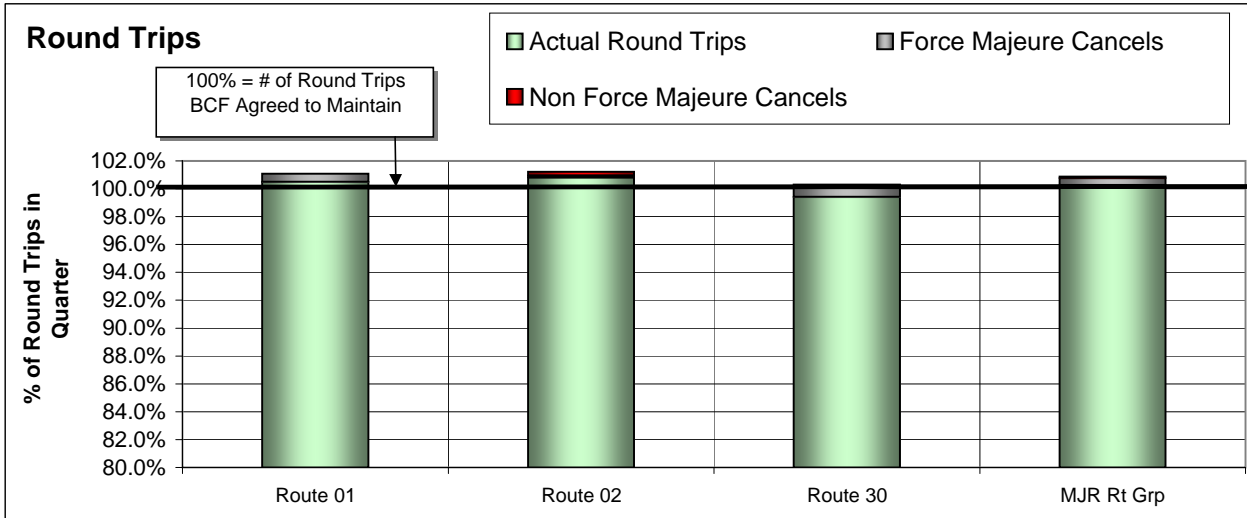
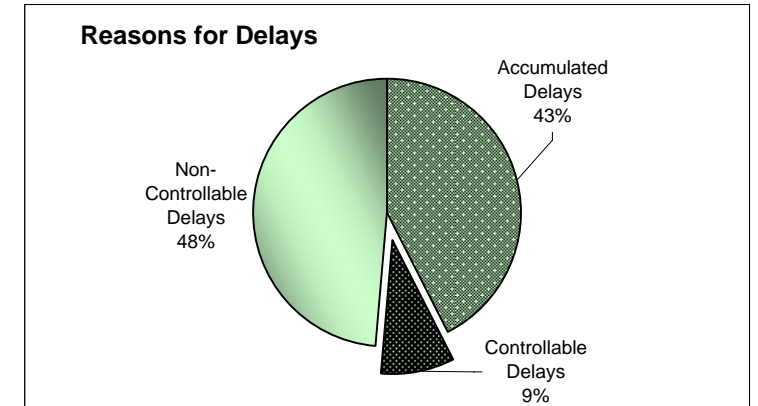


APPENDIX 4: Round Trip Service Delivery and On Time Performance for the 3rd Quarter - 2007/08 Ending December 31, 2007

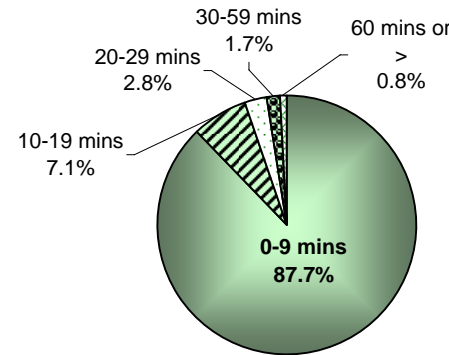
ROUTE GROUP 1: Major Routes



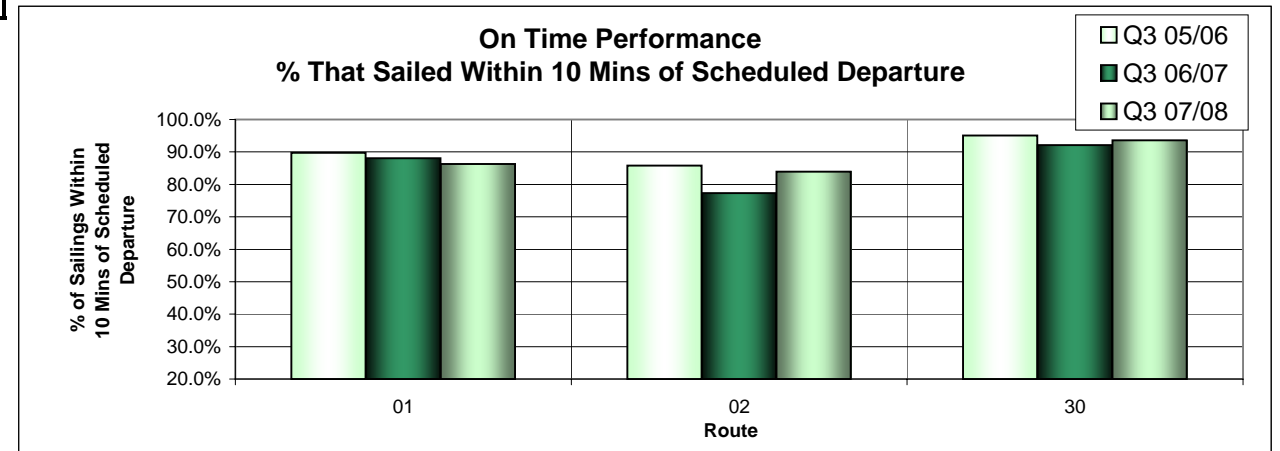
Major Routes	Major Route Description	# of Scheduled Round Trips (RT)	# of Actual RT	Net Extra RT (Short RT)	% Sailings Overloaded
Route 01	Swartz Bay-Tsawwassen	839.0	843.0	4.0	48.7%
Route 02	Horseshoe Bay-Departure Bay	738.0	744.0	6.0	22.9%
Route 30	Duke Point-Tsawwassen	682.0	678.0	-4.0	30.6%
MAJOR Route Group Total		2,259.0	2,265.0	6.0	34.8%



On Time Performance 2007/08



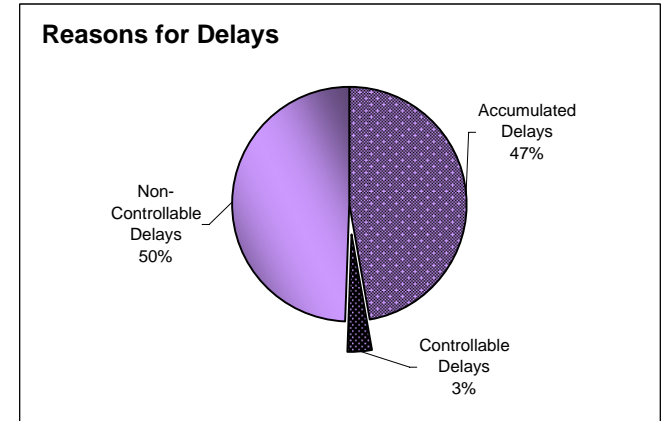
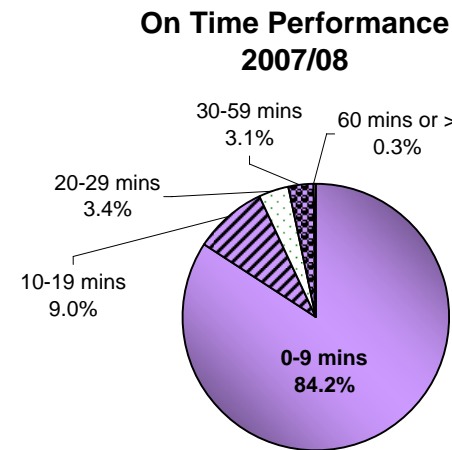
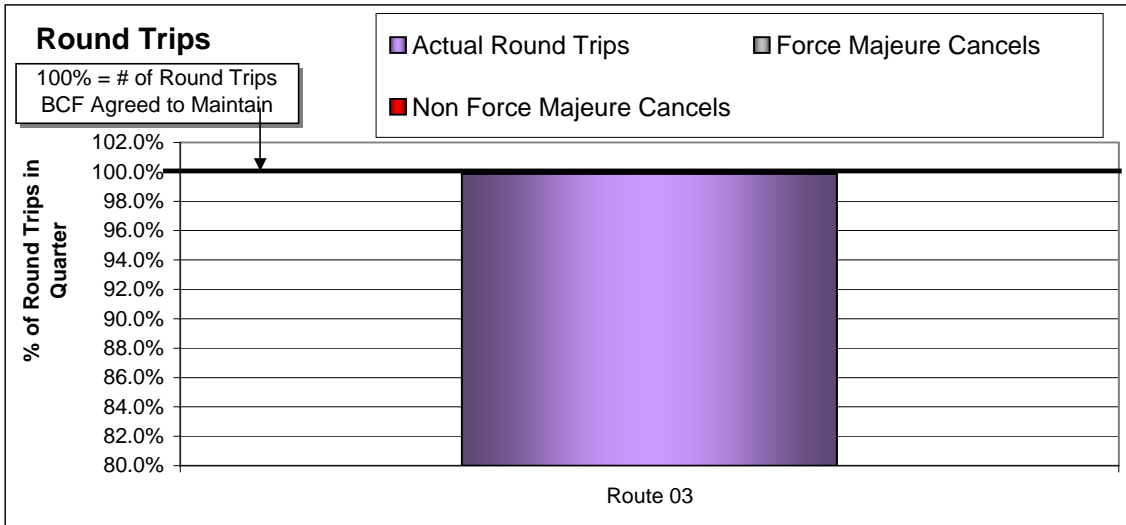
Controllable = Under the control of the company (loading procedure, crewing level, etc.)
Non-Controllable = Out of the control of the company (bad weather, medical, etc.)
Accumulated = Delays accumulated over the course of the day as a result of an earlier delay



NOTES: (1) Sailings greater than the 100% BCF agreed to maintain are a result of traffic demand
 (2) Force Majeure means something beyond control of the company (e.g. bad weather)

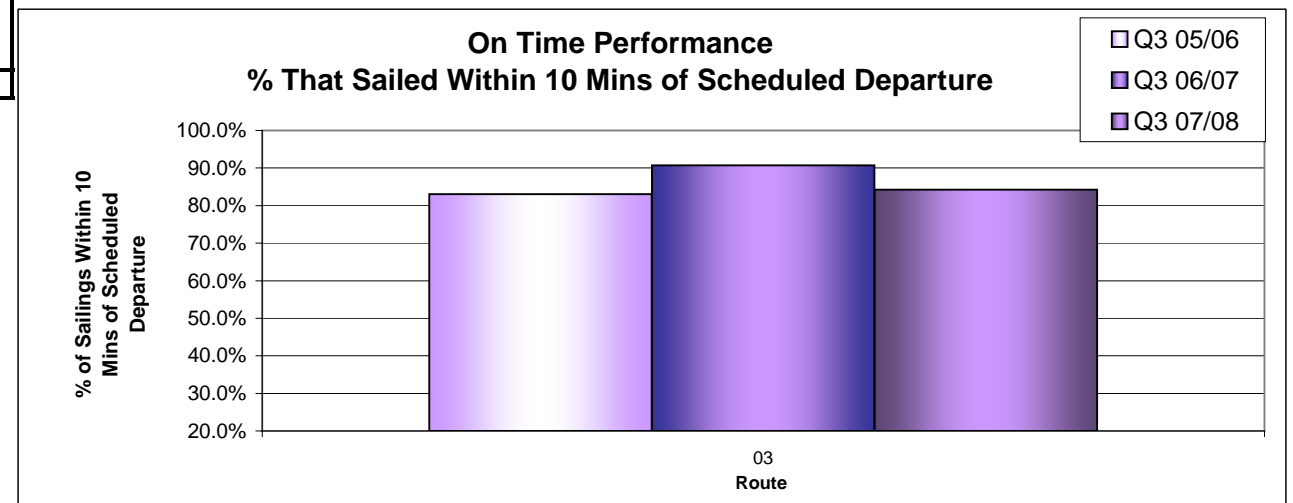
APPENDIX 4: Round Trip Service Delivery and On Time Performance for the 3rd Quarter - 2007/08 Ending December 31, 2007

ROUTE GROUP 2: Route 03



Controllable = Under the control of the company (loading procedure, crewing level, etc.)
Non-Controllable = Out of the control of the company (bad weather, medical, etc.)
Accumulated = Delays accumulated over the course of the day as a result of an earlier delay

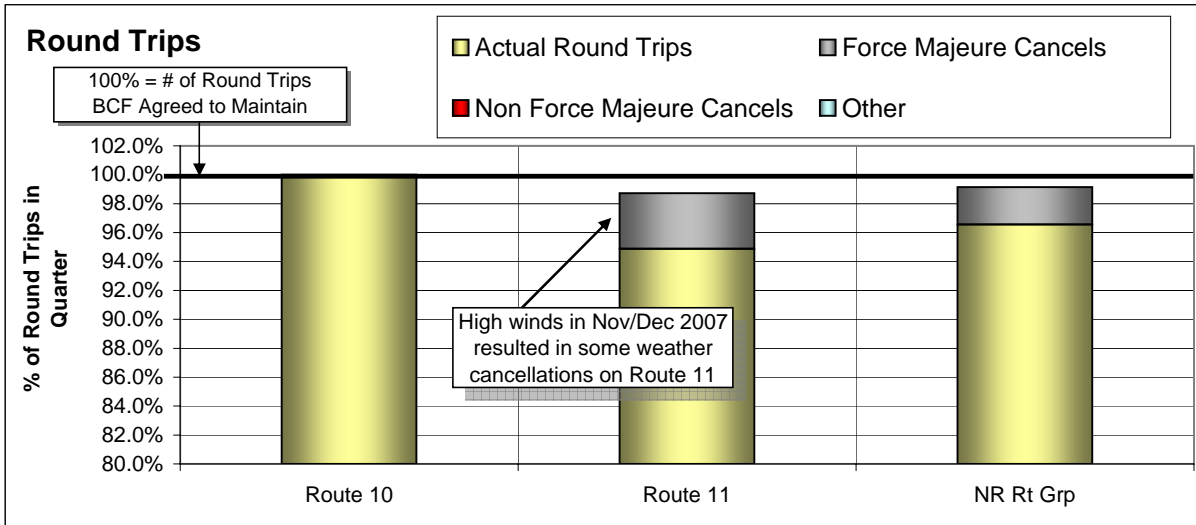
Major Routes	Major Route Description	# of Scheduled Round Trips (RT)	# of Actual RT	Net Extra RT/ (Short RT)	% Sailings Overloaded
Route 03	Horseshoe Bay-Langdale	735.0	734.0	-1.0	10.6%



NOTES: (1) Sailings greater than the 100% BCF agreed to maintain are a result of traffic demand
(2) Force Majeure means something beyond control of the company (e.g. bad weather)

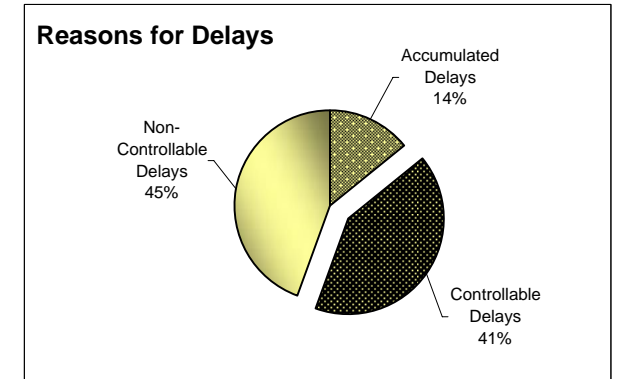
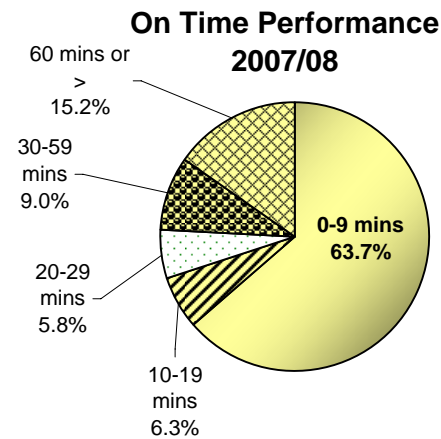
APPENDIX 4: Round Trip Service Delivery and On Time Performance for the 3rd Quarter - 2007/08 Ending December 31, 2007

ROUTE GROUP 3: Northern Routes

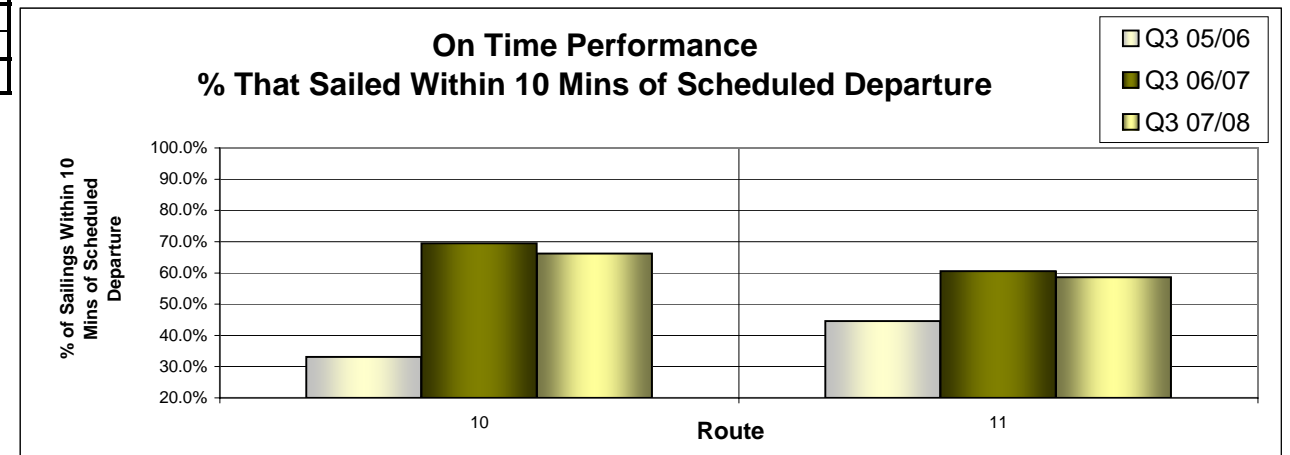


Major Routes	Major Route Description	# of Scheduled Round Trips (RT)	# of Actual RT	Net Extra RT/ (Short RT)	% Sailings Overloaded
Route 10	Port Hardy-Prince Rupert	19.0	19.0	0.0	0.0%
Route 11*	Skidegate-Prince Rupert	39.0	37.0	-2.0	1.3%
NORTHERN Route Group Total		58.0	56.0	-2.0	0.4%

*Route 11 - the shortage of a half round trip shown above reflects a round trip that began at the end of September and ended at the start of October 2007 (spanning 2 reporting periods) The missing half round trip was reported as an extra half sailing in Q2.



Controllable = Under the control of the company (loading procedure, crewing level, etc.)
Non-Controllable = Out of the control of the company (bad weather, medical, etc.)
Accumulated = Delays accumulated over the course of the day as a result of an earlier delay



NOTES: (1) Sailings greater than the 100% BCF agreed to maintain are a result of traffic demand
 (2) Force Majeure means something beyond control of the company (e.g. bad weather)

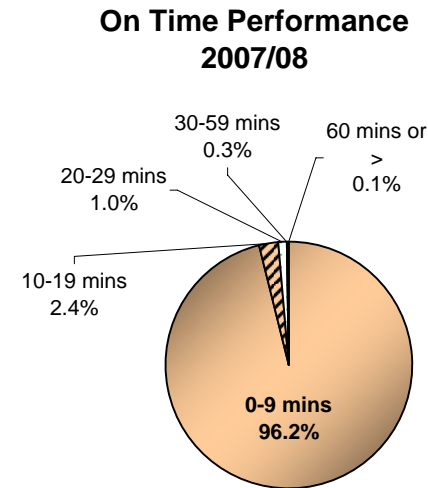
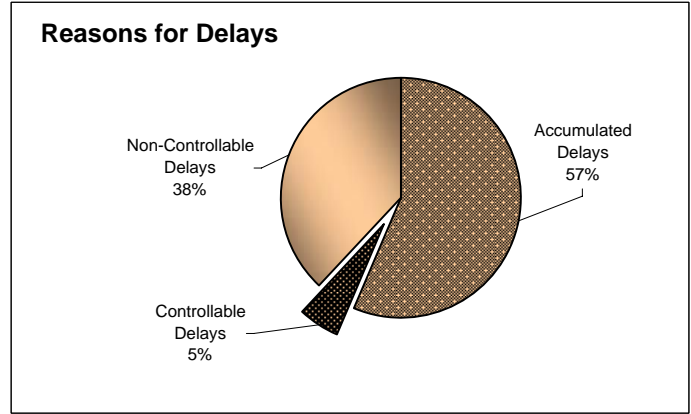
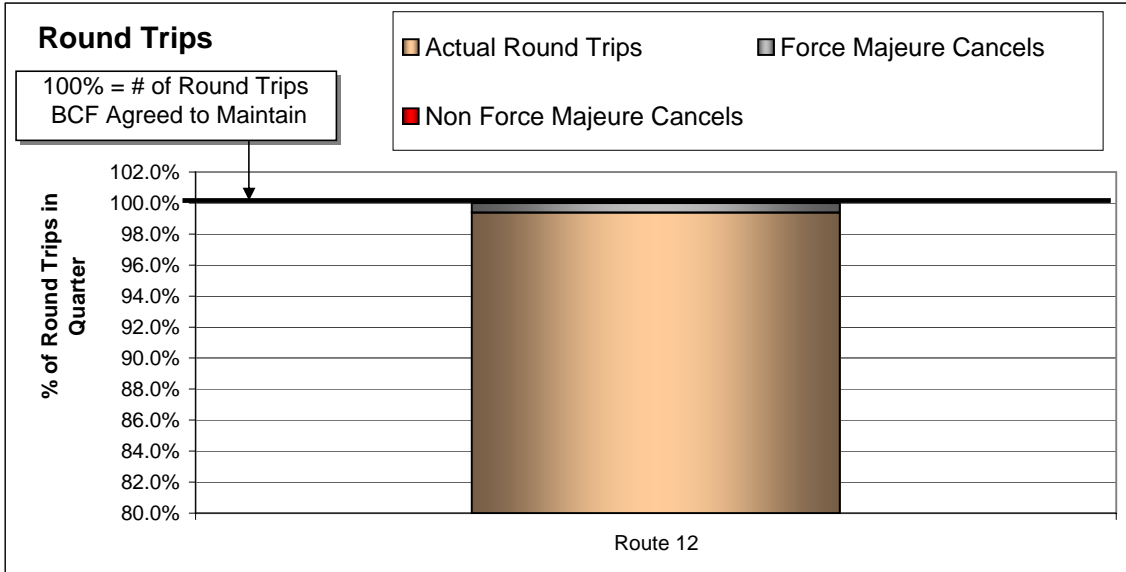
**APPENDIX 4: Round Trip Service Delivery and On Time Performance
for the 3rd Quarter - 2007/08
Ending December 31, 2007**

ROUTE GROUP 4: Route 40

The 3rd quarter figures are not available for this route because Route 40 is only operational in the summer.

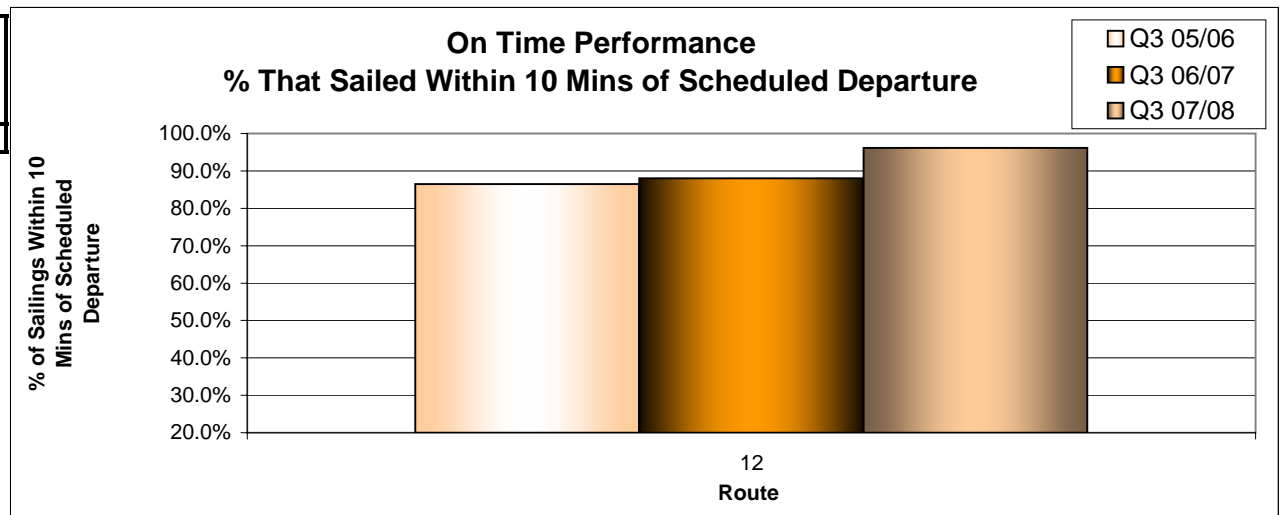
APPENDIX 4: Round Trip Service Delivery and On Time Performance for the 3rd Quarter - 2007/08 Ending December 31, 2007

ROUTE GROUP 5: Route 12



Controllable = Under the control of the company (loading procedure, crewing level, etc.)
Non-Controllable = Out of the control of the company (bad weather, medical, etc.)
Accumulated = Delays accumulated over the course of the day as a result of an earlier delay

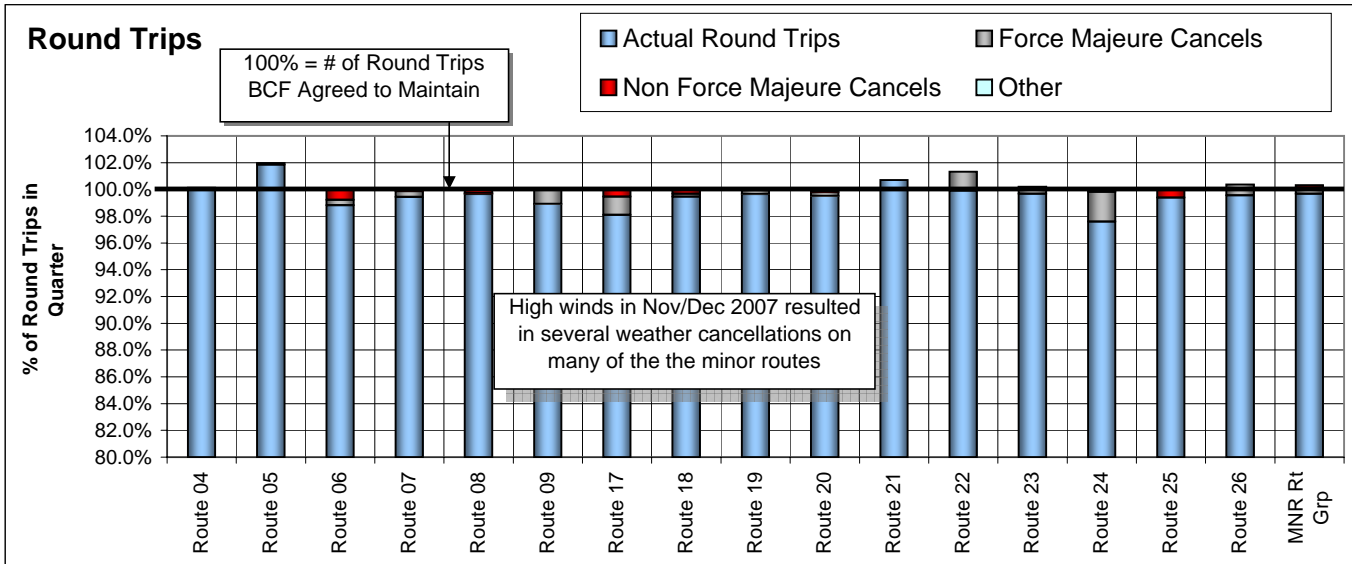
Major Routes	Major Route Description	# of Scheduled Round Trips (RT)	# of Actual RT	Net Extra RT/ (Short RT)	% Sailings Overloaded
Route 12	Mill Bay-Brentwood Bay	806.0	801.0	-5.0	8.4%



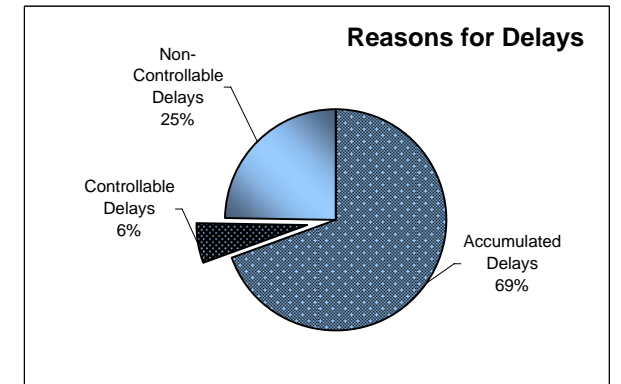
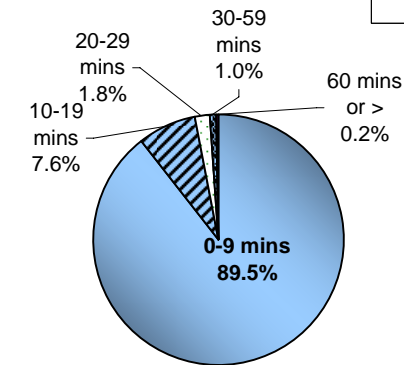
NOTES: (1) Sailings greater than the 100% BCF agreed to maintain are a result of traffic demand
 (2) Force Majeure means something beyond control of the company (e.g. bad weather)

APPENDIX 4: Round Trip Service Delivery and On Time Performance for the 3rd Quarter - 2007/08 Ending December 31, 2007

ROUTE GROUP 6: Minor Routes



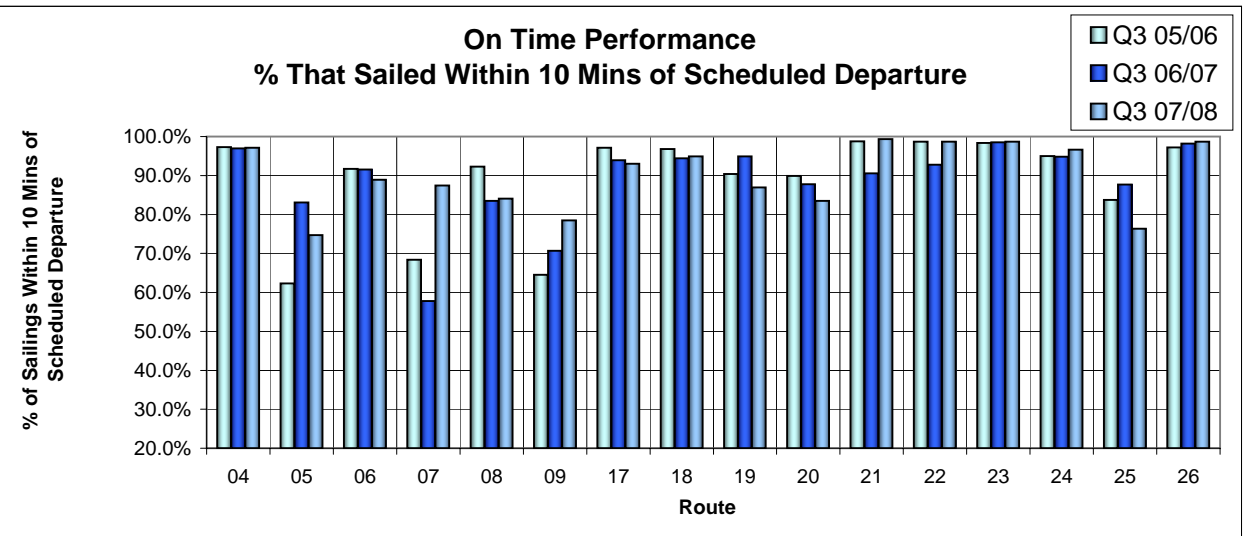
On Time Performance 2007/08



Controllable = Under the control of the company (loading procedure, crewing level, etc.)
Non-Controllable = Out of the control of the company (bad weather, medical, etc.)
Accumulated = Delays accumulated over the course of the day as a result of an earlier delay

Major Routes	Major Route Description	# of Scheduled Round Trips (RT)	# of Actual RT	Net Extra RT/ (Short RT)	% Sailings Overloaded
Route 04	Swartz Bay-Fulford Harbour	722.0	723.0	1.0	5.0%
Route 05	Swartz Bay-Southern Gulf Islands	862.0	878.0	16.0	2.4%
Route 06	Crofton-Vesuvius Bay	1,269.0	1,254.0	-15.0	3.1%
Route 07	Earls Cove-Salterly Bay	722.0	718.0	-4.0	1.2%
Route 08	Horseshoe Bay-Bowen Island	1,402.5	1,397.5	-5.0	10.2%
Route 09	Tsawwassen-Long Harbour	184.0	182.0	-2.0	2.0%
Route 17	Little River (Comox)-Powell River	367.0	360.0	-7.0	0.1%
Route 18	Westview (Powell River)-Blubber Bay (Texada)	919.0	914.0	-5.0	0.5%
Route 19	Nanaimo Harbour-Descanso Bay (Gabriola)	1,444.0	1,439.0	-5.0	7.7%
Route 20	Chemainus-Thetis-Kuper	1,010.0	1,005.0	-5.0	0.4%
Route 21	Buckley Bay-Denman West	1,549.0	1,560.0	11.0	1.3%
Route 22	Gravelley Bay (Denman East)-Shingle Spit (Hornby)	1,129.0	1,128.0	-1.0	1.1%
Route 23	Campbell River-Quathiaski Cove (Quadra)	1,575.0	1,570.0	-5.0	3.7%
Route 24	Heriot Bay (Quadra)-Whaletown (Cortes)	538.0	525.0	-13.0	1.9%
Route 25	Port McNeill-Sointula-Alert Bay	997.0	991.0	-6.0	3.1%
*Route 26	Skidegate-Alliford Bay	1,103.0	1,098.0	-5.0	0.9%
MINOR Route Group Total		15,792.5	15,742.5	-50.0	3.1%

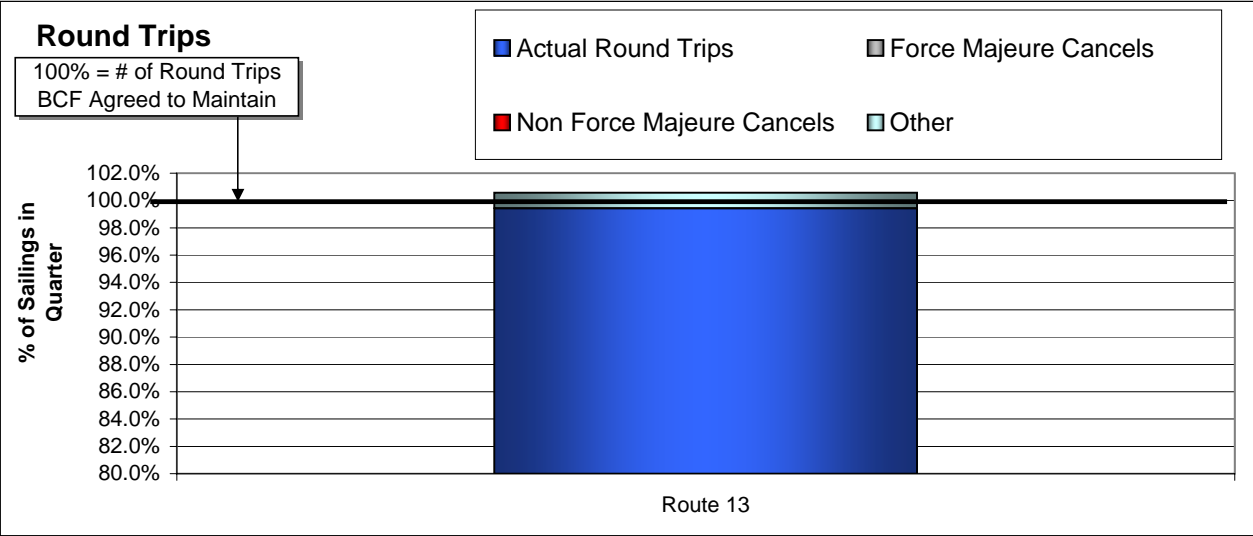
On Time Performance
% That Sailed Within 10 Mins of Scheduled Departure



NOTES: (1) Sailings greater than the 100% BCF agreed to maintain are a result of traffic demand
 (2) Force Majeure means something beyond control of the company (e.g. bad weather)

APPENDIX 4: Round Trip Service Delivery and On Time Performance for the 3rd Quarter - 2007/08 Ending December 31, 2007

ROUTE GROUP 7: Route 13 - Contracted Route



Major Routes	Major Route Description	# of Scheduled Round Trips (RT)	# of Actual RT	Net Extra RT/ (Short RT)	% Sailings Overloaded
Route 13	Langdale - Keats - Gambier Island	1,042.0	1,036.0	-6.0	Pass Only

On Route 13, some sailings within the core service level are subject to passenger request. When no request is made, no sailing occurs.

On Time Performance

On-time performance figures are not available for this route due to the nature of these trips (sailing usually run every 10 mins or less)

NOTES: (1) Sailings greater than the 100% BCF agreed to maintain are a result of traffic demand
(2) Force Majeure means something beyond control of the company (e.g. bad weather)