



**COASTAL FERRY SERVICES CONTRACT
4th QUARTER REPORTING**

2005/06

| For Commissioner | For Ministry | Report Name | Appendix |
|-------------------------|---------------------|---|-----------------|
| Yes | Yes | Operations Summary Report – 4 th Quarter | 1 |
| Yes | No | Cancelled Round Trips by Route and Route Group – 4 th Quarter | 2a |
| Yes | Yes | Cancelled Round Trips (by Days) for Route and Route Group (for cancels on days for allowed reasons only) – Calendar Year 2006 | 2b |
| Yes | No | Temporary Service Disruption (for cancels on days for disallowed reasons only) – 4 th Quarter | 2c |
| No | Yes | Fee Reduction Schedule – 4 th Quarter | 2d |
| Yes | No | Cancelled & Extra Round Trips by Route and Route Group – 4 th Quarter | 3 |
| Yes | No | Round Trip Service Delivery & On Time Performance Graphs – 4 th Quarter | 4 |
| Yes | Yes | Definitions | 5 |

APPENDIX 2a: CANCELLED ROUND TRIPS BY ROUTE AND ROUTE GROUP

(see detail for number of days allowed in contract in Appendix 1a, see detail for number of days not allowed in contract and in Appendix 1b and 1c-with applicable fee calculations as appropriate)

| 2005/06 4th Q. Ending Mar. 31/05 (quarter only) | | | | Cancels Allowed for in Schedule A, 2(a) of the Coastal Ferry Services Contract | | | | | | | | | | Cancels Not Allowed for in Schedule A, 2(a) of the Coastal Ferry Services Contract | | | | | Other RT Total | Grand Total of Round Trip Cancellations | % Cancelled of Scheduled Round Trips | | |
|---|---------------|-----------------|-----------------|---|-------------------------------------|-----------|------------------------------|--------------------------------------|-------------------|---------------------|--------------------|------------------|----------------------------|---|--------------------------|--------------------|--------------------|------------|-----------------------------|---|--|----------------|---------------|
| Route Group | | Terminal 1 | Terminal 2 | Scheduled Round Trips | Force Majeure Round Trip Cancels | | Force Majeure RT Total | Non Force Majeure Round Trip Cancels | | | | | | Non Force Majeure RT Total | Other Round Trip Cancels | | | | | | | | |
| | | | | | Major Incident | Weather | | Emerg. Response | Medical Emerg. | Regulatory Issue | Terminal Maint. | Vessel Maint. | Vessel Mech. Failure | | By Exemption | Community Event | Traffic Problem | No Traffic | Stat Holiday/ Fee Routes | Stat Holidays/ Non Fee Routes | | | |
| MJR | Route 01 | Swartz Bay | Tsawwassen | 774.0 | | 8 | 8.0 | | | | | | | | | | | | | 0.0 | 8 | 1.034% | |
| | Route 02 | Horseshoe Bay | Departure Bay | 720.0 | | | 0.0 | | | | | | | | | | | | | 0.0 | 1 | 0.139% | |
| | Route 30 | Duke Point | Tsawwassen | 692.0 | | 9 | 9.0 | | | | | | | | | | | | | 0.0 | 10 | 1.445% | |
| MJR Total | | | | 2,186.0 | 0 | 17 | 17.0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2.0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 19 | 0.869% |
| MNR | Route 04 | Fulford Harbour | Swartz Bay | 707.0 | | | 0.0 | | | | | | | | | | | | | 0.0 | 2 | 0.283% | |
| | Route 05 | Swartz Bay | Four SGIs | 849.0 | | 1 | 1.0 | | | | | | | | | | | | | 0.0 | 1 | 0.118% | |
| | Route 06 | Crofton | Vesuvius Bay | 1,242.0 | | 1 | 1.0 | | | | | | | | | | | | | 0.0 | 1 | 0.081% | |
| | Route 07 | Earls Cove | Saltery Bay | 707.0 | | | 0.0 | | | 1 | | | | | | | | | | 0.0 | 1 | 0.141% | |
| | Route 08 | Horseshoe Bay | Bowen Island | 1,374.0 | | | 0.0 | | 1 | | | | | | | | | | | 0.0 | 1 | 0.073% | |
| | Route 09 | Tsawwassen | Long Harbour | 180.0 | | 3 | 3.0 | | | | | 1 | | | | | | | | 0.0 | 4 | 2.222% | |
| | Route 17 | Little River | Powell River | 359.0 | | 8 | 8.0 | | | | | | | | | | | | | 0.0 | 8 | 2.228% | |
| | Route 18 | Texada | Powell River | 899.0 | | 9 | 9.0 | | 1 | 1 | | | | | | | | | | 0.0 | 11 | 1.224% | |
| | Route 19 | Nanaimo Harbour | Gabriola Island | 1,413.0 | | | 0.0 | | | | | 4 | | | | | | | | 0.0 | 4 | 0.283% | |
| | Route 20 | Chemainus | Thetis Island | 988.0 | | 4 | 4.0 | | | 1 | | 1 | | | | | | | | 0.0 | 6 | 0.607% | |
| | Route 21 | Buckley Bay | Denman West | 1,515.0 | | | 0.0 | | | | | | | | | | | | | 0.0 | 0 | 0.000% | |
| | Route 22 | Denman East | Hornby Island | 1,105.0 | | 7 | 7.0 | | | 2 | | 5 | | | | | | | | 0.0 | 14 | 1.267% | |
| | Route 23 | Campbell River | Quadra Island | 1,541.0 | | 9 | 9.0 | | | | | | | | | | | | | 0.0 | 9 | 0.584% | |
| Route 24 | Quadra Island | Cortes Island | 527.0 | | 9 | 9.0 | | | | | | | | | | | | | 0.0 | 9 | 1.708% | | |
| Route 25 | Port McNeill | Alert Bay | 976.0 | | 6 | 6.0 | | | 10 | | | | | | | | | | 0.0 | 16 | 1.639% | | |
| Route 26 | Skidegate | Alliford Bay | 1,079.0 | | 8 | 8.0 | | | | | 1 | | | | | | | | 0.0 | 9 | 0.834% | | |
| MNR Total | | | | 15,461.0 | 0 | 65 | 65.0 | 0 | 0 | 2 | 15 | 0 | 14 | 0 | 31.0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 96 | 0.621% |
| NR | Route 10 | Port Hardy | Prince Rupert | 18.5 | | 3 | 3.0 | | | | | | | | | | | | | 0.0 | 3 | 16.216% | |
| | Route 11 | Skidegate | Prince Rupert | 39.0 | | 4 | 6.0 | | | | | | | | | | | | | 0.0 | 6 | 15.385% | |
| NR Total | | | | 57.5 | 7 | 2 | 9.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0.0 | 9 | 15.652% | |
| R03 | Route 03 | Langdale | Horseshoe Bay | 719.0 | | | 0.0 | | | | | | | | | | | | | 0.0 | 4 | 0.556% | |
| R03 Total | | | | 719.0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4.0 | 0 | 0 | 0 | 0 | 0.0 | 4 | 0.556% | |
| R12 | Route 12 | Mill Bay | Brentwood Bay | 789.0 | | 3 | 3.0 | | | | 1 | | | | | | | | | 0.0 | 4 | 0.507% | |
| R12 Total | | | | 789.0 | 0 | 3 | 3.0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1.0 | 0 | 0 | 0 | 0 | 0.0 | 4 | 0.507% | |
| R13 | Route 13 | Langdale | Gambier/Keats | 1,016.0 | | | 0.0 | | | | | | | | | | 4 | | | 4.0 | 4 | 0.394% | |
| R13 Total | | | | 1,016.0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 4 | 0 | 4.0 | 4 | 0.394% | |
| R40 | Route 40 | Port Hardy | Mid-coast | 0.0 | | | 0.0 | | | | | | | | | | | | | 0.0 | 0 | 0.000% | |
| R40 Total | | | | 0.0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0.0 | 0 | 0.000% | |
| Company Total | | | | 20,228.5 | 7 | 87 | 94.0 | 0 | 0 | 2 | 16 | 0 | 20 | 0 | 38.0 | 0 | 0 | 0 | 4 | 0 | 4.0 | 136.0 | 0.672% |

% Cancelled of Total Scheduled Round Trips 0.035% 0.430% 0.465% 0.000% 0.000% 0.010% 0.079% 0.000% 0.099% 0.000% 0.188% 0.000% 0.000% 0.000% 0.020% 0.000% 0.020% 0.672%

APPENDIX 2b: CANCELLED ROUND TRIPS

(by *****Days*****)

FOR ROUTE AND ROUTE GROUP

(for cancels on days for allowed reasons only)

| 2006 Calendar Year (Cumulative/YTD) | | | | Force Majeure DAYS when Round Trips Missed | Non Force Majeure DAYS when Round Trips Missed | Cumulative # Days when Round Trips Missed / CALENDAR YEAR: Jan-Dec 2006 <i>Allowed 30</i> <i>Cumulative Days per Contract</i> | Highest Consecutive # of Days when Round Trips Missed / FISCAL YEAR: Apr/05 - Mar/06 <i>Allowed 20</i> <i>Consecutive Days per Contract</i> |
|--|--------------|-----------------|-----------------|--|--|--|---|
| Route Group | Terminal 1 | Terminal 2 | | | | | |
| MJR | Route 01 | Swartz Bay | Tsawwassen | 4.0 | | 4.0 | 2 |
| | Route 02 | Horseshoe Bay | Departure Bay | | 1.0 | 1.0 | 4 |
| | Route 30 | Duke Point | Tsawwassen | 3.0 | 1.0 | 4.0 | 3 |
| MNR | Route 04 | Fulford Harbour | Swartz Bay | | 2.0 | 2.0 | 1 |
| | Route 05 | Swartz Bay | Four SGIs | 1.0 | | 1.0 | 1 |
| | Route 06 | Crofton | Vesuvius Bay | 1.0 | | 1.0 | 2 |
| | Route 07 | Earls Cove | Saltery Bay | | 1.0 | 1.0 | 1 |
| | Route 08 | Horseshoe Bay | Bowen Island | | 1.0 | 1.0 | 1 |
| | Route 09 | Tsawwassen | Long Harbour | 3.0 | 1.0 | 4.0 | 1 |
| | Route 17 | Little River | Powell River | 6.0 | | 6.0 | 1 |
| | Route 18 | Texada | Powell River | 4.0 | 2.0 | 6.0 | 1 |
| | Route 19 | Nanaimo Harbour | Gabriola Island | | | 0.0 | 1 |
| | Route 20 | Chemainus | Thetis Island | 3.0 | 2.0 | 5.0 | 2 |
| | Route 21 | Buckley Bay | Denman West | | | 0.0 | 1 |
| | Route 22 | Denman East | Hornby Island | 3.0 | 3.0 | 6.0 | 2 |
| | Route 23 | Campbell River | Quadra Island | 4.0 | | 4.0 | 1 |
| | Route 24 | Quadra Island | Cortes Island | 5.0 | | 5.0 | 1 |
| Route 25 | Port McNeill | Alert Bay | 3.0 | 1.0 | 4.0 | 1 | |
| Route 26 | Skidegate | Alliford Bay | 3.0 | 1.0 | 4.0 | 3 | |
| NR | Route 10 | Port Hardy | Prince Rupert | 3.0 | | 3.0 | 1 |
| | Route 11 | Skidegate | Prince Rupert | 6.0 | | 6.0 | 2 |
| R03 | Route 03 | Langdale | Horseshoe Bay | | 4.0 | 4.0 | 3 |
| R12 | Route 12 | Mill Bay | Brentwood Bay | 1.0 | 1.0 | 2.0 | 13 |
| R13 | Route 13 | Langdale | Gambier/Keats | | | 0.0 | 0 |
| R40 | Route 40 | Port Hardy | Mid-coast | | | 0.0 | 0 |

Notes:

(1) Cancellations noted under 'Other' reasons are not included in Days calculations as fees are deducted on an individual occurrence basis for these cancellations

(2) The Coastal Ferry Services Contract requires reporting to Calendar Year for Cumulative Days and to Fiscal Year for Consecutive Days

APPENDIX 2c: TEMPORARY SERVICE DISRUPTION - For the 4th Quarter Ended April 31, 2006 (for disallowed reasons)



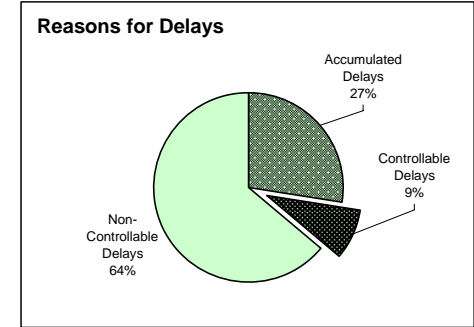
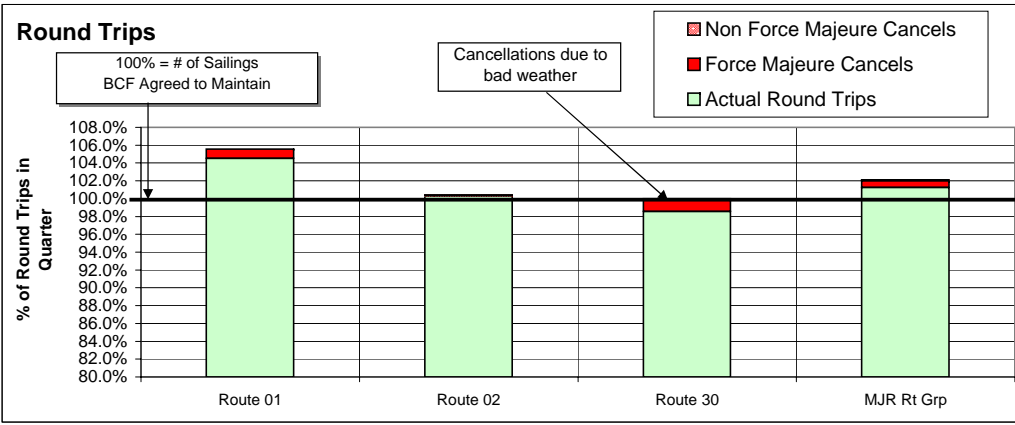
| Route Group | # of Round Trips Cancelled | Vessel | Cancel Allowed? (See Note 1) | Month | Cause (See Note 2) | Date of Occurrence |
|--------------------------|----------------------------|----------------|------------------------------|----------|--------------------|--------------------|
| Group 7: Route 13 | | | | | | |
| Route 13 | 2 | Charter Vessel | No | Jan-2006 | No Traffic | 01-Jan-2006 |
| | 2 | Charter Vessel | No | Feb-2006 | No Traffic | 01-Feb-2006 |

APPENDIX 3: CANCELLED & EXTRA ROUND TRIPS BY ROUTE AND ROUTE GROUP

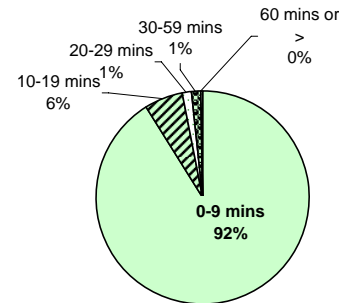
| 2005/06 | | | | Scheduled Round Trips | # Round Trips Cancelled (allowed + not allowed) | Calculated Extra Round Trips | Reported Actual # Round Trips | Net Extra/Short Round Trips |
|--|-----------|-----------------|-----------------|-----------------------|---|------------------------------|-------------------------------|-----------------------------|
| 4th Q. Ending Mar. 31/05 (quarter only) | | | | | | | | |
| Route Group | | Terminal 1 | Terminal 2 | | | | | |
| MJR | Route 01 | Swartz Bay | Tsawwassen | 774.0 | 8.0 | 43.0 | 809.0 | 35.0 |
| | Route 02 | Horseshoe Bay | Departure Bay | 720.0 | 1.0 | 3.0 | 722.0 | 2.0 |
| | Route 30 | Duke Point | Tsawwassen | 692.0 | 10.0 | 0.0 | 682.0 | -10.0 |
| MJR Total | | | | 2,186.0 | 19.0 | 46.0 | 2,213.0 | 27.0 |
| MNR | Route 04 | Fulford Harbour | Swartz Bay | 707.0 | 2.0 | 0.0 | 705.0 | -2.0 |
| | Route 05 | Swartz Bay | Four SGIs | 849.0 | 1.0 | 3.0 | 851.0 | 2.0 |
| | Route 06 | Crofton | Vesuvius Bay | 1,242.0 | 1.0 | 1.0 | 1,242.0 | 0.0 |
| | Route 07 | Earls Cove | Saltery Bay | 707.0 | 1.0 | 1.0 | 707.0 | 0.0 |
| | Route 08 | Horseshoe Bay | Bowen Island | 1,374.0 | 1.0 | 1.0 | 1,374.0 | 0.0 |
| | Route 09 | Tsawwassen | Long Harbour | 180.0 | 4.0 | 1.0 | 177.0 | -3.0 |
| | Route 17 | Little River | Powell River | 359.0 | 8.0 | 0.0 | 351.0 | -8.0 |
| | Route 18 | Texada | Powell River | 899.0 | 11.0 | 4.0 | 892.0 | -7.0 |
| | Route 19 | Nanaimo Harbour | Gabriola Island | 1,413.0 | 4.0 | 0.0 | 1,409.0 | -4.0 |
| | Route 20 | Chemainus | Thetis Island | 988.0 | 6.0 | 1.0 | 983.0 | -5.0 |
| | Route 21 | Buckley Bay | Denman West | 1,515.0 | 0.0 | 2.0 | 1,517.0 | 2.0 |
| | Route 22 | Denman East | Hornby Island | 1,105.0 | 14.0 | 1.0 | 1,092.0 | -13.0 |
| | Route 23 | Campbell River | Quadra Island | 1,541.0 | 9.0 | 1.0 | 1,533.0 | -8.0 |
| | Route 24 | Quadra Island | Cortes Island | 527.0 | 9.0 | 0.0 | 518.0 | -9.0 |
| | Route 25 | Port McNeill | Alert Bay | 976.0 | 16.0 | 7.0 | 967.0 | -9.0 |
| Route 26* | Skidegate | Alliford Bay | 1,079.0 | 9.0 | 13.0 | 1,083.0 | 4.0 | |
| MNR Total | | | | 15,461.0 | 96.0 | 36.0 | 15,401.0 | -60.0 |
| NR | Route 10 | Port Hardy | Prince Rupert | 18.5 | 3.0 | 2.5 | 18.0 | -0.5 |
| | Route 11 | Skidegate | Prince Rupert | 39.0 | 6.0 | 3.0 | 36.0 | -3.0 |
| NR Total | | | | 57.5 | 9.0 | 5.5 | 54.0 | -3.5 |
| R03 | Route 03 | Langdale | Horseshoe Bay | 719.0 | 4.0 | 0.0 | 715.0 | -4.0 |
| R03 Total | | | | 719.0 | 4.0 | 0.0 | 715.0 | -4.0 |
| R12 | Route 12 | Mill Bay | Brentwood Bay | 789.0 | 4.0 | 0.0 | 785.0 | -4.0 |
| R12 Total | | | | 789.0 | 4.0 | 0.0 | 785.0 | -4.0 |
| R13 | Route 13 | Langdale | Gambier/Keats | 1,016.0 | 4.0 | 0.0 | 1,012.0 | -4.0 |
| R13 Total | | | | 1,016.0 | 4.0 | 0.0 | 1,012.0 | -4.0 |
| R40 | Route 40 | Port Hardy | Mid-coast | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| R40 Total | | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Company Total | | | | 20,228.5 | 136.0 | 87.5 | 20,180.0 | -48.5 |

APPENDIX 4: Round Trip Service Delivery and On Time Performance for the 4th Quarter - 2005/06 Ending March 31, 2006

ROUTE GROUP: Major Routes



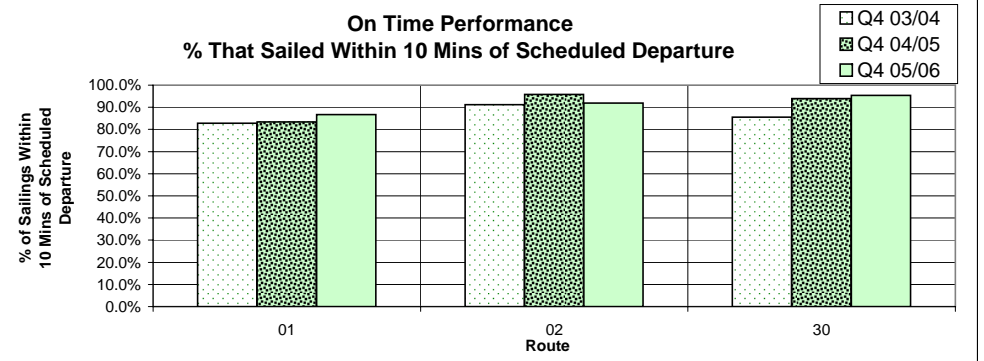
On Time Performance 2005/06



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

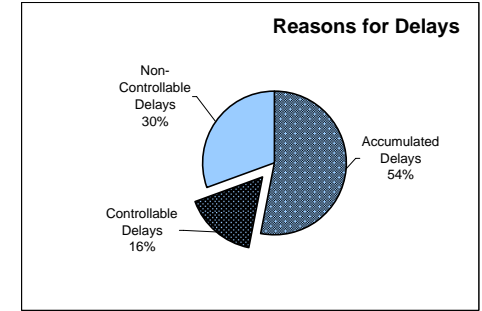
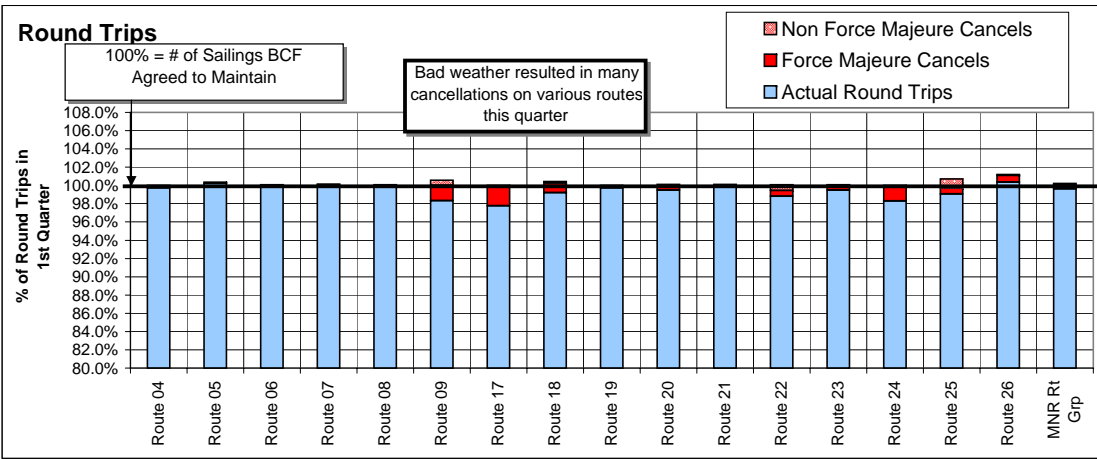
| Major Routes | Major Route Description | # of Scheduled Round Trips (RT) | # of Actual RT | Net Extra RT (Short RT) | % Sailings Overloaded |
|--------------------------------|-----------------------------|---------------------------------|----------------|-------------------------|-----------------------|
| Route 01 | Swartz Bay-Tsawwassen | 774.0 | 809.0 | 35.0 | 44.1% |
| Route 02 | Horseshoe Bay-Departure Bay | 720.0 | 722.0 | 2.0 | 12.8% |
| Route 30 | Duke Point-Tsawwassen | 692.0 | 682.0 | -10.0 | 3.0% |
| MAJOR Route Group Total | | 2,186.0 | 2,213.0 | 27.0 | 21.2% |

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

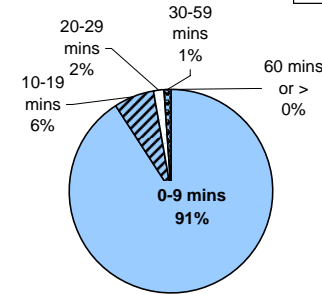


APPENDIX 4: Round Trip Service Delivery and On Time Performance for the 4th Quarter - 2005/06 Ending March 31, 2006

ROUTE GROUP: Minor Routes



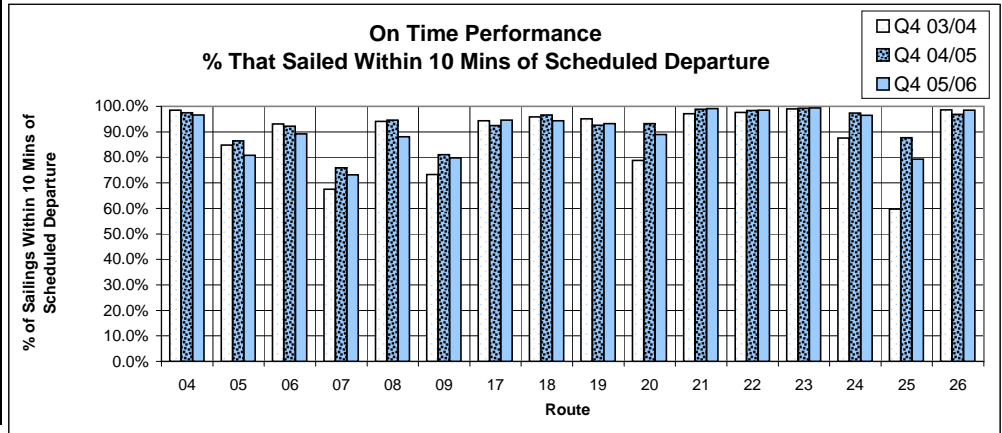
On Time Performance 2005/06



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 | 707.0 | 705.0 | -2.0 | 3.9% |
| Route 05 | Swartz Bay-Southern Gulf Islands | 849.0 | 851.0 | 2.0 | 4.6% |
| Route 06 | Crofton-Vesuvius Bay | 1,242.0 | 1,242.0 | 0.0 | 1.0% |
| Route 07 | Earls Cove-Saltrey Bay | 707.0 | 707.0 | 0.0 | 0.9% |
| Route 08 | Horseshoe Bay-Bowen Island | 1,374.0 | 1,374.0 | 0.0 | 9.7% |
| Route 09 | Tsawwassen-Long Harbour | 180.0 | 177.0 | -3.0 | 6.3% |
| Route 17 | Little River (Comox)-Powell River | 359.0 | 351.0 | -8.0 | 0.4% |
| Route 18 | Westview (Powell River)-Blubber Bay (Texada) | 899.0 | 892.0 | -7.0 | 0.7% |
| Route 19 | Nanaimo Harbour-Descanso Bay (Gabriola) | 1,413.0 | 1,409.0 | -4.0 | 8.7% |
| Route 20 | Chemainus-Thetis-Kuper | 988.0 | 983.0 | -5.0 | 1.0% |
| Route 21 | Buckley Bay-Denman West | 1,515.0 | 1,517.0 | 2.0 | 1.0% |
| Route 22 | Gravelly Bay (Denman East)-Shingle Spit (Hornby) | 1,105.0 | 1,092.0 | -13.0 | 0.1% |
| Route 23 | Campbell River-Quathiaski Cove (Quadra) | 1,541.0 | 1,533.0 | -8.0 | 4.6% |
| Route 24 | Heriot Bay (Quadra)-Whaletown (Cortes) | 527.0 | 518.0 | -9.0 | 2.1% |
| Route 25 | Port McNeill-Sointula-Alert Bay | 976.0 | 967.0 | -9.0 | 1.8% |
| Route 26 | Skidegate-Alliford Bay | 1,079.0 | 1,083.0 | 4.0 | 0.2% |
| MINOR Route Group Total | | 15,461.0 | 15,401.0 | -60.0 | 3.2% |

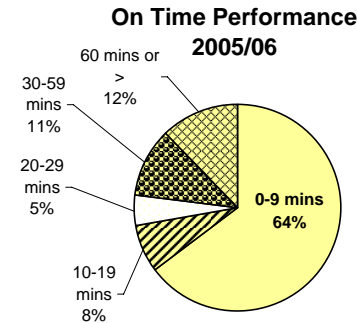
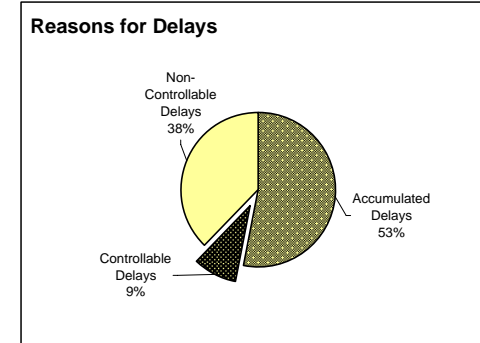
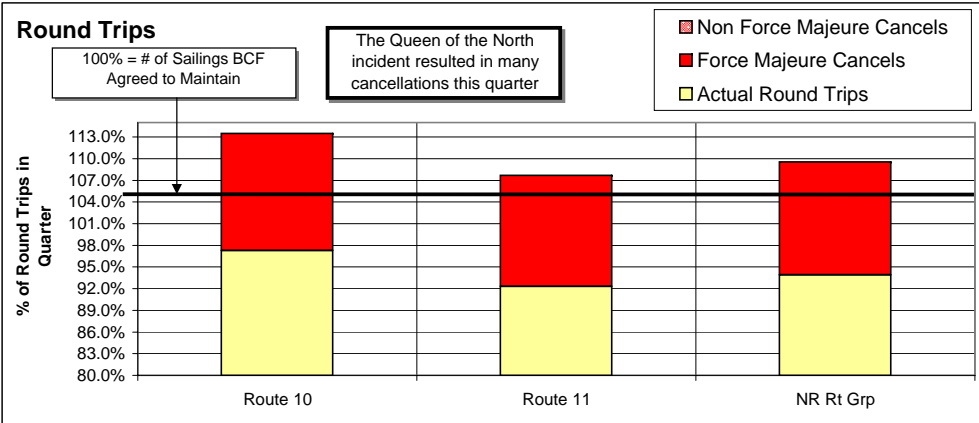
On Time Performance % That Sailed Within 10 Mins of Scheduled Departure



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)

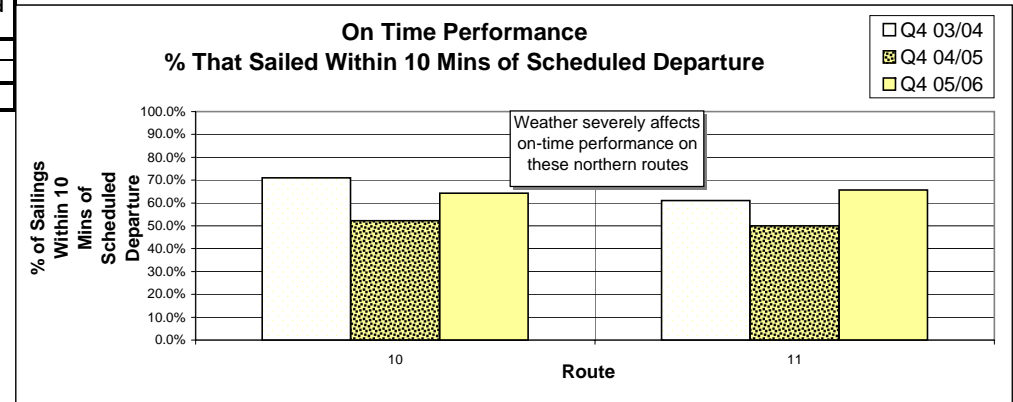
APPENDIX 4: Round Trip Service Delivery and On Time Performance for the 4th Quarter - 2005/06 Ending March 31, 2006

ROUTE GROUP: Northern Routes



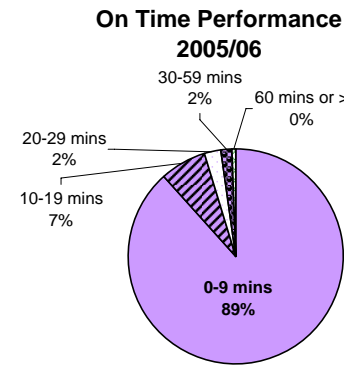
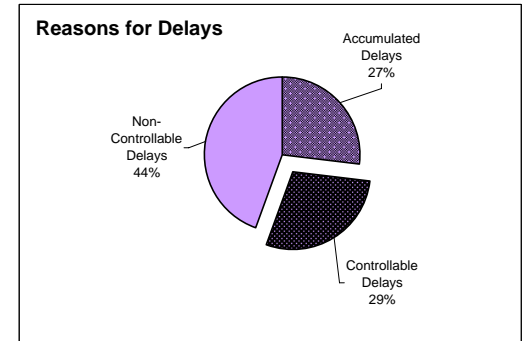
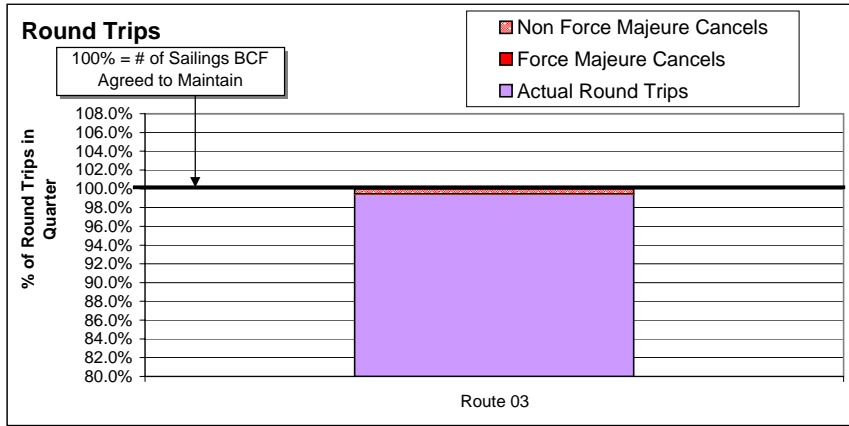
Controllable = Under the control of the company (loading procedure, crewing level, etc.)
Non-Controllable = Out of the control of the company (bad weather, vehicle stalled, etc.)
Accumulated = Delays accumulated over the course of the day as a result of an earlier delay

| 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 | 18.5 | 18.0 | -0.5 | 0.0% |
| Route 11 | Skidegate-Prince Rupert | 39.0 | 36.0 | -3.0 | 0.0% |
| NORTHERN Route Group Total | | 57.5 | 54.0 | -3.5 | 0.0% |



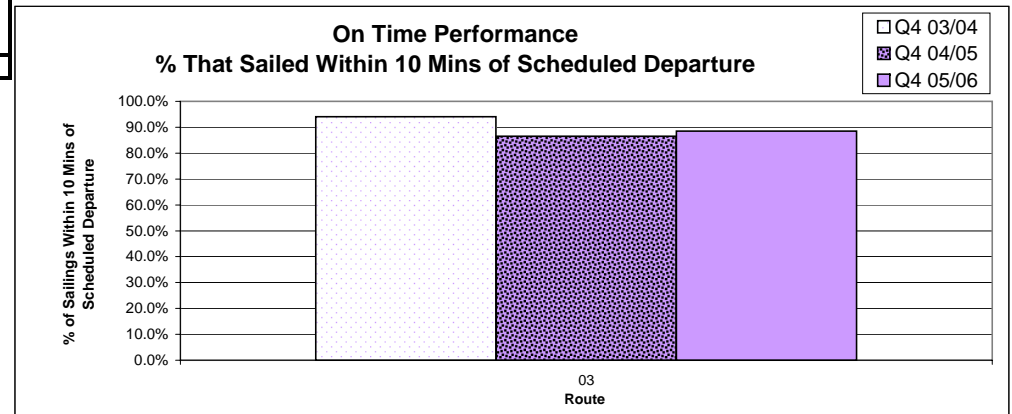
APPENDIX 4: Round Trip Service Delivery and On Time Performance for the 4th Quarter - 2005/06 Ending March 31, 2006

ROUTE GROUP: Route 03



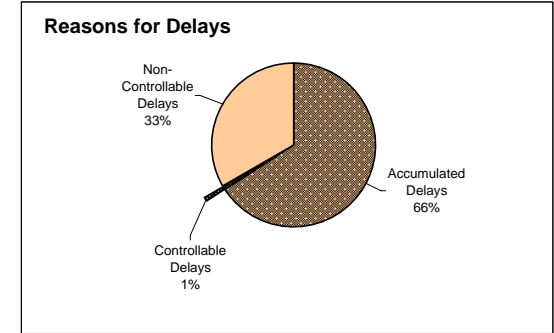
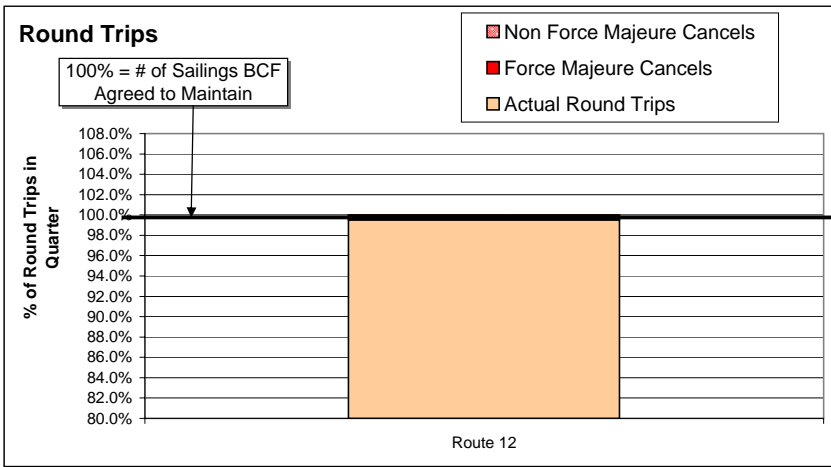
Controllable = Under the control of the company (loading procedure, crewing level, etc.)
Non-Controllable = Out of the control of the company (bad weather, vehicle stalled, etc.)
Accumulated = Delays accumulated over the course of the day as a result of an earlier delay

| Route 03 | Route Description | # of Scheduled Round Trips (RT) | # of Actual RT | Net Extra RT (Short RT) | % Sailings Overloaded |
|----------|------------------------|---------------------------------|----------------|-------------------------|-----------------------|
| Route 03 | Horseshoe Bay-Langdale | 719.0 | 715.0 | -4.0 | 4.8% |

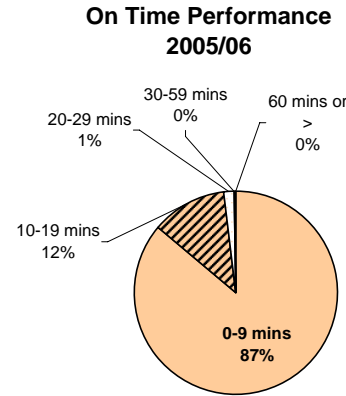


APPENDIX 4: Round Trip Service Delivery and On Time Performance for the 4th Quarter - 2005/06 Ending March 31, 2006

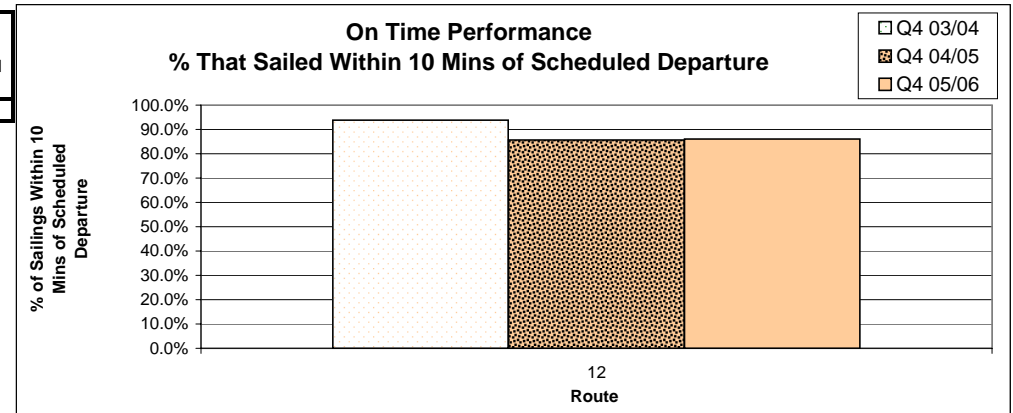
ROUTE GROUP: Route 12



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



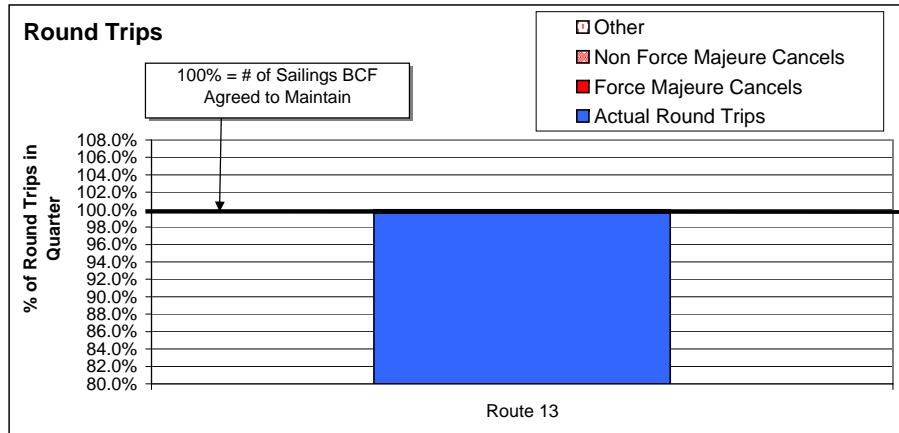
| Route 12 | Route Description | # of Scheduled Round Trips (RT) | # of Actual RT | Net Extra RT (Short RT) | % Sailings Overloaded |
|----------|------------------------|---------------------------------|----------------|-------------------------|-----------------------|
| Route 12 | Mill Bay-Brentwood Bay | 789.0 | 785.0 | -4.0 | 3.6% |



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 4th Quarter - 2005/06
Ending March 31, 2006**

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 | 1,016.0 | 1,012.0 | -4.0 | 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)

**APPENDIX 4: Round Trip Service Delivery and On Time Performance
for the 4th Quarter - 2005/06
Ending March 31, 2006**

ROUTE GROUP: Route 40

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

APPENDIX 5: DEFINITIONS

| <u>General Categories</u> | <u>Category</u> | <u>Type of Occurrence</u> |
|--|-------------------------------|---|
| Force Majeure (Article 15.23, 15.24 and 15.25) | Labour Disruption | Strikes, work stoppages, slowdowns. |
| | Weather | High winds, extreme tides, fog, heavy snow, storms, land slides, power outages etc. |
| | Major Incident | Sinking of a vessel |
| Non-Force Majeure (Schedule A, Article 2a) | Emergency Response | Vessel involved in marine rescue operation. |
| | Medical Emergency | Medical emergency on board with passenger or crew, ambulance requested assistance. |
| | Regulatory Issue | Labour shortages resulting in low license that would compromise safety, Transport Canada drills or inspections. |
| | Terminal Maintenance | Dock damaged and needs repair before it can be used, dock closed for maintenance reasons. Maintenance of ramps or terminal facility. |
| | Vessel Maintenance | Vessel delayed returning to service due to maintenance requirement, or taken out of service for extraordinary maintenance or repair. |
| | Vessel Mechanical Failure | Conditions in propulsion, navigation or other main systems requiring removal of vessel from service for repair. |
| Other | Community Event | Special events such as Christmas carol sailing. |
| | Heavy Traffic | Heavy traffic on route that delays sailing(s) and the vessel is unable to make up the time by the end of the day, resulting in cancelled sailing(s). |
| | No Traffic | On Route 13, some sailings within the core service level are subject to passenger request. When no request is made, no sailing occurs. |
| | Stat Holidays/ Fee Routes | On routes that receive fees from the Government, normally first sailings are cancelled during Statutory Holiday, such as Christmas and New Year, but some of these cancellations were not included in the Coastal Ferry Services contract. |
| | Stat Holidays/ Non Fee Routes | On routes that do not receive fees from the Government, normally first sailings are cancelled during Statutory Holiday, such as Christmas and New Year, but some of these cancellations were not included in the Coastal Ferry Services contract. |