

Distributed to AVICC Members March 15, 2013

Re: Islands Trust Communications with Government on Key Files

Please forward to AVICC elected officials and the CAO.

Attached are copies of three letters that Chair Malcolmson, Islands Trust would like to share with other AVICC members.

- February 8, 2013 - Land Based Spill Preparedness and Response letter
- February 8, 2013 - Southern Strait of Georgia National Marine Conservation Area Reserve letter
- December 20, 2012 - BC Ferries letter and eight page submission to consultation process

I regret that, as a result of a miscommunication, there has been a delay in forwarding these to you.

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February 8, 2013

File No.: 0420-20

Via Email: env.minister@gov.bc.ca

Honourable Terry Lake
Minister of Environment
PO BOX 9047 STN PROV GOVT
Victoria BC V8W 9E2

Dear Minister Lake:

Re: Policy Intentions Paper on Land Based Spill Preparedness and Response

As Chair of the Islands Trust Council, I'm writing to express support for the potential improvements to the provincial spill preparedness and response regime that are outlined in the Ministry of Environment's policy intentions paper on Land Based Spill Preparedness and Response and to encourage the Ministry of Environment to proceed with measures that will:

- establish higher standards for land-based spill preparedness and response (including marine spills affecting coastal shorelines);
- develop effective rules for restoration of the environment following a spill; and,
- ensure effective government oversight and coordination of industry spill response.

The Islands Trust Council has been advocating to senior governments about oil spill issues since 1979 and has raised numerous concerns relating to oil spill preparedness and response. Even a small oil spill within the Islands Trust Area could have devastating impacts on the abundant biodiversity of the region and could significantly affect species already at risk, as well harm the livability and economic well-being of local communities.

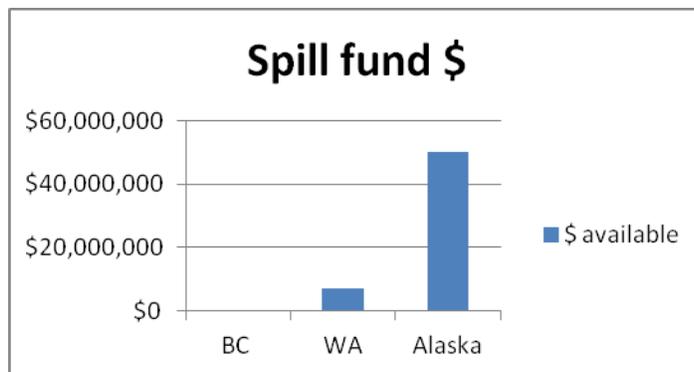
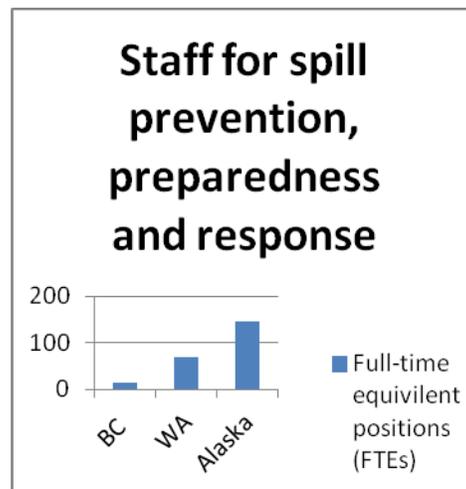
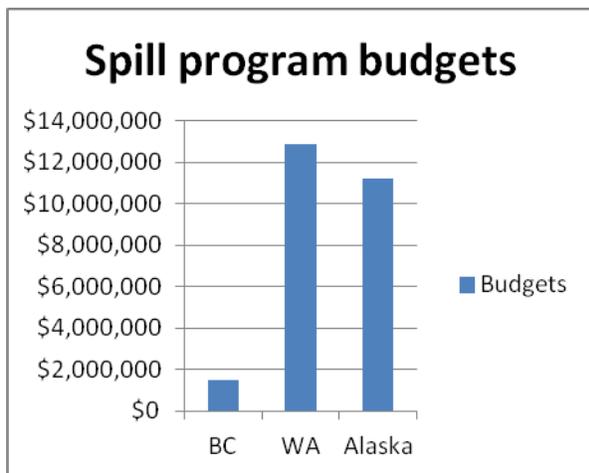
The Islands Trust Policy Statement, a statutory document founded in extensive community consultation and approved in 1994 by the then Minister of Municipal Affairs, includes a policy to encourage provincial and federal agencies to ensure safe shipment of materials hazardous to the environment.

In 2009, Trust Council's interest in marine shipping and oil spill issues was heightened when the bulk carrier Hebei Lion grounded in Plumper Sound, between Saturna, Mayne and North and South Pender Islands. After the incident, the Manager of the Washington State Department of Ecology's Spill Prevention, Preparedness and Response Program stated that "damage to fuel tanks on a cargo ship that size could have oiled the islands on both sides of the border" and that "a major spill also could have forced a closure to vessel traffic." In the following 16 months, Council's concern was heightened when two more bulk carriers dragged anchors in Plumper Sound.

In June 2010, the Islands Trust Council hosted a marine shipping safety information session with shipping industry panelists, where we learned that marine conditions in the Salish Sea make oil spill response particularly challenging and that if a major spill occurred, responders would be unlikely to contain or recover more than 10%-15% of the spilled oil. In April 2012, an Islands Trust hosted workshop at the Association of Vancouver Island Coastal Communities convention revealed deep concern about the lack of provincial capacity to advise and prepare local governments for their roles in oil spill response.

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In September 2012 the Islands Trust asked that the Union of British Columbia Municipalities (UBCM) “encourage the Province to secure on-going revenue from industry for a sustained increase in provincial spill prevention, preparedness, mitigation and response resources and for a permanent BC spill response fund”; this was reflected in the UBCM’s 2012 convention endorsement of [Resolution B122, Shipping of Dangerous Goods Liabilities](#). For the convention, we gathered information for the 2011-12 fiscal year which is summarized below in chart form and illustrates our concern about British Columbia’s lack of spill-response resources and industry funding in relation to its neighbours.



It is our hope that by acting on the ideas and plans laid out in the intentions paper, the Province of British Columbia will make long-overdue progress towards:

- increasing the amount of provincial staff and resources that are dedicated to spill prevention, preparedness and response;
- establishing a BC spill response fund;
- increasing the standards for spill preparedness and response;
- ensuring effective government oversight and coordination of industry spill preparedness;
- establishing a natural resource damage assessment process;
- preparing local governments to assist the provincial and federal governments in managing major spill responses; and,
- supporting development of geographic response plans that include protection strategies for containing oil and diverting it away from priority areas.

Honourable Terry Lake
February 8, 2013
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The Islands Trust's support for this long-overdue initiative to improve the BC spill prevention and response regime should in no way be construed as lessening the Islands Trust Council's opposition to oil pipeline projects that lead to the expansion of oil export by barge and tanker from Canada's west coast.

Thank you for considering this submission to your consultation process.

Sincerely,



Sheila Malcolmson
Chair, Islands Trust Council

cc: Bowen Island Municipal Council
Trust Area MLAs: Ron Cantelon, Parksville – Qualicum
Murray Coell, Saanich North and the Islands
Joan McIntyre, West Vancouver – Sea to Sky
Don McRae, Comox Valley
Doug Routley, Nanaimo – North Cowichan
Nicholas Simons, Powell River – Sunshine Coast
San Juan County Council
AVICC
UBCM
Cindy Bertram, contractor to Ministry of Environment consultation process
Islands Trust Council
Islands Trust website



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February 8, 2013

File No.: 0410-30; 0420-20

The Honourable Peter Kent
Environment Minister and
Minister Responsible for Parks Canada
Minister@ec.gc.ca

The Honourable Terry Lake
BC Minister of Environment
env.minister@gov.bc.ca

Dear Minister Kent and Minister Lake:

Re: Southern Strait of Georgia National Marine Conservation Area Reserve

I am writing to you on behalf of the Islands Trust Council to convey our continued support for the establishment of the Southern Strait of Georgia National Marine Conservation Area Reserve to protect the Salish Sea's globally significant marine ecosystem.

At its December 2012 meeting, the Islands Trust Council voted unanimously to reaffirm its support for a National Marine Conservation Area Reserve in the Southern Strait of Georgia, and to support enacting the entire perimeter (or larger) as currently proposed in the attached map. This reaffirmation of support comes exactly ten years after the Islands Trust Council first indicated its support for a national marine conservation area in the Islands Trust Area.

The Islands Trust Council also voted in favour of recommending that local trust committee zoning be used by Parks Canada as the basis for defining the zoning in the National Marine Conservation Area Reserve Interim Management Plan. I believe using existing local zoning as the starting point for NMCA zoning will save federal taxpayer dollars and will increase certainty for shoreline residents. Existing Islands Trust zoning over the foreshore and marine zones is based on extensive public consultation and statutory review and the Islands Trust legislated "preserve and protect" mandate is compatible with that of the *Canada National Marine Conservation Areas Act*.

In addition, the Islands Trust Council voted to propose that the Islands Trust be included in a joint management approach to the National Marine Conservation Area Reserve. The Islands Trust Council looks forward to exploring possible joint management approaches with Parks Canada, First Nations and other governments with overlapping jurisdictions.

Thank you for your work to advance the creation of the Southern Strait of Georgia National Marine Conservation Area Reserve. We look forward to your response.

Sincerely,

Sheila Malcolmson
Chair, Islands Trust Council

Attach – map

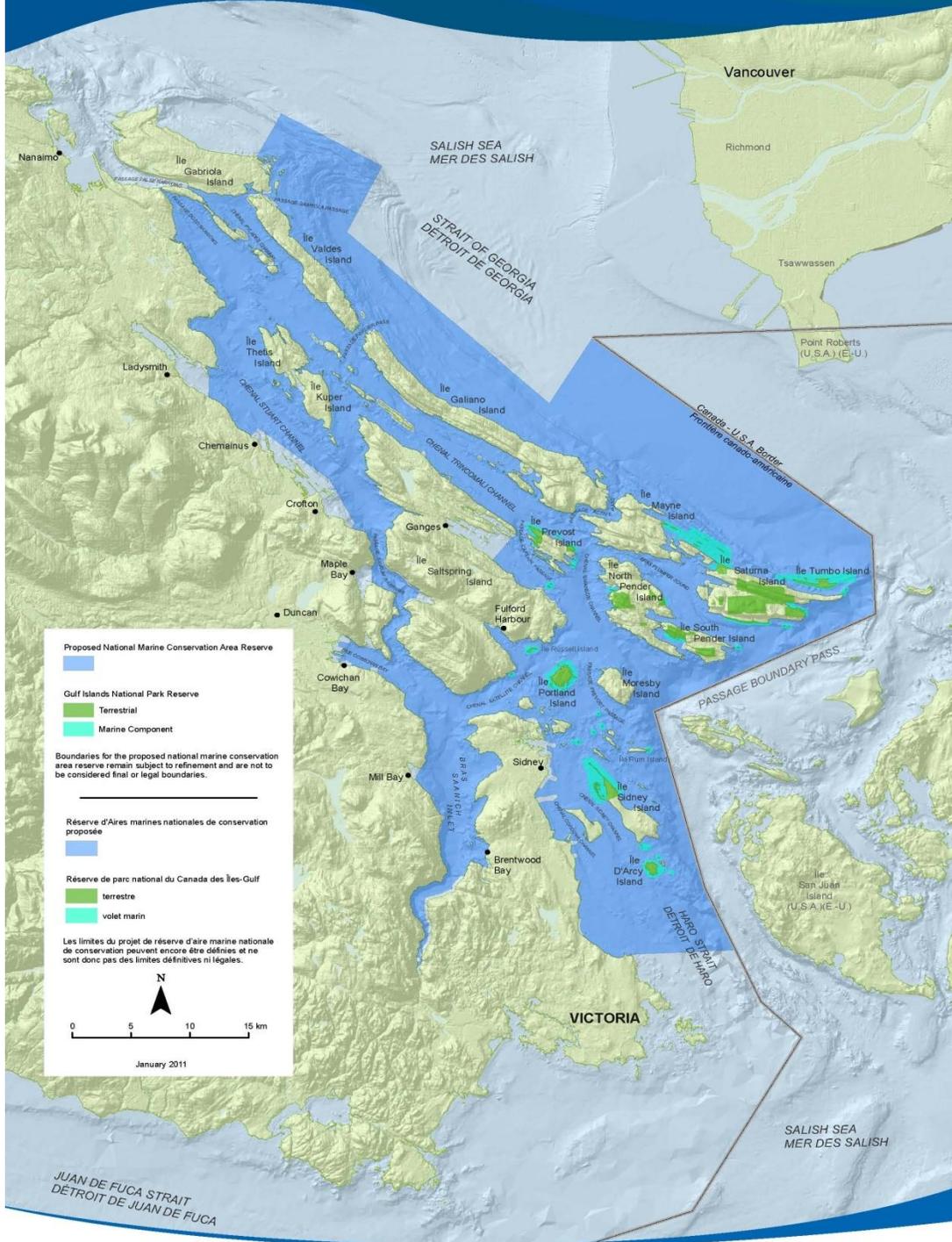
cc: Islands Trust Area MPs and MLAs in NMCA study area
Islands Trust Area First Nations in NMCA study area
AVICC members
Islands Trust Council
Islands Trust website

Preserving **Island** communities, culture and environment

Bowen Denman Hornby Gabriola Galiano Gambier Lasqueti Mayne North Pender Salt Spring Saturna South Pender Thetis

**Boundary Concept for a
National Marine Conservation Area Reserve
in the Southern Strait of Georgia**

**Concept de limites pour une
réserve d'aire marine nationale de conservation
dans la région sud du détroit de Georgia**





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December 20, 2012

File No.: 0420-20

Via Email: Minister.Transportation@gov.bc.ca; coastalferriesengagement@gov.bc.ca

Honourable Mary Polak
Minister of Transportation and Infrastructure
PO BOX 9055 STN PROV GOVT
Victoria BC V8W 9E2

Dear Minister Polak:

Re: Islands Trust Submission on BC Coastal Ferries

As Chair of the Islands Trust Council, I'm writing to convey Council's submission to the Ministry of Transportation and Infrastructure's BC coastal ferries consultation and engagement process. We make four specific requests and provide background to support those requests.

The Islands Trust Council has a long record of advocacy to the provincial government seeking the kind of investment in coastal transportation infrastructure that we see in other areas of the province, and our sense of alarm is only growing stronger. On December 17, 2012, I read your announcement "Promise made, Promise delivered" about province-wide transportation investment, and was astonished that in the midst of this ferry consultation there is no mention of the transportation needs of BC's ferry-dependent communities.

Coastal settlement patterns were predicated on the promise of an affordable ferry system. The provincial government must recognize coastal ferry service as an essential and integral part of BC's transportation infrastructure and fund it accordingly, taking full responsibility for future capital costs. Immediately, the provincial government should provide sufficient funding to significantly reduce fares on the minor routes, since island communities have been hard hit by substantial cumulative fare increases. In addition, the provincial government should follow the recommendation of the BC Ferry Commission to cushion fuel price volatility in order to hold future price cap increases at the rate of inflation.

The attached submission asks the provincial government to correct its course and acknowledge that public funding for ferries is an investment in the economy, not a subsidy to ferry users – who are already covering 85% of operating costs.

As a local government we are keenly aware of the need to be frugal and strategic with spending in these difficult financial times. However, investment in British Columbia's coastal ferries, as with other provincial transportation infrastructure, is critical to the success of BC's economy. Islands Trust Council's 2011-14 strategic plan includes the objective of enhancing community economic sustainability and security in the Islands Trust Area. One of our strategies to advance this objective is to advocate for sustainable, affordable and appropriate ferry service. The maintenance of healthy island communities and economies is recognized in the Islands Trust Policy Statement, as is the need for public consultation regarding transportation services.

Islanders told the ferry commissioner that fares have reached the tipping point, and are telling us that the current consultation framework and lack of information prevents them from contributing meaningfully to the process. More detailed and specific consultations must occur with island communities before any significant service changes or cuts are considered, and after the province has stabilized fares.

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Honourable Mary Polak
December 20, 2012
Page 2

The Islands Trust Council represents 25,000 people, all of whom are ferry users. No other British Columbia local government has as many ferry-dependent communities.

Thank you for considering our submission; best wishes for a peaceful holiday season.

Yours sincerely,



Sheila Malcolmson
Chair, Islands Trust Council

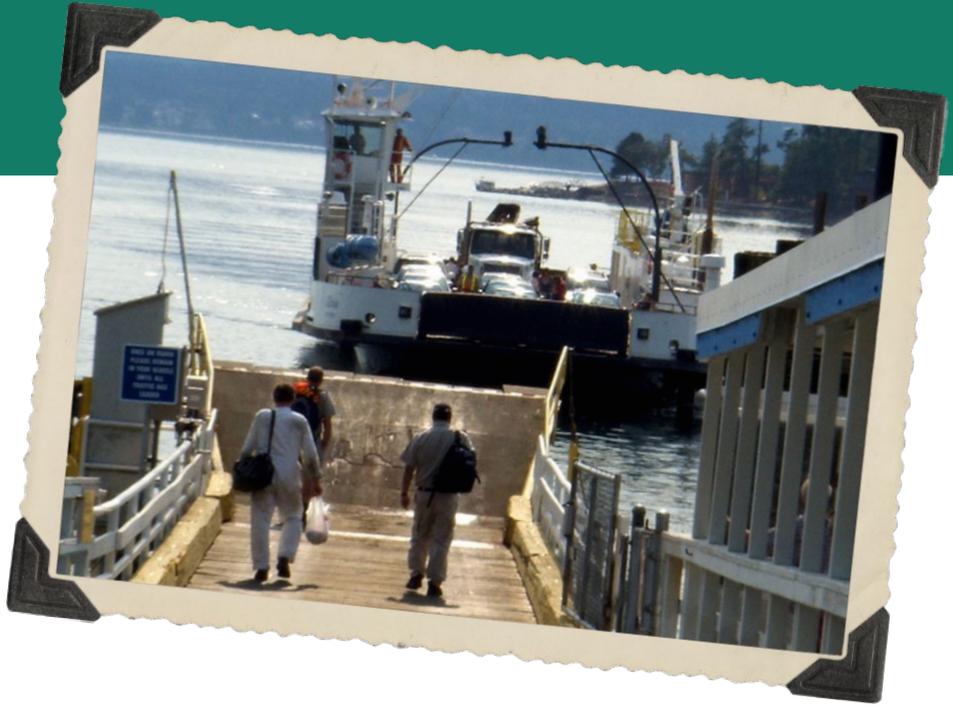
Attach: Islands Trust submission to BC coastal ferry consultation and engagement process

cc: The Honourable Michael de Jong, Minister of Finance
Mike Corrigan, President and CEO, BC Ferry Services Inc
Gord Macatee, BC Ferries Commissioner
Ferry Advisory Committee Chairs c/o Trustee Tony Law
Bowen Island Municipality
Coastal Regional District Chairs c/o PRRD Chair Colin Palmer
AVICC members
Trust Area MLAs: Ron Cantelon, Parksville – Qualicum
Murray Coell, Saanich North and the Islands
Joan McIntyre, West Vancouver – Sea to Sky
Don McRae, Comox Valley
Doug Routley, Nanaimo – North Cowichan
Nicholas Simons, Powell River – Sunshine Coast

Islands Trust Council
Islands Trust website

Islands Trust Council submission on **BC Coastal Ferries Consultation & Engagement Process**

December 2012



Summary of requests:

- The provincial government needs to recognize the coastal ferry service as an essential and integral part of BC's transportation infrastructure and fund it accordingly, taking full responsibility for future capital costs.
- In the meantime, the provincial government should immediately provide sufficient funding to significantly reduce fares on the minor routes, as island communities have been hard hit by substantial cumulative fare increases.
- In addition, the Province should follow the recommendation of the BC Ferry Commissioner to cushion fuel price volatility in order to hold future price cap increases at the rate of inflation.
- More detailed and specific consultations must occur with island communities before any significant service changes or cuts are considered.



Islands Trust

The role of ferries in creating communities

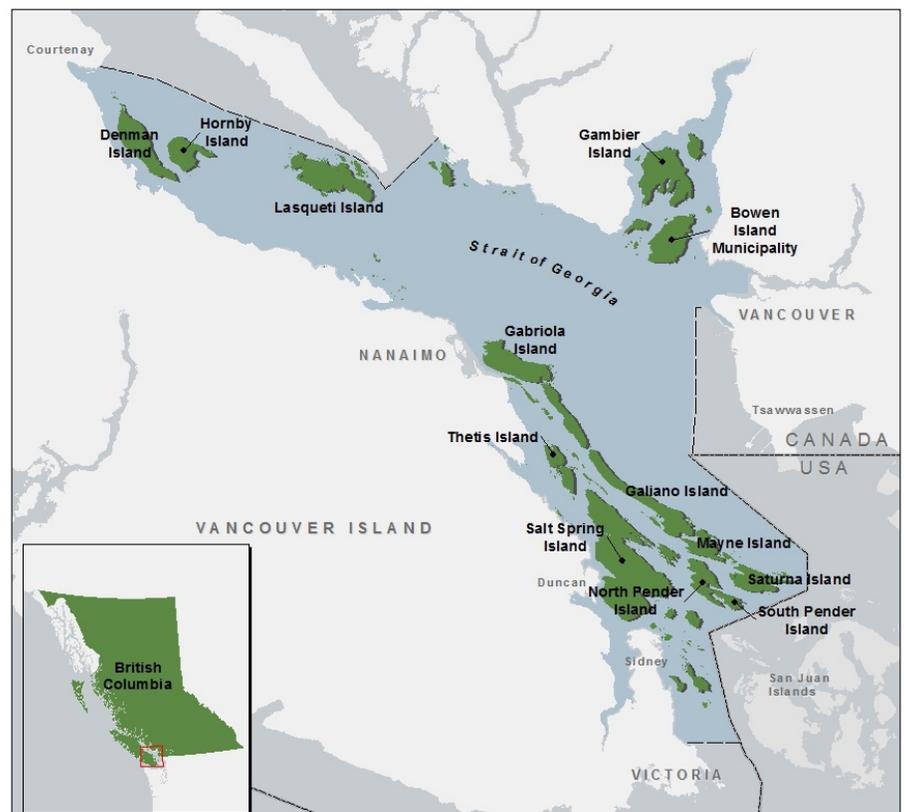
Over the last 50 years, in a dynamic relationship with BC Ferries, the Islands Trust Area community has grown to 25,000 residents. The population has quadrupled since the *Islands Trust Act* was passed in 1974 – twice the rate of growth of Vancouver and the rest of the province. There are now eleven ferry routes providing direct access to fourteen island communities.

In a coastal province, affordable ferry service is as necessary as affordable public transit or affordable highway systems in the land-based part of the province. As our transportation links, the ferries set our island rhythms, significantly influence the health of our island economies and are an integral part of our way of life. Skyrocketing fares, promises of more fare increases to come, and now the threat of service cutbacks, are stressing island families, businesses and communities.

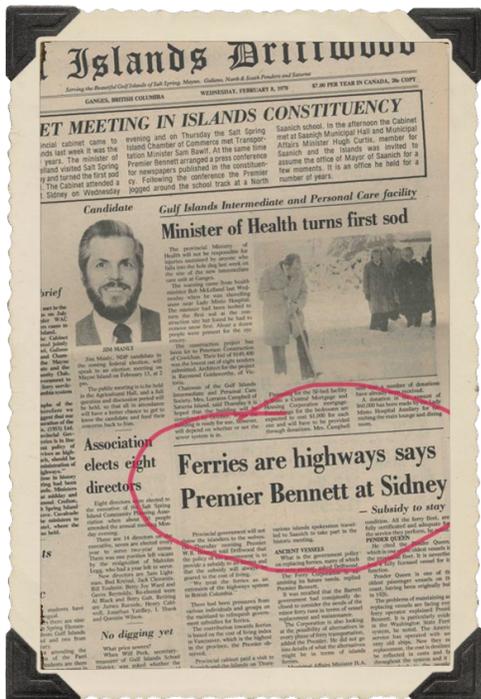
Ferries are lifelines for coastal communities and businesses – as highways are in the rest of the province. Despite the cruise ship imagery used in the BC coastal ferry consultation and engagement documents, our residents rely on the minor routes for the necessities of everyday life: to get to and from work, to get health services, to take children to sporting events, to move products and customers to and from their businesses, to go to social events and to buy items unavailable on the islands.

The Islands Trust Council has 26 elected representatives of 13 island communities that lie between the British Columbia mainland and southern Vancouver Island. The themes in this paper are not new and have been advanced numerous times by the Islands Trust for many years.¹ Ferries are the arteries of the Islands Trust Area. All of our constituents are ferry users. No other British Columbia local government has as many ferry-dependent communities.

Islands Trust Area



Unfulfilled Promises



Feb 8, 1978, Gulf Islands Driftwood

Since 1961, when BC Ferries bought out local operators and began to provide a publicly-funded ferry service, our communities have received repeated promises from the provincial government that our ferries are our highways and will remain affordable. Communities have been built throughout the islands on the basis of this promise. Businesses and families invested on the islands based on repeated and consistent promises from the provincial government that it would sustain affordable, reliable ferry services.

In April 2003, the provincial government's *Coastal Ferry Act* transformed BC Ferries into a private company, wholly owned by the government. The Act also created the BC Ferry Commission as a regulatory body. Since charting this new course, the provincial government has failed to live up to the promises made by Minister of Transportation Judith Reid in December 2002:

*"The new structure will help ensure services are delivered on time and on budget. It will create a vibrant, properly managed ferry system that improves customer service, creates new jobs for coastal communities, ensures stable rates and is sustainable for the future."*²

The new ferry system, based on a user-pay model, started with an aging fleet. At that time, the province was aware that fares had never before been sufficient to cover capital costs. Since 2003, rates have skyrocketed, ridership has dropped sharply, and the ferry infrastructure has continued to age. For decades, the provincial government has postponed taking responsibility for the ever-increasing operating costs and capital costs of replacing aging ferries and terminals. Neglecting coastal transportation infrastructure while generously funding other transportation infrastructure throughout British Columbia has had negative consequences for islanders, their businesses and the health of our communities.

Provincial ministers refer to funding for the ferry system as a 'subsidy,' somehow implying it is not a legitimate government contribution to essential provincial infrastructure. Provincial government support for coastal ferry service is not a subsidy or a privilege.

Ferry-dependent communities and ferry users have been the victims of failed ferry policies and underinvestment; they are not the cause of the problems and should not be asked to pay to solve them. The root of the problem lies with chronic provincial government underinvestment.



photo: Island Tides

How fares affect riders
 BC Ferries has said that traffic on minor routes is not affected by fare hikes. Common sense and local knowledge tell us otherwise. The current approach to our marine transportation system is failing us and the future is predictable. As fares go up, ridership goes down, and as ridership goes down, fares go up yet again. As services get cut, coastal economies weaken further. This cycle of decline has to stop.

An investment, not a subsidy

The time has come for the provincial government to correct the course and acknowledge that provincial funding for ferries is an investment in the economy, not a subsidy to ferry users.

Islanders acknowledge the budget challenges facing the provincial government and are willing to help find innovative solutions. We understand that these are tough economic times and the provincial government has difficult budget decisions ahead. As stated in *Ministry of Transportation and Infrastructure's current Service Plan*, investment in rural communities, as well as urban centres, is critical to our economic well-being.³ The province's economic health depends directly on economically healthy communities – including ferry-dependent communities.

We appreciate that the provincial government has committed an additional \$10.5 million for fiscal year 2013-14, \$11 million for fiscal year 2014-15, and \$11.5 million for fiscal year 2015-16 to reduce projected ferry fare increases. Yet, our communities are reeling at the proposal that they will still be paying 12% higher fares in two and a half years' time – this despite the recommendation of the BC Ferry Commissioner that future price cap increases should be held to the rate of inflation.

British Columbia's prosperity depends on an integrated, accessible, and affordable transportation system that efficiently links all communities and businesses - whether separated by land or water. The coastal ferry system helps sustain the provincial government's economy by transporting goods, products and services generated by businesses throughout the province and beyond.

Fares have risen dramatically over the last six years and are imposing significant hardship on ferry-dependent communities. Small businesses on the islands are struggling under the weight of the cumulative effect of excessive fare increases. The prohibitive cost of receiving supplies and shipping finished products to domestic and international markets is further damaging coastal economies. Tourism has been an important economic driver for many of our islands, and is still important to British Columbia's economy. Ferry fares are now making the Gulf Islands an increasingly expensive destination and are hurting tourist-based businesses.

Ferry users and ferry-dependent communities cannot be expected to carry the costs of both operating and renewing infrastructure for what is clearly part of the provincial transportation system. It is unacceptable for the province to rely on ever-increasing ferry fares to pay for the ferry system, while announcing⁴ renewed investment in infrastructure to other regions of the province.

"Everyone can understand when money is tight, but people on the Island can't understand why money is tight for one region and plentiful for another." – Dec. 4 2012, Victoria Times Colonist editorial.

Ferries are essential to island families

In 2005, families living in the Islands Trust Area earned 16% less than BC's median family income. Since 2003, the cost of ferries to our communities has risen an average of 80% more and as high as 133% on some routes and rate classes.



photo: Island Tides



photo: John Rowlandson

Positions from The Islands Trust Policy Statement

Commitments of Trust Council

5.3.1 Trust Council holds that local trust committees and island municipalities should be consulted and involved in the decision-making process regarding provision of utilities, transportation services or facilities that might affect land use in their local planning areas.

5.3.2 It is Trust Council's policy that no island in the Trust Area should be connected to Vancouver Island, the mainland or another island by a bridge or tunnel, notwithstanding the existing bridge between North and South Pender Islands.

Directive Policies

5.3.7 Local trust committees and island municipalities shall, in their official community plans and regulatory bylaws, address the development of land use patterns that encourage establishment of bicycle paths and other local and inter-community transportation systems that reduce dependency on private automobile use.

Invest in ferries/invest in the economy

In recent years, the provincial government has invested heavily in transportation infrastructure throughout the rest of the British Columbia, and in other discretionary infrastructure such as the Vancouver Convention Centre (\$540.7 million⁵) and BC Place (\$563 million⁶). Since 2001/02, the BC government has invested more than \$44 billion in capital spending on infrastructure and there are plans to spend another \$10.5 billion over the next three years⁷ These infrastructure investments are intended to be the underpinnings of a healthy economy.

The provincial government continues to budget \$22 million a year to support fourteen inland ferries, at no cost to users. In addition, the provincial government has agreed to buy a new \$26.5 million ferry for the 30-minute crossing between Shelter Bay and Galena Bay in the Kootenays. This inequitable treatment is blatantly disrespectful of coastal taxpayers.

At the same time, we are told that the coastal ferry system will need \$2.5 billion in the coming decade for further capital but that users may need to pay the price – not just through fares, but through reduced services and additional local taxation.

The provincial government needs to recognize the coastal ferry service as an essential and integral part of BC's transportation infrastructure and fund it accordingly, taking full responsibility for future capital costs. By taking responsibility for future infrastructure costs, the provincial government will remove some of the pressure to increase fares beyond the Consumer Price Index.

In the meantime, the provincial government should immediately provide sufficient funding to significantly reduce fares on the minor routes, as island communities have been hard hit by substantial cumulative fare increases. By reinvesting in the minor routes to reduce fares and jumpstart ridership, the provincial government can help restore the economic and social health of ferry-dependent communities and the province.



photo: Daryl Mitchell

We are not alone in our request for more provincial government support. The Ferry Advisory Committee Chairs have called for the provincial government to fund a 25% rollback on minor routes to bring fares closer to inflation increases of the past decade.

In addition, the provincial government should follow the recommendation of the BC Ferry Commissioner to cushion fuel price volatility in order to hold future price cap increases at the rate of inflation.

Islanders do not expect the ferries to be free. For decades we have been willing to pay reasonable, affordable, stable fares that support the operating of an efficient, accessible ferry system. In light of the fact that fares already cover 85% of ferry operating costs, the idea of increasing island property taxes to help fund BC Ferries is unjustifiable.

Community consultation

Islanders are telling us that the current consultation framework and lack of information prevents them from contributing meaningfully to the process.

The documents released as part the 2012 BC Coastal Ferries Consultation and Engagement exercise tell the wrong story. By proposing to reduce ferry services to our communities while continuing fare increases in order to save \$26 million, they narrowly focus the issues on the profit or loss of individual routes instead of how to support and enhance the economic and social health of island communities, island families and the province as a whole.

The coastal ferries consultation and engagement documents and process are seen by many islanders as incompatible with meaningful engagement. The basic reality is that provincial transportation infrastructure to remote, rural communities is expensive, whether it is on the coast, in the north, or in steep, mountainous terrain subject to snow removal, mudslides and avalanches. It is hard to imagine the provincial government proposing to curtail access to northern or interior communities while asking affected communities to pay new local taxes for maintaining and repairing aging provincial highways, bridges or tunnels.



photo: Keith Berringer



photo: Islands Trust



photo: Jacinthe Eastick

Bridges

While coastal ferries are an integral part of the British Columbia transportation network, they are not highways and should not be replaced by bridges.

- It is Trust Council's policy that no island in the Trust Area should be connected to Vancouver Island, the mainland or another island by a bridge or tunnel, notwithstanding the existing bridge between North and South Pender Islands.
- An important and distinctive aspect of British Columbia would be lost forever if the Gulf Islands were accessed by fixed links rather than ferries. The Gulf Islands are nationally and internationally recognized for their sensitive ecologies and unique lifestyles, and are important to the tourism sector.
- Bridges would negate carefully-prepared community plans, exacerbate existing housing challenges, erode the unique character of island communities (cherished by residents and visitors alike) and create pressures on infrastructure, services and vulnerable island ecologies that have national significance. These islands are widely loved and valued because they are islands; bridges risk turning them into the outskirts of larger centres.
- Bridges perpetuate dependency on cars.

photo: Islands Trust



Next steps

To be successful, the fare reductions we propose on the minor routes need to be widely advertised and promoted. We are confident that coastal regional district economic development commissions and our island-based chambers of commerce would be happy to work with the provincial government and Tourism BC to design compelling, effective messages designed to boost ridership. We are aware that a CoastSaver fare-reduction promotion in spring 2012 did not boost ridership, but its success was hampered by poor promotion and extraordinary one-time factors such as a teacher strike that reduced student travel. The failure of this initiative during four weeks in spring 2012 should not detract from the compelling case for significant *sustained* fare-reductions on the minor routes. It may be worth exploring the success of the 33% fare reduction which boosted ridership in January 2009.

More detailed and specific consultations must occur with island communities before any significant service changes or cuts are considered. The Islands Trust Policy Statement (policy 5.3.1) states that *Trust Council holds that local trust committees and island municipalities should be consulted and involved in the decision-making process regarding provision of utilities, transportation services or facilities that might affect land use in their local planning areas.*

Once the provincial government has made a commitment to fairly and appropriately fund the coastal ferry system, communities will be sincerely interested in participating in discussions about finding efficiencies as part of an integrated approach to transportation planning. Participants need the discussion to be based on specific and locally relevant information to support decisions about changes to specific routes and service levels. Islanders have proposed lots of good ideas in the past and will do so again within a supportive consultation framework.

The provincial government also needs to start listening intently to the wisdom of BC Ferries' advisory committees. These dedicated volunteers have intimate knowledge of the ferry system and its users and have been proposing viable solutions for many years. They have been an underutilized resource. Their advice about how to manage the current coastal ferry consultation was ignored, to the detriment of the process.

Unlike land-locked parts of Canada, British Columbia is blessed with a coastline as its western boundary. Our coastal region is rich in natural resources, world-class beauty and unique communities that define our provincial character and make it the envy of our country and the world. We ask our provincial leaders not to let this coastal region wither from neglect – but to re-discover the vision of their predecessors, investing in a British Columbia that includes and sustains the coast, to the benefit of our entire province.

1. For information about past Islands Trust advocacy on BC Ferries visit <http://www.islandstrust.bc.ca/poi/bcferriesinfo.cfm>
2. <http://www2.news.gov.bc.ca/archive/2001-2005/2002TRAN0054-001076.htm>
3. <http://www.bcbudget.gov.bc.ca/2012/sp/pdf/ministry/tran.pdf> page 3.
4. http://www2.news.gov.bc.ca/news_releases_2009-2013/2012TRAN0131-002039.pdf
5. http://www2.news.gov.bc.ca/news_releases_2005-2009/2009OTP0062-000619.htm
6. <http://www.bcbudget.gov.bc.ca/2012/sp/pdf/agency/bcpc.pdf> page 24.
7. <http://www.newsroom.gov.bc.ca/2012/09/premier-announces-investments-in-capital-projects-transportation-infrastructure.html>

Everyone treasures islands

As trustees of the Islands Trust we are always aware that we preserve and protect the Gulf Islands and the islands in Howe Sound for the benefit of our residents as well as for all British Columbians. The islands have long been an affordable holiday destination for ordinary BC families. Many of these families can no longer afford to ride the ferries to visit and enjoy the islands' outstanding scenery and recreational opportunities.



Islands Trust

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