they frequently undertake to get into our region, and will often take advantage of the BC Ferries services. A reduction in these services would limit not only the opportunities for our guests to explore more of the region, but would decrease the likelihood of other visitors to the area coming to stay with us. At this point in our development, it would be difficult to put a dollar value on the impact that this would have.

*Skeena Meadows Wildlife Preserve, Hazelton*

An added economic benefit that is specific to Prince Rupert is the accumulation of travellers prior to all ferry sailings.

The impact on Breakers business will be significant. I would say that BC Ferries adds at least 30% to our business in the summer months. When I schedule servers I will add at least one more, if not two, the night before the ferry leaves. This includes the Haida Gwaii ferry as well.

*Breakers Pub, Prince Rupert*

It became clear during our consultation process that the damage to the northern economy would be even deeper and more widespread than at first anticipated. However, it is also clear that certain sectors will be disproportionately impacted.

### *3.5.1: Attractions and Parks*

Public museums are at high risk. The loss of leisure travel will lead directly and quickly to both increased reliance on public funds, and a reduced ability to manage public programs. It should be noted that the attractions sector includes the developing role of aboriginal tourism in our visitor economy. Aboriginal tourism in northern BC is on an upsurge, with the addition of high-quality attractions over the past decade. All of these institutions are extremely vulnerable to loss of traffic. Responding museums anticipated an average loss of 25% in revenues.

These cuts will result in the museum cutting museum services to visitors and community members. Prince Rupert has had a flourishing tourism industry since the 1920s – that industry is now at risk, as are the community services provided by the Museum.

The tourism industry has grown and flourished in Prince Rupert since the 1920s when the “Circle Tour” was first developed. Rail, road and ship are the elements of the Circle Tour and it is by these forms of transportation that most of our visitors still arrive. It is the role of Prince Rupert as the hub of this transportation

system and as a connector to the Alaska Ferry system that has fostered a stable tourism industry here. The ferry price increases, and now these cuts, are a serious blow to tourism in this community and will probably result in the demise of several tourism reliant businesses. It should be remembered that tourists spend on hotels, restaurants, retail stores, and attractions and other activities. Without a viable tourism industry, many of these businesses are at risk.

The above comments apply to communities all along the Highway 16 corridor. It is a complete mystery why the province does not know or has not considered the importance of the ferry to tourism in the north. It defies the imagination that alternatively the Province simply does not care and is willingly undercutting an entire industry.

*Museum of Northern BC, Prince Rupert*

The projected threats will certainly limit tourists who often visit Terrace on their way to or from the ferry in Prince Rupert. Our visitation statistics only note the place of origin of the visitor, not their destination, so I can't say definitively how many will not visit with the change to ferry services, but I'd estimate that at least a third of our out-of-town visitors (so, approximately 300 out of 1000 from May through August), are using the ferry for part of their travel plans. Similarly, a majority of our visitors are senior citizens, given the nature of the heritage industry, so I expect we will notice a reduction in general visitation, due to cuts to seniors' discounts. Overall, some of our revenue comes from donations (our admission is by donation), so any reduction in visitation affects our fairly small budget. More importantly, our operational funding is linked to visitation, so a decrease in visitation will impact our budget twice. I would be loathe to put a precise number on any impact, at this point, but we will compare this and next year's visitation numbers, donations, and funding awards at the end of the summer.

*Heritage Park Museum, Terrace*

Prince Rupert is in the process of new growth and BC Ferries needs to focus on the needs of the North's future, not on cuts to services. Prince Rupert's progress depends on what it can provide for visitors and business alike, and BC Ferries is not showing their support in this matter.

*Prince Rupert Fire Museum*

Provincial, municipal, and private parks, campgrounds, and trails share with the attractions sector a funding reliance on Inside Passage travellers. Campgrounds offering overnight service, between Haida Gwaii and Terrace also anticipated an average 25% loss of business as a result of the expected service cuts.



We operate 9 Provincial Park campgrounds (including Prudhomme Lake) between Prince Rupert, Smithers and along Highway 37 to the Yukon Border. The loss of ferry service is significant to us. It is difficult to estimate exactly, however it may impact Prudhomme Lake operations by as much as 15%, Lakelse Lake and Kleanza Creek operations by as much as 10%. Overall we expect a 5% - 10% loss because of the reductions /fee increases proposed.

*Northwest Escapes, Terrace*

As the owner/operator of Waters Edge Campground, located just north of the Dease Lake Townsite on Hwy #37, I feel that a reduction of service by BC Ferries will have a definite negative impact on our ability to rent camping sites, as many of our clientele prefer to experience the circle tour, traveling north to the Yukon and Alaska, using the historic Alaska Highway then returning south via Highway #37 ( the Stewart/Cassiar) to Hwy 16 and Prince Rupert where they can board the Ferry for a beautiful cruise to Vancouver Island and points beyond or vice versa.

I firmly believe that a major portion of small businesses in our province rely on tourist traffic to provide them with the income necessary to remain in business, especially those from Prince Rupert north, and any reduction in that traffic will result in loss of revenue that will have a drastic effect on entire communities who rely on the spin-off dollars from the tourist industry.

I believe that The BC Ferries is an essential part of our highway system and needs to be restructured in a way that would allow it to operate in an efficient, cost effective manner and provide the service expected from a highway system. If this can not be accomplished the Corporation should be sold to someone who can.

*Waters Edge Campground, Dease Lake*

The projected cuts will likely impact the amount of tourism traffic moving through the Inside Passage, and so will definitely impact the business of the Wilderness Trail. Currently, approximately 70% of our business comes from referrals from local hostels, whose guests have come up the Inside Passage with BC Ferries a majority of the time. Cuts of up to 40% could end up almost cutting our business in half. For a business that has only recently started, and is attempting to recover the costs of construction and maintain operating costs, this proves a significant challenge. The most significant source of tourism in our

province is also from within Canada - so these cuts will limit tourism specifically from Vancouver Island to the Northwest.

*Metlakatla Wilderness Trail, Metlakatla First Nation*

OMVC Ec Dev Parks Department manages two campgrounds in Naikoon Provincial Park on Haida Gwaii. We estimate direct losses as a result of the BC Ferries service cuts to be as much as \$11,000 or about 25% of our annual campground revenues. We will likely hire fewer returning students or employ them for a shorter period this year to assist our operations.

*OMVC Economic Development, Old Massett*

### 3.5.2: Accommodation

In compiling this report the City of Prince Rupert heard from many accommodation properties, large and small, from Haida Gwaii to Prince George. Although anticipated impacts vary widely, some general conclusions may be drawn. In addition to direct impacts, all accommodation properties anticipated an increased impact as a result of booking uncertainty.

Large hotel properties, with 50-100 rooms and a food and beverage component, from Prince Rupert to Smithers, each estimated an average loss of \$100,000 over the May through September period as a result of the anticipated cuts.

Large hotel properties, 50-100 rooms, with a food and beverage component, in Prince George and thus in a more diversified traffic area, were not able to estimate exact losses, but were extremely concerned about further loss to group/FIT business—which has already been substantially impacted by rising ferry costs.

The anticipated impacts at smaller properties, of less than 50 rooms and including bed and breakfasts and hostels, were not divided geographically across the north. Many of these properties relied to varying degrees on European and other overseas leisure travellers, almost exclusively Inside Passage clientele, and the results were thus dependent upon their degree of dependency upon this market. Depending upon these degrees of dependency, the anticipated loss of business was in the 40-60% range. At the higher end, businesses in this group announced the likelihood of having to close their business.

The feelings of large and medium accommodation properties across the north are very well summarized by the comments of one property in Prince George:

Though the ferry cuts will not threaten our ability to continue the business per se, a not unimportant portion of our business during the summer months is very

definitely affected:

- Tour Groups and FIT travelers using the Ferries from/to Prince Rupert will diminish (actually already have, since the ferry pricing has gone up ridiculously high over the last few years, which HAS already affected the amount of tourists that are considering the ferry as an option)
- Cuts to the ferry services out of Prince Rupert will mean even fewer Tour Groups and FIT's using the ferries
- Since Groups/FIT's have to travel through here, Prince George, coming from or getting to the ferries in Prince Rupert, we do feel that impact already
- We presume it will get even more defined if services are cut
- The number of BC Locals, especially from the Queen Charlottes traveling into our region will also diminish for obvious reasons

Prince George will feel the impact as described above in fewer Tours and FIT's from/to the West of Northern BC, and also in fewer BC Locals from the Queen Charlottes coming to/through our city.

It does not seem to make any sense that BC Ferries is cutting services more and more, reasoning that the routes are not making enough money:

- The truth is that travel with BC Ferries (regardless of which route) has become super-expensive over the last few years, so people think twice before going
- I would say for example around 2005/2006 it was still very affordable to do the ferry thing
- Since then, looking at the steady increase in pricing, people will think twice and check into other options
- We have experienced a substantial number of FIT guests who originally planned to do the Inside Passage, for example, but then decided it would be cheaper to just DRIVE back to Vancouver the same way that they had come up... if they made it to Prince Rupert at all
- Whole Tour Series that used to pass through Prince George en route to or from Prince Rupert for the Inside Passage are now, if they are going to the West at all, taking the Cassiar, then go to the Yukon and/or Alaska, where they may board a cruise to Seattle (so no help for BC AT ALL), OR they drive back down South via the Alaska Highway, just because of the cost of BC Ferries has increased so much
- Also, we find that Tour Series, though still coming through Prince George, are now more and more dropping the North Western routes entirely; IF those tours use BC Ferries these days, they will go from Horseshoe Bay to Nanaimo, then Victoria, then Vancouver, usually towards the end of the trip
- Gauging from how many tours we used to have that did Prince George-Prince Rupert-The Inside Passage-Port Hardy, and how few of those tours we have

now, BC Ferries on that specific route must have lost lots and lots of tours due to overpricing

- Cutting service even more is NOT the solution!

It is my opinion that in cutting more services, especially in the North, BC Ferries is "shoveling their own grave," since I think they will become even less profitable. BC Ferries should make travel affordable again, and KEEP their existing services in place... I think that would definitely boost their occupancy, if advertised properly.

*Bon Voyage Motor Inn Ltd., Prince George*

Smaller accommodation properties rely more heavily on leisure travel than larger properties in the accommodation sector, and will be impacted to a much greater degree. This is particularly true given that many smaller bed & breakfast operators in the North have actively developed a niche market of exclusively European visitors who *only* visit as part of circle tours including BC Ferries northern routes.

My husband and I own/operate a recreation lodge in the Upper Kispiox Valley. We offer heliskiing, trail rides, river rafting, conservation camps, mountain pack trips and high-end accommodations... Each year, during the summer months, we get a number of clients who are 'sightseeing the loop' (Vancouver, Prince Rupert, Prince George, Banff, and back to Vancouver) who like to stay with us. This cut in the ferry service would impact not only our business, but many other businesses in the Hazeltons and surrounding area. The Hazeltons has an 85% unemployment rate as it is, this would be devastating to local tourism.

*Bearclaw Lodge, Kispiox River*

We have 3 travel agencies from the Netherlands that book thousands of dollars worth of rooms with us every month during the summer, all of them promoting the circle route only, plus each week we have Europeans and others checking in who are doing that same circle. And we are only one small hotel. Our business would be impacted by at least \$15,000 each summer. It is a bit like closing a road during the summer and preventing tourism traffic from going past our door. Hopefully we can regard our ferry service like our highways, regardless of cost we keep them open.

*Stork Nest Inn, Smithers*

The main influx of our European clientele arrives during the months of May through August, and we expect an immediate 40-60% loss of income if these cuts go through. The overseas market will be declining sharply now, so I would expect future losses to be permanently in the same percentage rate. We will probably close our business. There will be widespread losses to the hospitality, retail and

restaurant business. The province's performance on this has been a disaster.

*Pineridge Bed & Breakfast, Prince Rupert*

95% of our guests are European. Almost 100% of them travel north or south from Prince Rupert to Port Hardy during their circle route when in BC for their vacation. Their number one reason for coming to BC is to "see a bear," number two reason is totem poles and "nature." Obviously any cuts to the ferry service will have dramatic impacts on our business as well as those all along Highway 16. It boggles my mind that the government promotes "Super Natural BC," then makes these kind of cuts. What are they thinking??? Very disappointed.

*Triple Creek Ranch B&B, Hazelton*

I have run a successful two-room B&B in Prince George since 1998. The majority of our summer guests are European tourists who have done the circle tour from Port Hardy, Inside Passage to Prince Rupert, drive or train to Prince George... and then off to Jasper. The largest demographic is the UK with strong showing from Germany, Netherlands, Belgium, etc., with the Americans and Australians less frequent. I work with inbound tour operators, and an equal number of guests driven to our doors by our website, trip advisor reviews, and online reservations. Our high season is June, July, August and September with May and October being shoulder months... The European guests that come to us are in Western Canada to see "Nature." They are not interested in cities and congested traffic.

*Arbor Bed and Breakfast, Prince George*

It is obvious that the people making these decisions do not live in the north. We are extremely limited as to our traffic flow as it is... Highway 16, or Highway 16, which do you choose? The traffic from the ferry service at least enables some tourism, which I might add benefits southern B.C. as well.

*Maple Leaf Cabins, Smithers*

The cut in the ferries services would have an impact on my business as a tourist operator as many of my clients from overseas are very interested in the Inside Passage route. I would see less bookings, which means less income.

*Mead Manor B&B, Prince George, BC*

## 4. ECONOMIC DEVELOPMENT IMPACTS

### 4.1: Access and Expansion

After many years of hardship, northern BC is once again experiencing growth. It will take time to reverse the damage to municipal budgets over the past 15 years, but the North is finally on a sound economic path.

In Prince Rupert Canpotex has proposed a Greenfield potash export terminal; and, of several LNG projects proposed, two have already opened local offices in anticipation of development work on local terminals. Prince Rupert Container Terminal has expanded to include a fourth crane, and there is now a proposal for a two-part Phase 2 development that could see the terminal's capacity quadruple.

In 2013 the \$42 million Westview Wood Pellet Terminal was completed on the Prince Rupert waterfront. The first expansion at Ridley Terminals since the terminal opened in 1984 started up in December 2011 and construction has continued since that time. When the expansion project is complete the terminal's original coal export capacity will double to 24 million tonnes annually.

Meanwhile, a two-year, \$90 million road, rail and utility corridor project on Ridley Island will open 400 hectares of land for new development. A steady stream of investment proposals, large and small, are reaching the City of Prince Rupert, and this economic activity is consistent throughout the northern corridor.

However, with Prince Rupert and northern BC developing as a "future economic centre for growth," global investment interests have sensed uncertainty in the BC government announcing changes in something as basic as transportation infrastructure. By even proposing service reductions in access to the community, government is sending a mixed message when the community is investing in sending an overwhelmingly positive message of being open for business.

The announcement of service cuts to the BC Ferries northern routes has created a ripple effect through the investment community, calling into question a wide range of issues—from access and egress for goods and services, to quality of living issues for workforce recruitment. In considering service cuts to BC Ferries, to quote a representative of one of the LNG companies working toward a major presence in Prince Rupert, "Anything that reduces quality of life will impact our ability to attract and retain the higher skilled components of our labour force."

### 4.2: Job Loss

In addition to the threat to tourism industry jobs, the City of Prince Rupert is also

concerned by the ramifications of service cuts in direct employment by BC Ferries for Prince Rupert residents. The City of Prince Rupert recognizes the value of not only long-term jobs, but also summer employment and training opportunities for our youth, and we are extremely concerned about any potential threat to these positions.

The indirect impact of cuts in service by BC Ferries is not properly understood. Respondents from outside the tourism industry provided a glimpse of the far-reaching economic implications this might have.

We are concerned about the reduction of services from BC Ferries. Our business has multiple tourism industry partnerships, we are concerned that if Ferry traffic is down, these businesses will suffer and so in a trickle down effect our business will suffer. We can see the reductions having a huge impact on the whole community, not just the tourism sector.

*Advantage Print & Design, Prince Rupert*

BC Ferries is a large and valuable customer of ours. Of course with any reduction in service / business in our northern economy, we will be impacted financially. I will have to read and react as these reductions in service occur. I do think the northern communities will experience some negative impacts, these reductions in service will bring.

*Rupert Cleaners & Laundry, Prince Rupert*

While several respondents provided specific examples of reduced staffing, and others warned of job loss through business closure, it is also not properly understood to what extent job loss will be felt as a result of these cuts. It is clear, however, that if these service cuts go ahead, widespread job loss will be immediate.

## 5. GENERAL RESPONSES

The questionnaire circulated during the preparation of this report brought in dozens of responses that highlighted a wide variety of regional concerns with the present operation of BC Ferries northern service. What follows is just a sampling of those responses. The most frequently heard concerns fell into three main categories: cost of service, BC Ferries as a contributor to quality of life in northern BC, and dissatisfaction with the operation of BC Ferries and specifically their track record in public consultation.

### 5.1: Cost of Service

Almost all respondents to our questionnaire pointed to rising fares as the cause of declining ridership and revenues for BC Ferries. They spoke both as residents, and in relaying the repeated complaint of visitors. This has been a consistent message. Particularly during the 2012 consultations, ferry users and stakeholder groups from Prince Rupert and all other coastal communities have been consistent in the message that steadily rising fares have severely reduced ridership on BC Ferries.

In the business world, cutting costs to stay ahead of falling revenue, without also fixing the cause of the falling revenue, is a path to business failure. The cause of falling revenue for ferries is unaffordable fares and traffic decline, and chronic government underfunding. The rescue plan does not fix this.

FAC Chairs, *Coastal Ferries: An Unnecessary Crisis*, October 2013

Fares are unquestionably the real issue. Price resistance has led to BC residents and many visitors finding alternatives to travel on BC Ferries. It is in many cases less expensive to book an Alaskan cruise than it is to travel our marine highway between Port Hardy and Prince Rupert. The City of Prince Rupert questions a business model that overlooks this basic concept.

One need look no further than declining ridership to understand that rising fares are killing the northern routes of BC Ferries.

It's called the law of diminishing returns in economic-speak. The fewer the customers, the higher you need to price in order to make the same money. Unfortunately, at some point you price yourself right out of the market...

The coastal ferries are part of the highway system. It is how people get around on the coast. No one in the interior questions paving a road or building a new bridge. It all needs to be put in the same pot and treated the same way. Ferries are very expensive to run, I get that. If it was all in the same pot we would probably be suffering some of the same fare hikes and loss of service but at least we would know that the same consideration was given to all aspects of how we



get around in BC, not 2 different systems.

*Anvil Cove Charters, Queen Charlotte*

It seems to me that if a business is suffering (as BC Ferries wants us to believe) then the business should reduce prices for the service and enhance the service options if they expect to reverse the trend. BC Ferries will only continue to go further into the red if they reduce service and increase fees. Fee increases and service reductions are completely contrary to any successful business plan. If BC ferries expects to attract more customers, then they need to reduce fees and increase service and get their management and staff to understand what good service looks like.

*Northwest Escapes, Terrace*

Just as we must see the ferry routes as vital marketing tools, we must also recognize how word of mouth can quickly and widely disseminate negative information. This is particularly true with the skyrocketing cost of travel on BC Ferries. With fares increasing 85% on Route 11, Haida Gwaii, 135% on Route 40, Discovery Coast, and a staggering 165% on Route 10, Inside Passage, over the ten year period between 2003 and 2013, it is no surprise that this has become by far the most widespread negative comment regarding travel in BC.

BC Ferries recent changes are another reason, along with other government departments' huge hikes in "taxes"—they call them many different things, but they are taxes—that we are no longer able to continue in business.

I have been involved in tourism here for over 30 years (not just my own business, but with the QC Visitor Centre), and it is very discouraging. It is upsetting to watch people's hard work just being snatched away from them.

*Anvil Cove Charters, Queen Charlotte*

## **5.2: Quality of Life**

We heard over and over again that BC Ferries routes are seen as integral to northern living. Residents rely on BC Ferries to access health care, shopping, and recreational opportunities.

The cuts will impact tourism traffic to our entire community - and also further limit accessibility for residents to move in and out of the area. Airfare is already quite high for Prince Rupert residents to fly out, and these cuts to sailings will limit the range of possibility for lower income residents to travel. This is a huge detriment to overall well-being of folks living in Prince Rupert—which is

relatively isolated, and quite dark and rainy in the winter months. Much of our collective sanity derives from our ability to leave once in awhile.

This is clearly a cut that our community does not want. I have heard it consistently addressed in community meetings. Had the Province adequately consulted area residents, they would have seen the harm that it will cause, both socially and economically.

*Metlakatla Wilderness Trail, Metlakatla First Nation*

Because our community (Sandspit) is struggling to make the change from the resource industry to tourism and other industries, and because our population is so small, the loss of ferry service could cripple our community causing us to lose our school and grocery store. Without these basic services families would move away and Sandspit would disappear.

With the proposed 12 hour work day on the Skidegate/Alliford Bay route, Transport Canada limit the number of night time call outs the crew will be able to do. This means that the ferry may not be able to respond to Ambulance calls or BC Hydro calls. This could mean that critically injured and ill Sandspit residents may not be able to get to the hospital outside of regular ferry hours. This also means that BC Hydro may not be able to respond to power line issues outside of regular ferry times.

*The Moresby Explorers, Sandspit*

The ferry cuts are really going to harm the economy of the Northwest. There are so many spin offs that have not been considered by the powers making the decisions. Housing and real estate prices will fall because of decreased access to the Islands. Grocery prices will rise and that will leave people in harder economic straits than ever. We are only just pulling out of a very deep recession, and the North Coast has very little fat to fall back on in order to make this new chance at prosperity work. It is too bad that B.C. Ferries has just about priced itself out of the market. I think they should be concentrating more on being an efficient carrier than a faux "cruise."

Why does the North have to fight so hard to keep any semblance of service? Our highway has only recently been upgraded, and now the ferry system will not be able to keep up with that highway. It makes very little sense. There is a tipping point at which the price is too high, and the ridership too low, and the result is that the company loses money. That point has been reached. When prices are lower ridership increases, and the company gains.

*Adrienne Johnston, Former Restaurateur, Prince Rupert*

Almost all respondents pointed to BC Ferries as a marine highway, and a vital part of the northern highway system. They questioned the rationale of reducing traffic flow on this highway.

This is critical infrastructure to everyone that uses it, just as much as a highway is. It would be like shutting down the new Port Mann bridge during rush hour daily, and charging more for the rest of the day and night!

*Northwest Escapes, Terrace*

Many respondents also pointed out that affordable in-region travel and recreation were an important part of the northern lifestyle.

All our trips to Prince Rupert from Tumbler Ridge have included coastal ferry trips, which have either made circular options possible (to include Vancouver Island) or involved a trip to Haida Gwaii. Chances of us picking a long out-and-back trip to the west coast, without the attraction of the ferries and the added options they create, would be much decreased.

*Charles Helm, Tumbler Ridge*

My concern is also that of a northern resident. I like to visit Haida Gwaii. I would like to be able to access work in Bella Coola by ferry from Prince Rupert in the winter, rather than make the long drive... Marine transport is a lot more efficient in many respects than driving or flying. The ferries are part of the provincial highway system, not some frill that can be cut at will.

*Bear Mountaineering and the Burnie Glacier Chalet, Smithers*

Regarding the service to the Haida Gwaii, The impact will be significant. I worked over there on a couple of projects in the past and have traveled there many times in the 1990's until 2008. The cost has since become too great to plan a holiday there. For me, we have already lost a fantastic recreational opportunity... How do you put a value on that? Many friends say the same... "too costly to travel on the ferry." I expect most travellers that are budget conscious to say the same. The folks I feel sorry for are the ones on Haida Gwaii. Not only are they being more isolated and penalized for living on the islands, but their income is being compromised by increased costs for any one headed there.

*Northwest Escapes, Terrace*

My husband and I go to visit our children on Vancouver Island. As the trips seem to have become more and more costly over the years, we seem to be making fewer trips. Increasing costs and reducing the times of service only create a self-fulfilling prophecy. Yes, people will look for other modes of transportation to the Island. The ferry used to be packed all the time, especially during the summer months. Sometimes it seemed hard to find a passenger speaking English. Many tourists were aboard and truly enjoying their trip. The ferry used to be affordable, our highway system in the north, so people were able to travel and connect with their loved ones. They were able to experience nature in a truly pristine setting.

At a time when the North seems to be so busy, why on earth would we cut a lifeline and highway system back so that convenience and affordability are no longer an option? I know I do not see this as a good business decision. Should we also close down our arenas if the users cannot foot the entire bill?

*Mary Ann and Dave Shannon, Terrace*

Time and time again throughout this consultation, respondents from across the north expressed particular concern about the human impact of these cuts on Haida Gwaii.

### **5.3: BCFS Operation and Consultation**

Another overwhelming response heard during our consultation process was universal dissatisfaction with aspects of BC Ferries northern service, beyond pricing, and universal disgust with regard to various community consultations undertaken by BC Ferries in recent years.

The City of Prince Rupert finds it hard to dispute these feelings. As a single example, during the last attempt to cut service on northern routes, in November, 2009, BC Ferries held a consultation meeting in Prince Rupert. In the words of one City of Prince Rupert councillor at the time, "it was certainly not a consultation. There was a total disregard for the people who spoke and one resident who spoke up was treated more poorly than I have seen anyone at a public meeting treated in my whole career."

This impression has persisted through all consultations undertaken in recent years, including the 2013 consultations following the announcement of the present service cuts.

The recent "public consultation" was a joke. It was obviously from the meetings that nothing would change, they just needed to check the "public consultation" box before they went ahead and did what they planned.

*Anvil Cove Charters, Queen Charlotte*

Respondents felt that the BC Ferries 2014 consultation being undertaken as this report was written was perhaps the worst yet. The impression that this consultation was extremely slanted, with predetermined results, caused a great deal of anger among respondents.

With regard to service, one frequent complaint we heard was that northern routes were the only provincial routes that charged for over-height vehicles—which amounted to a very high tariff on RVs and other recreational vehicles when there was no vehicle deck restriction on northern ferries.

A specific and longstanding concern on Rt. 11, Haida Gwaii, was difficulty in visitors getting reservations due to freight company requirements.

Another overwhelmingly common comment was that the tourism value of northern ferry service is not properly branded nor adequately marketed.

Perhaps more telling than any other comment was the frequent perception that BC Ferries sought savings on the backs of coastal families while their own “overpaid” and “bloated hierarchy of excessive vice-presidents” made little attempt to reduce management costs. Justified or not, many respondents pointed to internal costs at BC Ferries as needing to be cut before reducing service to coastal communities.

## **6. CONCLUSION**

The proposals put forward by BC Ferries seem to be based upon unsupported estimates. For example, future traffic estimates are based on already dated passenger loads. These will continue to decline if fares are allowed to remain at the present unsustainable level—continuing revenue shortfalls—and if marketing the northern routes continues at the present minimal level.

There appears to be no business case for these cuts. There has been no review of economic or social impacts with regard to lost jobs, lost accessibility, and indeed lost municipal or provincial taxation revenue as a result of the cuts.

The Mayor and Council of the City of Prince Rupert find it difficult to believe that lost revenues to the communities, or even tax revenues to the province, will not exceed the anticipated saving to the provincial government. The extremely suspect idea that 75% of traffic from lost runs will become increased utilization on the remaining runs is also an unsupported claim. In fact we believe that it suggests a very limited understanding of both local needs and the northern economy.

There has never been an economic impact assessment to measure the benefit of BC Ferries to the provincial, and especially the northern, economy. We need to postpone any cuts to service until we fully understand the benefit of the service.

In considering the words of stakeholders from across northern British Columbia, the City of Prince Rupert firmly believes that, in the words of the Ferry Advisory Committee chairs, the management decisions by BC Ferries have created “an unnecessary crisis” that threatens serious and widespread damage to the northern BC economy.



# OFFICE OF THE MAYOR CITY OF PRINCE RUPERT

424 - 3rd Avenue West, Prince Rupert, B.C. V8J 1L7

[www.princerupert.ca](http://www.princerupert.ca)

March 3, 2014

To: Mayor and Council Members  
Regional District Chairs and Directors  
NCLGA and UBCM  
Chiefs and Band Councillors  
North & Central Coast Ferry Advisory Committee;

**Re: Proposed B.C. Ferries Service Cuts**

The Government of the Province of British Columbia through the Ministry of Transportation and Infrastructure, has instructed British Columbia Ferry Service to rationalize their ferry services, by reducing service and cancelling ferry trips on their various routes. While coastal communities are impacted, there is an even greater concern for all of our communities.

Quite simply put all of our communities will be negatively impacted. Circle Tours are the life blood of tourism in all areas of this Province. All ferry routes are connected to highway corridors whether it is our highways #16 or #97, or others. In your community between Valemount and Haida Gwaii, or Prince George to 100 Mile House? Attached is a report entitled "Beyond Hope" about Economic Impacts of Service Cuts to B.C. Ferries Northern Routes. The report recommends;

"The full economic benefit of B.C. Ferries is not fully understood. The City of Prince Rupert respectfully requests that service cuts be postponed until 2015, and a comprehensive economic impact assessment, fully studying the direct and indirect benefits of northern ferry routes throughout the provincial economy, be under taken immediately to guide future changes to B.C. Ferries service."

A fear is hospitality /tourism facilities and services will all be adversely impacted in some way. Gas Stations, Hotels, Eateries, Campgrounds, Bed and Breakfasts, Museums, Heritage Sites, virtually anything that relies on a volume of rubber tire tourism traffic in our areas, their business will decrease.

Information shows bus tour operators are concerned. Uncertainty created by rationalization of ferry services is negatively impacting consideration of European Tour operators, and travel agents.

C-3

OFFICE OF THE MAYOR

On Route 10 from Prince Rupert to Port Hardy, service cancellations take away 39 ferry trips, a reduction of 32% of last years service. On Route 11 from Prince Rupert to Skidegate, service cancellations will implement a reduction of 27% of last years service.

Experience shows it takes years to promote and enhance world class tourism venues. Cuts to Ferry runs on short notice will literally drive rubber tire tourists away from all our communities. It takes years to build critical mass and visitor confidence.

I encourage you on behalf of Prince Rupert City Council, our citizens and your own to contact the Government of British Columbia, please tell them to think again before they do their services withdrawals in such a quick manner. There will be a lot of hospitality/tourism jobs and businesses put at risk.

Information also shows that 79% of rail train passengers across northern British Columbia come and go using a ferry service.

Analysis of the proposed ferry service shows a Route 10 schedule that cuts trips in June, July, and August, and does not support the shoulder tourist season of Spring or Autumn. These are important months in the hospitality/tourism industry.

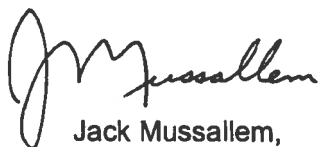
Prince Rupert tourism requested information about Route 10 ferry passenger loads, so figures could be extrapolated to offer valid comments during consultation. The request was not accommodated. Sadly the consultation was less than adequate.

Lastly, information shows individual international tourists spend on average 28 days in Canada, and 16 days in British Columbia, spending approximately \$300.00 a day. (Survey information gathered from tourists travelling on ferries, who came through our communities and regional districts.)

Please, immediately raise your concerns about a threat to the hospitality/tourism industry in our areas, that a reduction in B.C. Ferries services will bring.

You are also welcome to call me, to discuss the matter further at (250) 627 – 0939.

Respectfully Submitted,



Jack Mussallem,  
Mayor, City of Prince Rupert

OFFICE OF THE MAYOR





March 11, 2014

Village of Port Clements  
Box 198, Port Clements, BC,  
V0T 1R0  
Via email: [office@portclements.ca](mailto:office@portclements.ca)

**Re: Letter of Support, Gwaii Trust Community Innovations Program**

Dear Mayor and Council,

The Village of Queen Charlotte is requesting a letter of support for our application to the Gwaii Trust Community Innovations program for the amount of \$800 to support travel costs to bring expertise on island to host a Financial Training Seminar. The session will be open to all Municipal and First Nation Government financial employees who wish to attend, free of charge.

Public-sector finance is a daunting field with highly specialized legislation and practices. This project will benefit all Island communities by providing a free professional development opportunity for local government finance employees to share their experiences and knowledge with one another.

The Financial Training Seminar will be presented by Ron Bowles, a Certified General Accountant and the Director of Finance for of the City of Terrace. This seminar will provide an inviting, safe and productive environment for local government employees to seek professional development, without the costly fees associated with travel off-island.

We would appreciate your support and look forward to your response. If you have any questions or require any additional information please do not hesitate to call.

Yours truly,

Debra Uliana,  
Chief Financial Officer

## **VILLAGE OF PORT CLEMENTS**

### **BYLAW #410, 2014**

A Bylaw to provide for the imposition of a charge against the owner or occupier of real property for the use of the sewage system of the Village of Port Clements

The Council of the Village of Port Clements, in open meeting assembled enacts as follows:

1. There is hereby imposed and levied a sewer user charge against the owner or occupier of land or real property whose property is connected to the sewer system. The Clerk shall classify each consumer in accordance with the categories set out in Schedule "A" and "B", attached to and forming part of this Bylaw. All properties will be billed for the highest appropriate use category.
2. The rate shall be due and payable quarterly at the office of the Collector, Municipal Office, on the last day of the three month period. The first annual due date shall be March 31<sup>st</sup>.
3. A penalty shall be applied quarterly to all overdue accounts on the cumulative balance outstanding for the calendar year.
4. In the case of a connection being made during the year, the charge imposed shall begin with the month during which the final inspection of the sewer connection was made. If the final inspection is done on or before the 15<sup>th</sup> of the month then the full monthly rate shall be charged, otherwise the charge shall be one-half of the monthly charge.
5. Any rate remaining unpaid on the 31<sup>st</sup> day of December shall be rolled into arrears taxes on the property concerned and shall be forthwith entered on the real property tax roll by the Collector as taxes in arrears.
6. This bylaw shall come into effect for the July 1, 2014 billing quarter and shall remain in force until repealed or amended. Schedule A details the rates that will be in effect July 1, 2014 and Schedule B details the rates that will be in effect January 1, 2015.
7. The Village of Port Clements "Sewer Rates Bylaw #394, 2012" is hereby repealed.
8. This bylaw shall be cited as the "Village of Port Clements Sewer Rates Bylaw #410, 2014"

Read a 1<sup>st</sup> time this      day of              , 2014

Read a 2<sup>nd</sup> time this      day of              , 2014

Reconsidered and adopted this      day of      , 2014

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Wally Cheer – Mayor

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Kim Mushynsky - Administrator

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Certified to be a true copy of the Sewer Rates Bylaw #410, 2014

## **SCHEDULE "A"**

**EFFECTIVE JULY 1, 2014**

Attached to and forming part of Sewer Rates Bylaw #410, 2014

User Rate Categories:	Rate/Month
1. Single Family Residence including Mobile Homes	\$ 12.50
2. Duplex/Apartments/Suites	
-up to four (4) units per property (price per unit)	\$ 12.50
-each unit over and above four (4) units per property	\$ 8.50
3. Hotels/Motels/Lodging Houses, B&B, etc.	
-each sleeping unit	\$ 3.45
-each unit which also includes a kitchen facility	\$ 4.55
4. Cafes/Restaurants/Liquor Primary Establishments	
-up to 20 seat capacity	\$ 19.25
-greater than 20 seat capacity	\$ 23.80
5. Commercial/Rental Establishment (including but not limited to Garage/service station/retail store/hair salon)	
-less than 2500 ft <sup>2</sup>	\$ 12.50
-greater than 2501 ft <sup>2</sup>	\$ 22.65
6. Schools, each classroom	\$ 12.50
7. Hospitals/Clinics, per bed	\$ 3.45
8. Church	\$ 12.50
9. Laundromat, each washing machine	\$ 6.85
10. Industrial use	
-fish processing – max 2" service	\$ 31.75
-other manufacturing – max 1" service	\$ 14.80
11. Any use not listed above	\$ 12.50

## **SCHEDULE "B"**

**EFFECTIVE JANUARY 1, 2015**

Attached to and forming part of Sewer Rates Bylaw #410, 2014

User Rate Categories:	Rate/Month
1. Single Family Residence including Mobile Homes	\$ 13.75
2. Duplex/Apartments/Suites	
-up to four (4) units per property (price per unit)	\$ 13.75
-each unit over and above four (4) units per property	\$ 9.35
3. Hotels/Motels/Lodging Houses, B&B, etc.	
-each sleeping unit	\$ 3.80
-each unit which also includes a kitchen facility	\$ 5.00
4. Cafes/Restaurants/Liquor Primary Establishments	
-up to 20 seat capacity	\$ 21.20
-greater than 20 seat capacity	\$ 26.20
5. Commercial/Rental Establishment (including but not limited to Garage/service station/retail store/hair salon)	
-less than 2500 ft <sup>2</sup>	\$ 13.75
-greater than 2501 ft <sup>2</sup>	\$ 24.90
6. Schools, each classroom	\$ 13.75
7. Hospitals/Clinics, per bed	\$ 3.80
8. Church	\$ 13.75
9. Laundromat, each washing machine	\$ 7.55
10. Industrial use	
-fish processing – max 2" service	\$ 34.95
-other manufacturing – max 1" service	\$ 16.30
11. Any use not listed above	\$ 13.75

## **VILLAGE OF PORT CLEMENTS**

### **BYLAW #411, 2014**

A Bylaw to provide for the imposition of a charge against the owner or occupier of real property for the use of the water system of the Village of Port Clements

The Council of the Village of Port Clements, in open meeting assembled enacts as follows:

1. There is hereby imposed and levied a water user charge against the owner or occupier of land or real property whose property is connected to the water system. The Clerk shall classify each consumer in accordance with the categories set out in Schedule "A" and "B", attached to and forming part of this Bylaw. All properties will be billed for the highest appropriate use category.
2. The rate shall be due and payable quarterly at the office of the Collector, Municipal Office, on the last day of the three month period. The first annual due date shall be March 31<sup>st</sup>.
3. A penalty shall be applied quarterly to all overdue accounts on the cumulative balance outstanding for the calendar year.
4. In the case of a connection being made during the year, the charge imposed shall begin with the month during which the final inspection of the sewer connection was made. If the final inspection is done on or before the 15<sup>th</sup> of the month then the full monthly rate shall be charged, otherwise the charge shall be one-half of the monthly charge.
5. Any rate remaining unpaid on the 31<sup>st</sup> day of December shall be rolled into arrears taxes on the property concerned and shall be forthwith entered on the real property tax roll by the Collector as taxes in arrears.
6. This bylaw shall come into effect for the July 1, 2014 billing quarter and shall remain in force until repealed or amended. Schedule A details the rates that will be in effect July 1, 2014 and Schedule B details the rates that will be in effect January 1, 2015.
7. The Village of Port Clements "Water Rates Bylaw #395, 2012" is hereby repealed.
8. This bylaw shall be cited as the "Village of Port Clements Water Rates Bylaw #411, 2014"

Read a 1<sup>st</sup> time this       day of       , 2014

Read a 2<sup>nd</sup> time this       day of       , 2014

Reconsidered and adopted this       day of       , 2014

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Wally Cheer – Mayor

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Kim Mushynsky - Administrator

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Certified to be a true copy of the Water Rates Bylaw #411, 2014

## **SCHEDULE "A"**

**EFFECTIVE JULY 1, 2014**

Attached to and forming part of Water Rates Bylaw #411, 2014

User Rate Categories:	Rate/Month
1. Single Family Residence including Mobile Homes	\$ 21.50
2. Duplex/Apartments/Suites	
-up to four (4) units per property (price per unit)	\$ 21.50
-each unit over and above four (4) units per property	\$ 14.15
3. Hotels/Motels/Lodging Houses, B&B, etc.	
-each sleeping unit	\$ 4.00
-each unit which also includes a kitchen facility	\$ 5.40
4. Cafes/Restaurants/Liquor Primary Establishments	
-up to 20 seat capacity	\$ 31.70
-greater than 20 seat capacity	\$ 37.35
5. Commercial/Rental Establishment (including but not limited to Garage/service station/retail store/hair salon)	
-less than 2500 ft <sup>2</sup>	\$ 21.50
-greater than 2501 ft <sup>2</sup>	\$ 32.80
6. Schools, each classroom	\$ 21.50
7. Hospitals/Clinics, per bed	\$ 4.00
8. Church	\$ 21.50
9. Laundromat, each washing machine	\$ 11.30
10. Industrial use	
-fish processing – max 2" service	\$ 56.55
-other manufacturing – max 1" service	\$ 31.70
11. Any use not listed above	\$ 21.50



## **SCHEDULE "B"**

**EFFECTIVE JANUARY 1, 2015**

Attached to and forming part of Water Rates Bylaw #411, 2014

User Rate Categories:	Rate/Month
1. Single Family Residence including Mobile Homes	\$ 22.00
2. Duplex/Apartments/Suites	
-up to four (4) units per property (price per unit)	\$ 22.00
-each unit over and above four (4) units per property	\$ 14.50
3. Hotels/Motels/Lodging Houses, B&B, etc.	
-each sleeping unit	\$ 4.10
-each unit which also includes a kitchen facility	\$ 5.55
4. Cafes/Restaurants/Liquor Primary Establishments	
-up to 20 seat capacity	\$ 32.45
-greater than 20 seat capacity	\$ 38.25
5. Commercial/Rental Establishment (including but not limited to Garage/service station/retail store/hair salon)	
-less than 2500 ft <sup>2</sup>	\$ 22.00
-greater than 2501 ft <sup>2</sup>	\$ 33.55
6. Schools, each classroom	\$ 22.00
7. Hospitals/Clinics, per bed	\$ 4.10
8. Church	\$ 22.00
9. Laundromat, each washing machine	\$ 11.55
10. Industrial use	
-fish processing – max 2" service	\$ 57.85
-other manufacturing – max 1" service	\$ 32.45
11. Any use not listed above	\$ 22.00

# VILLAGE OF PORT CLEMENTS

Page 1 of 1

## Cheque Listing For Council

2014-Mar-12  
2:02:52PM

Cheque #	Cheque Date	Vendor Name	General Ledger	Invoice #	Invoice Description	Invoice Amount	Cheque Amount
20140092	2014-03-06	BIG RED	10-2-71-21-15	13658	PAYMENT WEEKLY CONTAINER SERVICE	253.58	253.58
20140093	2014-03-06	BLUE CROSS	10-4-27-00-30	March 2014	PAYMENT MONTHLY BENEFIT PREMIUMS	943.14	943.14
20140094	2014-03-06	C. AND C. BEACHY CONTRA	10-2-32-37-00	10027	PAYMENT PLOWING+SANDING FEB 10-13,	1,890.00	1,890.00
20140095	2014-03-06	CLARK FREIGHTWAYS	10-2-24-80-00	PORT078	PAYMENT F.DEPT LADDERS DELIVERED	251.43	251.43
20140096	2014-03-06	Fennell, Quinlan	10-3-27-00-01 10-2-32-90-00 10-2-32-31-00	GldnSpruceTrail GldnSpruceTrail GldnSpruceTrail	PAYMENT GLDN SPRUCE TRAIL PROJECT Equipment Maintenance Streets	454.50 177.63 85.74	717.87
20140097	2014-03-06	Haida Gwaii Forest Products C	10-2-52-00-00	0437	PAYMENT 1X6 RC CHANNEL Q-VARIOUS SI	34.27	34.27
20140098	2014-03-06	Pete the Electrician	10-2-34-00-70	046 2014	PAYMENT ORGANIZING,TRAVEL,CLIP UP V	1,099.20	1,099.20
20140099	2014-03-06	RECEIVER GENERAL FOR C	10-2-24-70-20	4012643	PAYMENT RADIO AUTH RENEWAL	270.00	270.00
20140100	2014-03-06	RENCO	40-2-42-90-60 30-2-41-40-10 10-2-31-90-00	Feb 2014 Feb 2014 Feb 2014	PAYMENT GAS + DIESEL PURCHASES FEB GAS + DIESEL PURCHASES FEB GAS + DIESEL PURCHASES FEB	47.73 95.48 95.48	238.69
20140101	2014-03-06	Stewart, McDannold, Stuart	10-2-12-10-50 10-3-22-00-00	66292 66292	PAYMENT LEGAL GENERAL MATTERS GST	1,134.90 53.04	1,187.94
20140102	2014-03-06	UNION OF BC MUNICIPALITI	10-2-11-10-40	D-3875	PAYMENT ANNUAL DUES POPULATION UN	644.70	644.70
20140103	2014-03-06	XEROX CANADA LTD.	10-2-12-11-30 10-3-22-00-00	F45699067 F45699067	PAYMENT USAGE FEES JAN 10-FEB 14 GST	119.11 5.57	124.68
20140104	2014-03-06	BELLIS, Jayden	10-3-27-00-01	GldSpruceTrail	PAYMENT GOLDEN SPRUCE TRAIL PROJEI	105.00	105.00
20140105	2014-03-06	McLeod, Richard	10-3-27-00-01 10-2-71-21-12 10-2-34-00-70 10-2-24-70-00 10-2-32-31-00 10-2-71-89-00	GldnSpruceTrail GldnSpruceTrail GldnSpruceTrail GldnSpruceTrail GldnSpruceTrail GldnSpruceTrail	PAYMENT GldnSpruceTrl 8.75hrs Multiplex SCH F Dept Streets Community Park	131.25 12.25 6.12 73.50 64.31 12.25	299.68

**Total 8,060.18**

\*\*\* End of Report \*\*\*

F-1



The Village of  
**PORT CLEMENTS**  
*"Gateway to the Wilderness"*

36 Cedar Avenue West  
PO Box 198  
Port Clements, BC  
V0T1R0  
OFFICE :250-557-4295  
Public Works :250-557-4295  
FAX :250-557-4568  
Email : office@portclements.ca  
Web : www.portclements.ca

**ACTION ITEM FROM  
TOURISM COMMITTEE**

Date: March 11, 2014

Submitted by: Sharon Ferretti

---

At the February 14, 2014 meeting of the Tourism Committee, the Committee discussed the promotion of Port Clements and its Centennial year by submitting an article in the Northward Magazine. A motion was duly passed requesting Council to consider the following request:

It was moved by Councillor Gould, seconded by Angela Mielecki  
THAT we request Council to approve \$800.00 to cover the expense of an article to be published in the April or May issue of the Northward Magazine.

**CARRIED**



The Village of  
**PORT CLEMENTS**  
*"Gateway to the Wilderness"*

36 Cedar Avenue West  
PO Box 198  
Port Clements, BC  
V0T1R0  
OFFICE :250-557-4295  
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Email : office@portclements.ca  
Web : www.portclements.ca

**ACTION ITEM FROM  
TOURISM COMMITTEE**

Date: March 11, 2014

Submitted by: Sharon Ferretti

---

At the February 14, 2014 meeting of the Tourism Committee, the Committee discussed the promotion of Port Clements via a Fan Tour for the staff of the Tourist Information Centres on Haida Gwaii. A motion was duly passed requesting Council to consider the following request:

It was moved by Councillor Gould, seconded by Mayor Cheer  
THAT we request Council to approve \$200.00 to cover the expenses for a Fan Tour for the staff of the Tourist Information Centres on Haida Gwaii.

**CARRIED**

## ACTION ITEMS

<u>#</u>	<u>Date</u>	<u>Description</u>	<u>Lead</u>	<u>Follow up</u>
A16	15-10-2012	Bus Shelter	Cheer	Build shelter at corner of Dyson & Bayview
A21	15-07-2013	Drainage concern at far end between Park & Tingley	Gaspar	Develop a plan for addressing this issue
A25	28-01-2014	Biomass heating system for Multiplex	Thomas	Look for funding and determine proper product for our application and get agreements in place with School District.
A26	17-02-2014	Historic Councillor Plaque(s)	Gould	Design and create the necessary plaque(s) to mount ingraved plates from 1975 forward