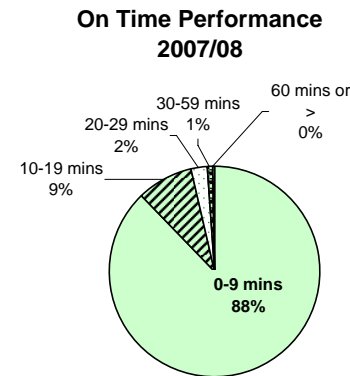
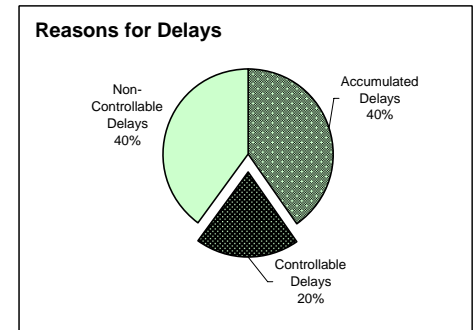
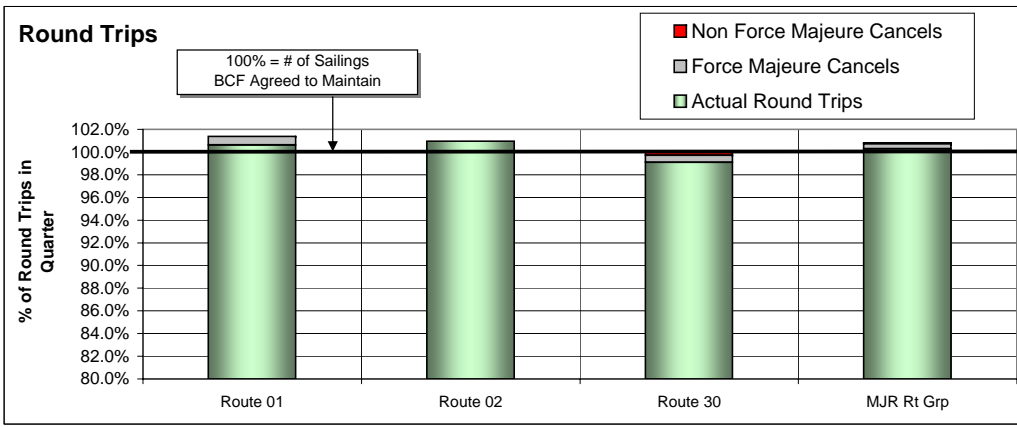


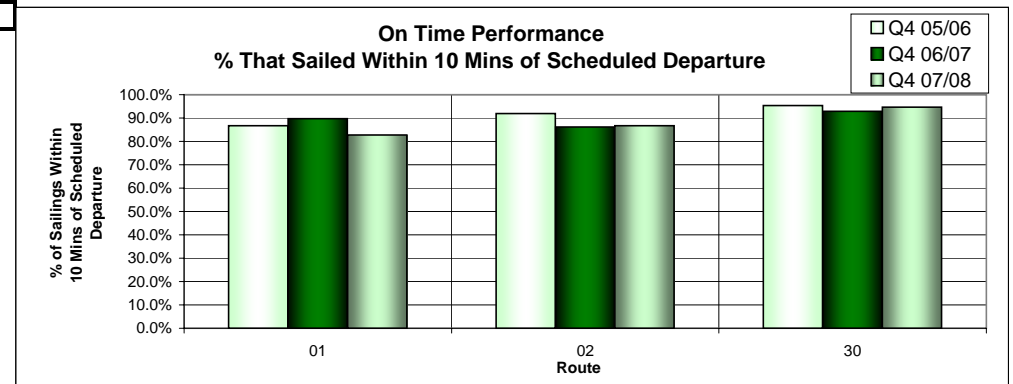
APPENDIX 4: Round Trip Service Delivery and On Time Performance for the 4th Quarter - 2007/08 Ending March 31, 2008

ROUTE GROUP: Major Routes



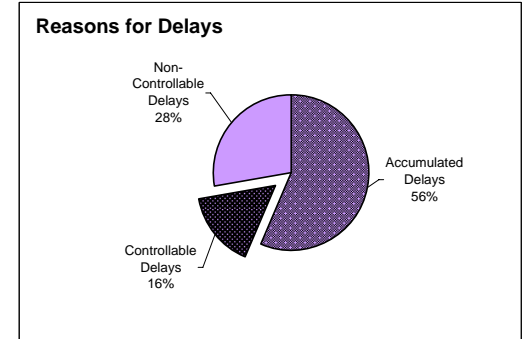
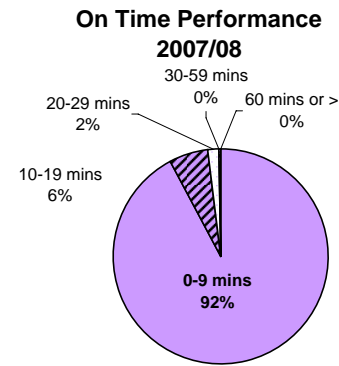
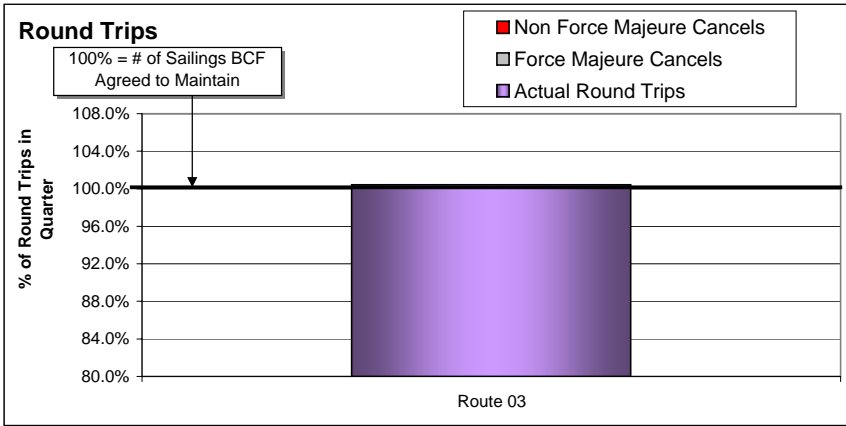
Controllable = Under the control of the company (loading procedure, crewing level, etc.)
Non-Controllable = Out of the control of the company (bad weather, vehicle stalled, etc.)
Accumulated = Delays accumulated over the course of the day as a result of an earlier delay

Major Routes	Major Route Description	# of Scheduled Round Trips (RT)	# of Actual RT	Net Extra RT (Short RT)	% Sailings Overloaded
Route 01	Swartz Bay-Tsawwassen	797.0	802.0	5.0	58.6%
Route 02	Horseshoe Bay-Departure Bay	731.0	738.0	7.0	16.3%
Route 30	Duke Point-Tsawwassen	672.0	666.0	-6.0	23.9%
MAJOR Route Group Total		2,200.0	2,206.0	6.0	34.0%



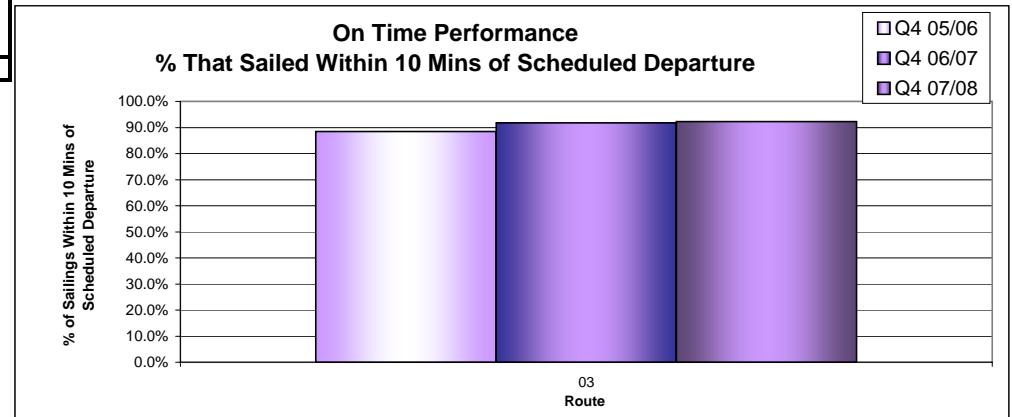
APPENDIX 4: Round Trip Service Delivery and On Time Performance for the 4th Quarter - 2007/08 Ending March 31, 2008

ROUTE GROUP: Route 03



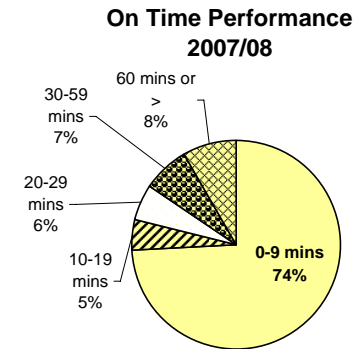
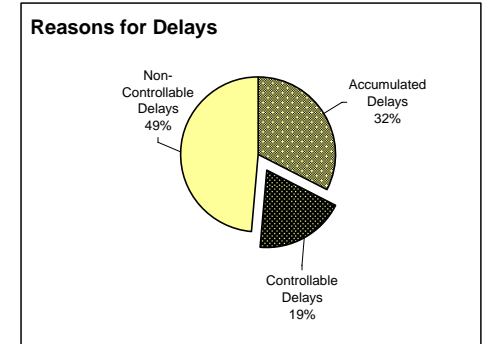
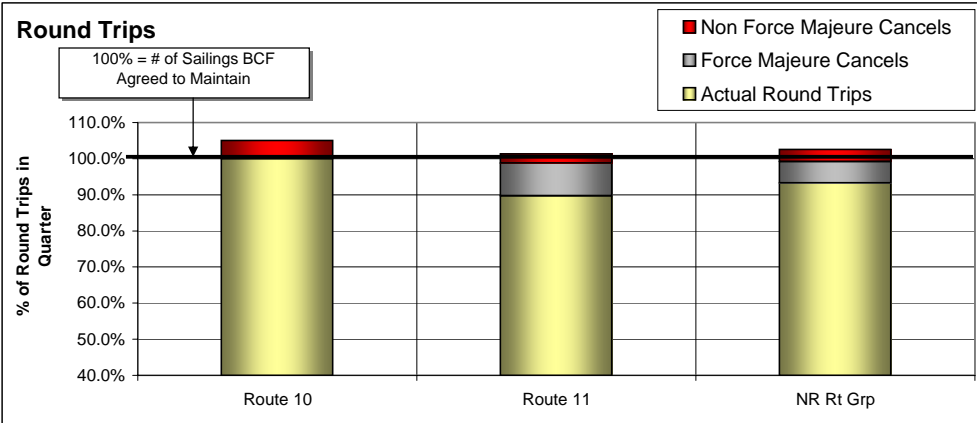
Controllable = Under the control of the company (loading procedure, crewing level, etc.)
Non-Controllable = Out of the control of the company (bad weather, vehicle stalled, etc.)
Accumulated = Delays accumulated over the course of the day as a result of an earlier delay

Route 03	Route Description	# of Scheduled Round Trips (RT)	# of Actual RT	Net Extra RT (Short RT)	% Sailings Overloaded
Route 03	Horseshoe Bay-Langdale	727.0	730.0	3.0	5.6%



APPENDIX 4: Round Trip Service Delivery and On Time Performance for the 4th Quarter - 2007/08 Ending March 31, 2008

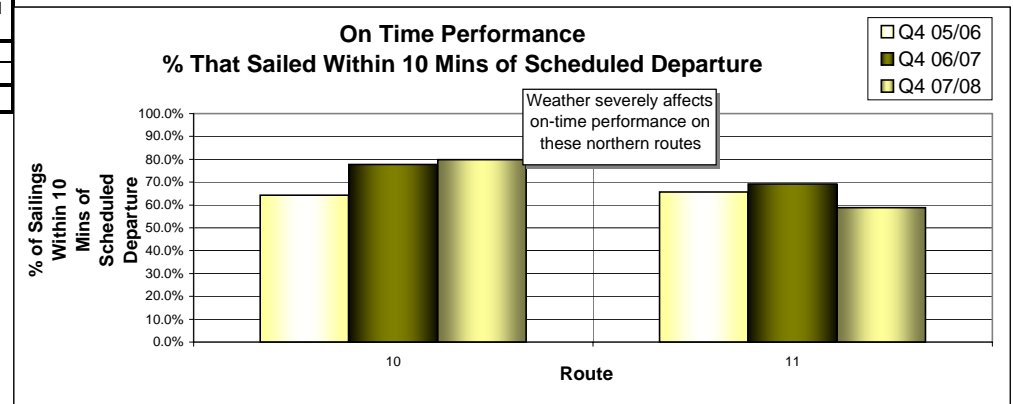
ROUTE GROUP: Northern Routes



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

Northern Routes	Northern Route Description	# of Scheduled Round Trips (RT)	# of Actual RT	Net Extra RT (Short RT)	% Sailings Overloaded
Route 10	Port Hardy-Prince Rupert	20.0	20.0	0.0	0.0%
Route 11	Skidegate-Prince Rupert	39.0	35.0	-4.0	2.9%
NORTHERN Route Group Total		59.0	55.0	-4.0	0.8%

Note: The Nimpkish provided supplementary service from Bella Bella to Mid-Coast ports in May 2006.



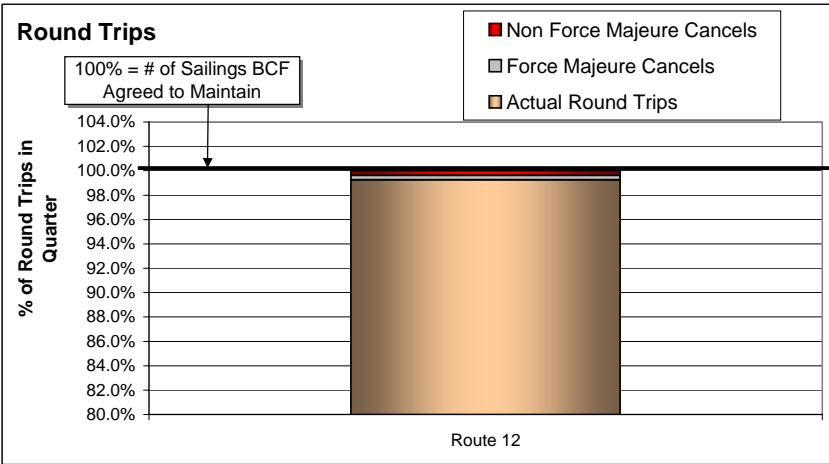
**APPENDIX 4: Round Trip Service Delivery and On Time Performance
for the 4th Quarter - 2007/08
Ending March 31, 2008**

ROUTE GROUP: Route 40

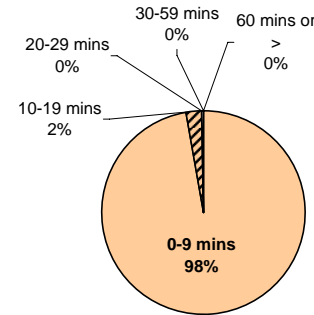
The 4th quarter figures are not available for this route because Route 40 is only operational in the summer.

APPENDIX 4: Round Trip Service Delivery and On Time Performance for the 4th Quarter - 2007/08 Ending March 31, 2008

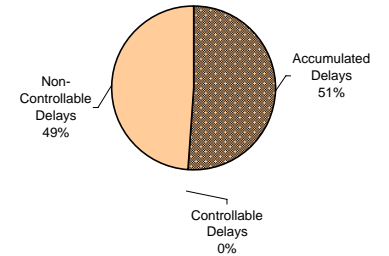
ROUTE GROUP: Route 12



On Time Performance 2007/08



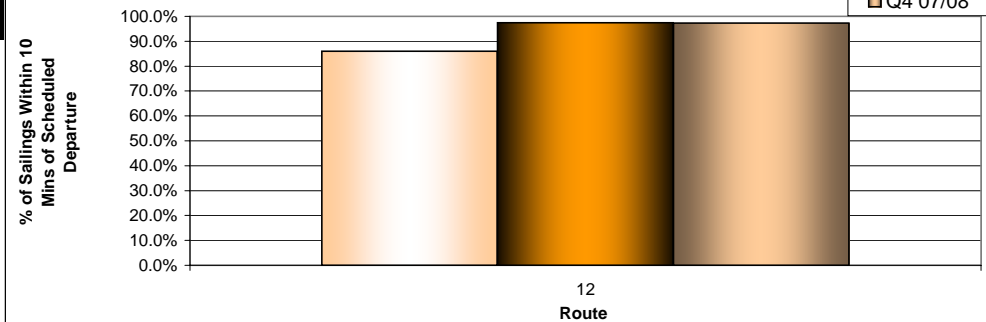
Reasons for Delays



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

Route 12	Route Description	# of Scheduled Round Trips (RT)	# of Actual RT	Net Extra RT (Short RT)	% Sailings Overloaded
Route 12	Mill Bay-Brentwood Bay	797.0	791.0	-6.0	7.3%

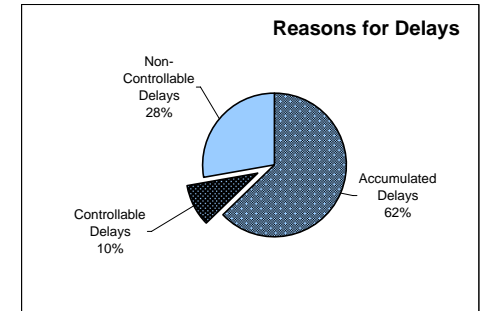
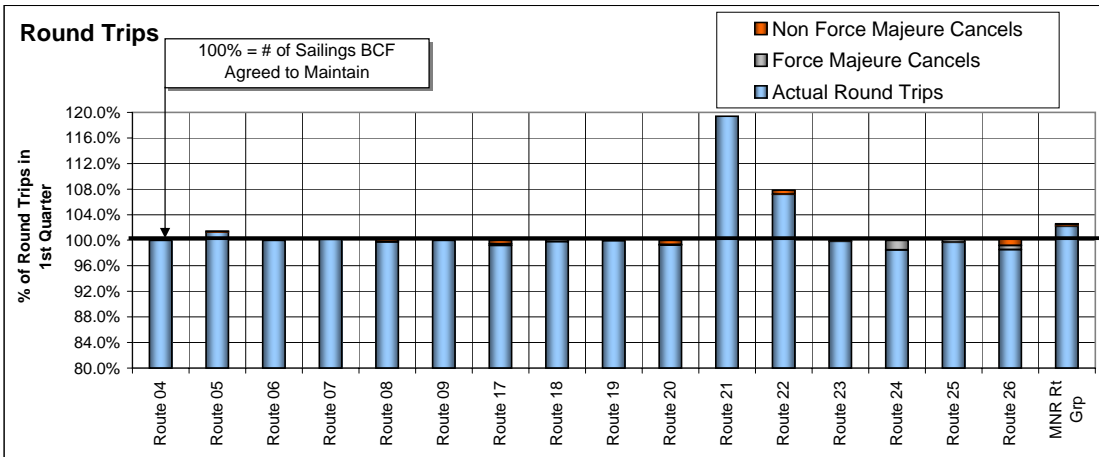
On Time Performance % That Sailed Within 10 Mins of Scheduled Departure



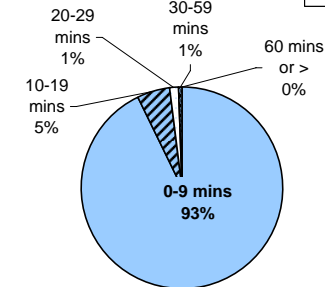
NOTES: (1) Sailings greater than the 100% BCF agreed to maintain are a result of traffic demand
 (2) Force Majeure means something beyond control of the company (e.g. bad weather)

APPENDIX 4: Round Trip Service Delivery and On Time Performance for the 4th Quarter - 2007/08 Ending March 31, 2008

ROUTE GROUP: Minor Routes



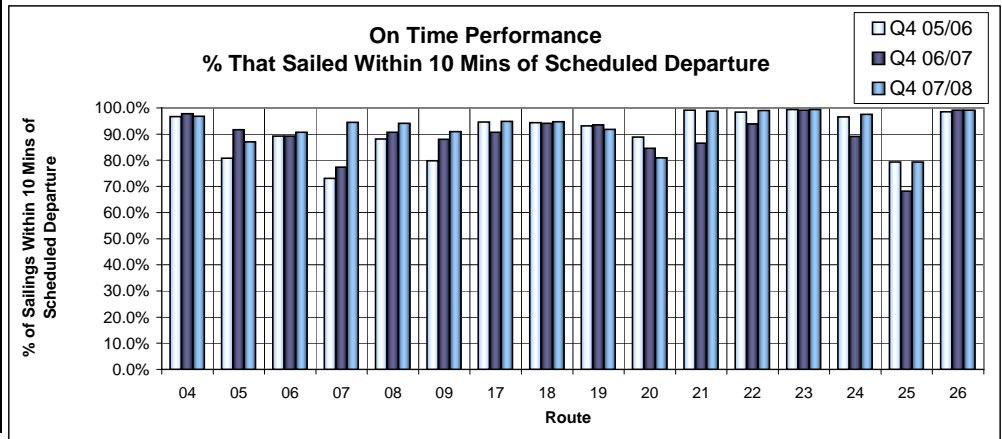
On Time Performance 2007/08



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

Minor Routes	Minor Route Description	# of Scheduled Round Trips (RT)	# of Actual RT	Net Extra RT (Short RT)	% Sailings Overloaded
Route 04	Swartz Bay-Fulford Harbour	714.0	714.0	0.0	3.9%
Route 05	Swartz Bay-Southern Gulf Islands	855.0	866.0	11.0	3.9%
Route 06	Crofton-Vesuvius Bay	1,255.0	1,255.0	0.0	1.2%
Route 07	Earls Cove-Saltrey Bay	714.0	715.0	1.0	0.9%
Route 08	Horseshoe Bay-Bowen Island	1,387.5	1,383.5	-4.0	6.3%
Route 09	Tsawwassen-Long Harbour	182.0	182.0	0.0	1.1%
Route 17	Little River (Comox)-Powell River	363.0	360.0	-3.0	0.6%
Route 18	Westview (Powell River)-Blubber Bay (Texada)	909.0	907.0	-2.0	0.8%
Route 19	Nanaimo Harbour-Descanso Bay (Gabriola)	1,428.0	1,427.0	-1.0	4.0%
Route 20	Chemainus-Thetis-Kuper	999.0	991.0	-8.0	0.6%
Route 21	Buckley Bay-Denman West	1,532.0	1,829.0	297.0	10.8%
Route 22	Gravelly Bay (Denman East)-Shingle Spit (Hornby)	1,117.0	1,197.5	80.5	0.0%
Route 23	Campbell River-Quathiaski Cove (Quadra)	1,558.0	1,555.0	-3.0	2.3%
Route 24	Heriot Bay (Quadra)-Whaletown (Cortes)	532.0	524.0	-8.0	2.3%
Route 25	Port McNeill-Sointula-Alert Bay	986.0	983.0	-3.0	1.8%
Route 26	Skidegate-Alliford Bay	1,091.0	1,075.0	-16.0	1.1%
MINOR Route Group Total		15,622.5	15,964.0	341.5	3.1%

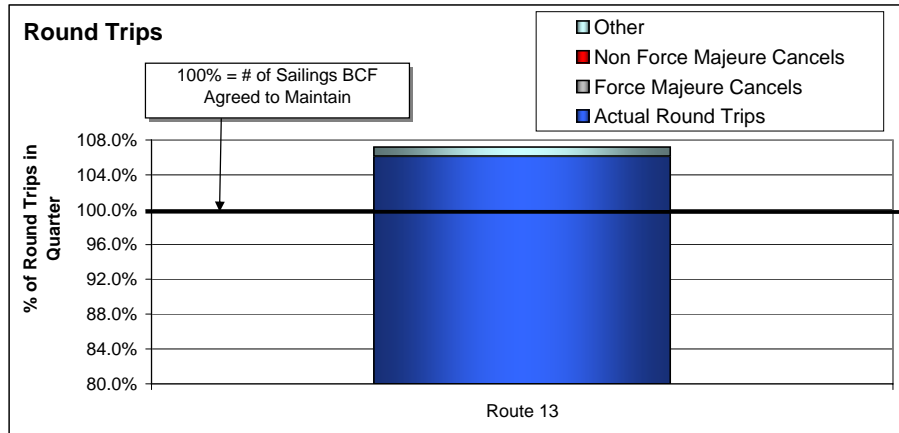
On Time Performance % That Sailed Within 10 Mins of Scheduled Departure



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 4th Quarter - 2007/08
Ending March 31, 2008**

ROUTE GROUP: Route 13 - Contracted Route



Route 13	Route Description	# of Scheduled Round Trips (RT)	# of Actual RT	Net Extra RT (Short RT)	% Sailings Overloaded
Route 13	Langdale - Keats - Gambier Island	1,029.0	1,092.0	63.0	Pass Only

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)