

**Pelee Island Transportation Needs Study
Public Information Centre #2
Responses to Comments Received
(Aug 15, 2011)**

#	Comment Received	Response
Category #1: M.V Pelee Islander Replacement Alternatives		
1.1	Support Recommended Pelee Islander Replacement Alternative (moderately larger combined passenger/car/truck roll-on roll-off ferry with conventional bow visor/stern ramp)	Thank you for your comments.
1.2	<p>Concern About New Vessel - Should Be Faster</p> <ul style="list-style-type: none"> • Would definitely like to increase the speed of the trip • Ferries should be like conventional speeds used in BC, PEI, and in Europe • Ferry trip should take half the time • New vessel should be faster and not bigger, concerns are with time and not capacity. 	<p>The study team recognizes the importance to many users of a faster vessel that provides shorter trip duration.</p> <p>However, as indicated in Section 4.3.5 of the Alternatives Report:</p> <ul style="list-style-type: none"> • For the recommended vessel alternative an increase in service speed from 13 knots to 18 knots would increase fuel consumption as by a factor of 2.7, which increases fuel consumption from 800 litres to 2,160 litres per one-way 35 km trip, and increases annual fuel costs from \$465,912 to \$1,257,962 for an average sailing season of 719 trips. • Because of the time spent maneuvering in port, accelerating to service speed, and decelerating to docking speed, the time saving for the trip would be 15 – 20 minutes. • These limited benefits make it difficult to justify a large increase in fuel consumption from both cost and environmental perspectives.
1.3	<p>Concern About New Vessel - Should be Able to Operate in Ice Conditions</p> <ul style="list-style-type: none"> • Change ice classification to extend the sailing season to end of December and start early to mid-March • Pelee Islander replacement should be an icebreaker that can service the Island all winter. 	<ul style="list-style-type: none"> • The hull is being designed with some ice strengthening in mind, which would allow the new ferry to operate under conditions of some floating ice in the event of unanticipated urgent service requirements. • However, the early April to mid-December ferry sailing season is based upon dates when there is a reasonable demand for transportation that cannot be accommodated by the aircraft schedule. Winter ice-breaker ferry service plus bubbler systems at the ports to keep them from freezing over would be cost-prohibitive.

**Pelee Island Transportation Needs Study
Public Information Centre #2
Responses to Comments Received
(Aug 15, 2011)**

#	Comment Received	Response
		<ul style="list-style-type: none"> • In addition, the federal government would charges ice breaking fees within the window of mid-December to mid-April.
1.4	<p>Concerns About New Vessel – Design Aspects</p> <ol style="list-style-type: none"> 1. Design should reduce windage area, the high bow will cause problems docking 2. Funnel design should be tunnel tested to ensure stack gas clears passenger deck 3. Hull design looks poor, should have tank testing to ensure fuel economy 4. New vessel will drag the lake behind it. 5. Will azimuth thrusters be used as the main propulsion? 	<p>The plan presented at the public information centre (PIC) in May 2011 was developed for concept purposes only, to ensure that the selected vehicle carrying capacity could be achieved in the fixed dimensions, and to provide presentation material at the PIC. This conceptual plan has not yet been carried into the design process where innumerable details will be refined / developed. That said:</p> <ol style="list-style-type: none"> 1. The thrusters will take care of the windage. As with the Jiimaan, the "high bow" is required for the vizor to give sufficient clearance for trucks when it is open. 2. Funnel design will be further developed in the actual design stage of the vessel. The smoke plume can be reasonably determined without wind tunnel testing. 3. The hull lines will be further developed in the design stage 4. The hull lines shown in the concept plan will easily make the required speed with the power as proposed. 5. The propulsion system selected is 4-engine diesel power plant with 2 engines per propeller shaft line. Azimuth propulsion will not be utilized.
1.5	<p>Prefer Alternative 1(g) High Speed Passenger-Only Ferry (30 plus knots)</p>	<p>As indicated in Section 4.3.7 of the Alternatives Report, this alternative is not considered viable because:</p> <ul style="list-style-type: none"> • it would cause an overall reduction of ferry service vehicle carrying capacity (an underlying assumption for this study is that the number of ferry vessels would not be higher than the current two ships); • high speed cannot be reasonably maintained under high wave conditions; and

**Pelee Island Transportation Needs Study
Public Information Centre #2
Responses to Comments Received
(Aug 15, 2011)**

#	Comment Received	Response
		<ul style="list-style-type: none"> most people need a car while on the Island because its attractions and services are for the most part widely spaced and distanced from the ports.
1.6	Ensure That The Replacement Will Be Ready When The Old Boat Is Taken Out Of Service.	It is anticipated that the replacement for the Pelee Islander replacement will take approximately 60 months to be built (from commencement of design through to completion of construction. The 20-year transportation strategy assumes that the Pelee Islander will be maintained to remain in service until its replacement is put in service.
Category #2: M.V. Jiimaan Improvement Alternatives		
2.1	Support Recommended Jiimaan Improvement Alternative <ul style="list-style-type: none"> Support more bow thruster capability (20-28 knots) Support engine redundancy Jiimaan's name should be changed after improvements because of its reputation for unreliability 	Thank you for your comments.
2.2	Concern About Jiimaan Improvements - Should Select Azimuth Propulsion/Steerage System <ul style="list-style-type: none"> Azimuth propulsion/steerage system would provide improved steerage to maneuver the extended vessel in port Four diesel-electric engines would weigh too much. 	ALTERNATIVE 2(e) WILL BE SELECTED INSTEAD OF ALTERNATIVE 2(d). The Jiimaan will still be provided with an additional bow thruster, and the hull will still be extended for additional vehicle carrying capacity. However, instead of a 4-engine diesel power plant, the Jiimaan will be provided with two azimuth drive units. Although this doesn't provide as great an increase in propulsion system redundancy, it provides improved steerage to maneuver the extended vessel in port.
2.3	Concern About Jiimaan Improvements - Needs Improved Tethering System <ul style="list-style-type: none"> Replace heavy wire tethering cable with Amsteel Blue braided rope, which is lighter and much easier for crew and dock hands to handle, particularly during heavy weather conditions (it also lasts 3 times longer). 	ALTERNATIVE 2(e) WILL BE ENHANCED BY REPLACING THE EXISTING HEAVY WIRE TETHERING SYSTEM WITH BRAIDED ROPE. The study team agrees that the heavy wire tethering cable should be replaced with the appropriate strength of braided rope. This would require replacement of the whole winch system. This will be pursued as a maintenance / operational improvement the next time the wire tethering cable

**Pelee Island Transportation Needs Study
Public Information Centre #2
Responses to Comments Received
(Aug 15, 2011)**

#	Comment Received	Response
		needs to be replaced.
2.4	<p>Concern About Jiimaan Improvements - Is Much Larger than Needed</p> <ul style="list-style-type: none"> Jiimaan is much larger than boat needed. Just need ferry with lots of vehicle space and a place for passengers to get in and out of the weather at times. 	<p>The Jiimaan was found to be primarily in like new condition during a condition inspection undertaken as part of this study in spring 2010, and its future life span is anticipated to be between 22 and 25 years. The study therefore determined that its problems with respect to inadequate vehicle carrying capacity, inadequate maneuverability and inadequate engine redundancy should be rectified so that the vessel remains in service.</p>
2.5	<p>Concern About Jiimaan Improvements - Should be Faster</p> <ul style="list-style-type: none"> With new engines that Jiimaan should be faster and the crossing time reduced from 1.5 hours Ferry time should be able to be cut in half 	<p>The study team recognizes the importance to many users of a faster vessel that provides shorter trip duration.</p> <p>However, as indicated in Section 5.3.6 of the Alternatives Report:</p> <ul style="list-style-type: none"> An increase in service speed from 12.5 knots to 18 knots would increase fuel consumption as by a factor of 3, which increases fuel consumption from 800 litres to 2,400 litres per one-way 35 km trip, and increases annual fuel costs from \$656,424 to \$1,969,272 for an average sailing season of 1013 trips. Because of the time spent maneuvering in port, accelerating to service speed, and decelerating to docking speed, the time saving for the trip would be 15 – 20 minutes. <p>These limited benefits make it difficult to justify an increase in fuel consumption from both cost and environmental perspectives.</p>
2.6	<p>Concern About Jiimaan Improvements – Should Have VSP Propulsion System</p> <ul style="list-style-type: none"> Voith Schneider or VSP propulsion method should be considered, it has high maneuverability, little maintenance and lack of breakdowns with this technology, less vibration, less draw, and comparable or better fuel usage over a conventional 	<p>Voith propellers are great for handling and are used extensively on tugs for that reason. They are vulnerable in shallow water.</p> <p>The PEI summer boats ("Holiday Island" and "Vacationland") were designed to be "fair weather boats". They were fitted with Voith propellers for very high maneuverability. The reason for</p>

**Pelee Island Transportation Needs Study
Public Information Centre #2
Responses to Comments Received
(Aug 15, 2011)**

#	Comment Received	Response
	prop.	<p>the Voith was to minimize the turn- around time at the dock and for no other reason, and this is not a problem with the Pelee Island ferry service. Their crossing time is about 45 minutes across the Northumberland Strait and as such they do not see the same "sea" conditions as the Pelee Island ferries. If there was even if whiff of ice they were out of service because of their propulsion system.</p> <p>At the time of their operation Marine Atlantic had two other boats they could put into service if the weather got nasty.</p> <p>At the time of the May 2011 PIC, the strategy recommended a 4-engine diesel power plant with 2 engines per propeller shaft line to maximize engine redundancy. In the interest of greater maneuverability, this has been changed to a propulsion system with two diesel-electric units and two azimuth units in the stern. Propulsion system redundancy isn't increased as much, but in the event that one of the diesel electric power plants breaks down, the vessel can remain in service while it is repaired, since the remaining diesel-electric power plant can safely propel the vessel a speed of approximately 10 knots. Today if one of the engines breaks down, Transport Canada requires that the vessel be taken out of service until it is repaired.</p> <p>With two azimuth units replacing the propellers and rudder in the stern, and with a second bow thruster installed in the bow, maneuverability of the Jiimaan will be greatly increased.</p>
2.7	<p>Concern About Jiimaan Improvements – Some Additional Improvements Should be Considered</p> <ol style="list-style-type: none"> 1. The Jiimaan should be lower to the water for better aerodynamic ability 2. The vehicle deck should be open, with large portals which allow the wind to pass through the hull. Reducing fuel costs, time, and making it easier to handle. 	<ol style="list-style-type: none"> 1. The Jiimaan can't be made lower to the water without virtually rebuilding it, which is not practical. 2. It would be preferable if the vehicle deck was more open, but the Jiimaan has a mezzanine which cannot be opened. With a full load of vehicles on board including trucks the effect of large portals is lost anyway.

**Pelee Island Transportation Needs Study
Public Information Centre #2
Responses to Comments Received
(Aug 15, 2011)**

#	Comment Received	Response
2.8	Consider Keeping The Old Islander In Service After The New Pelee Islander Is Built Until The Jiimaan Repairs Have Been Completed	It is probable that the Jiimaan improvements will be completed before the replacement for the Pelee Islander is in service. The 20-year transportation strategy assumes that the Pelee Islander will be maintained to remain in service until its replacement is put in service.
Category #3: Two-versus-One Ferry System Alternatives		
3.1	Support the Recommended Two-Ferry System • In favour of two ferry system to US and Ontario	Thank you for your comments.
3.2	Would like a One-Ferry System to Ontario Mainland Only 1. Would like American ferry service to be an American operator. Turn over the whole America service to an American operator. 2. Encourage and facilitate private ferry operators from Ohio to supplement the service from Ohio 3. Do not need a new Pelee Islander	1. It is unlikely that a private operator would be prepared to offer the ferry service at the subsidized ticket cost charged by MTO. MTO is not prepared to pay or subsidize a private operator to provide the ferry service to the U.S. If a private sector operator were to take over the U.S. Service, the Province of Ontario would not be willing to restore its service if the private operator subsequently bowed out. Given the above, the Township of Pelee Island has indicated that it does not want this possibility pursued. 2. Private ferry operators are free to make their own arrangements with the federal government to use Pelee Island Scudder Dock. The Province of Ontario is not willing to subsidize a private operator to supplement its U.S. service. MTO and OSTC are not prepared to renegotiate approved border security arrangements for Pelee Island West Dock to be shared with a private operator. They are also not willing to deal with the possibility of inadequate safe docking for additional vessels during poor weather conditions. 3. The Pelee Islander primarily serves the Ontario mainland,

**Pelee Island Transportation Needs Study
Public Information Centre #2
Responses to Comments Received
(Aug 15, 2011)**

#	Comment Received	Response
		<p>with the 5-year average of its voyages being 73% to the Ontario mainland, and 27% to the U.S..</p> <p>The municipality of Pelee Island, the Island's tourism industry, and numerous other stakeholders have indicated that they feel continuation of U.S. service is important.</p> <p>With only one ferry vessel, there is no ferry service if the vessel breaks down. The study team felt that this possibility would not be acceptable. In addition, even if the Jiimaan is extended for increased capacity, the total vehicle carrying capacity to the Ontario mainland would be inadequate.</p> <p>Given the above, the 20-year strategy recommends the replacement of the Pelee Islander.</p>

Category #4: Ferry Schedule Trip Frequency Timing Alternatives

Note: Ferry schedule trip/frequency alternatives were considered within the following context:

1. The Pelee Island transportation service will not consist of more than 2 ferry vessels.
2. The primary purpose of the ferry service is to provide a transportation link between Pelee Island and the rest of Ontario.
3. To provide adequate service to Ontario, the Jiimaan must be assigned to service the Ontario mainland only, and during peak travel time, the Pelee Islander or its replacement must make at least one daily return trip to the Ontario mainland.
4. Given the distance between Pelee Island and the Ontario mainland, the ferry service is not intended to be a daily commuter service.
5. The primary purpose of the ferry service to the U.S. is to provide access to Pelee Island for cottagers and other tourists during peak periods of tourist travel (i.e. when it has the highest potential to benefit the Pelee Island economy). This is deemed to be the Memorial Day holiday weekend and the elementary school holiday season (last week of June to first week of September).
6. The early April to mid-December ferry sailing season is based upon dates when there is strong certainty of no ice in the lake, and dates when there is a reasonable demand for transportation that cannot be accommodated by the aircraft schedule.
7. It is not practical for a ferry vessel to undertake more than 3 return trips per day on an ongoing basis for the Pelee Island service, because it would require hiring of additional officers and crew, and acquiring housing to accommodate them. This additional crew would be under-utilized because the increase in trips would not provide a full staff shift.
- 8. If schedule enhancements result in under-utilized trips, these enhancement will be revisited.**

**Pelee Island Transportation Needs Study
Public Information Centre #2
Responses to Comments Received
(Aug 15, 2011)**

#	Comment Received	Response
<p>Some U.S. cottagers have indicated that they should be entitled to U.S. service schedule improvements because of the municipal property taxes they pay. However, since the Township of Pelee Island does not contribute to the cost of operating the Pelee Island Ferry service, property taxes paid to the township do not support ferry operation in any way. The Ontario government currently provides a 70% subsidy to operate the service.</p>		
4.1	<p>Support Recommended Schedule Alternatives</p> <ul style="list-style-type: none"> • Like to see the later ferry from Ontario mainland to Pelee Island every Friday evening so folks can come after work to the Island, leading to another night for the bed and breakfasts 	<p>Thank you for your comments.</p>
4.2	<p>Concern About Schedule Recommendations – Should Have Earlier Morning Ferries</p> <ol style="list-style-type: none"> 1. Ferry should have earlier departure time from Ontario mainland to Pelee Island during summer for day trippers. Should be 8:00am 2. First departure from Pelee Island to Ontario mainland in July and August should be 8:00am rather than 9:00am (i.e. should be same as early spring and late fall sailing seasons) 	<ol style="list-style-type: none"> 1. ALTERNATIVE 4(c) WILL BE DELETED FROM THE STRATEGY since the requests for earlier departure conflicts with it, and both an 2 hour earlier first departure and 2 hour later last departure from the Ontario mainland on Fridays would make the work day too long (14 hours). Accordingly, first departure will remain at 10:00am. Tourists are the heaviest users of the Jiimaan 10:00am trip from the Ontario mainland, which has the biggest capacity demand of the day. The Pelee Islander 11:00am departure from the Ontario mainland is almost as popular. It is likely that an 8:00am departure would not be well utilized by tourists, and the loss of capacity at 10:00am would be counter-productive. It should be noted that the current summer schedule provides for up to 8.5 hours between first arrival and last departure on/from the Island, which is adequate for most tourist day-trippers. 2. If the Pelee Islander or its replacement were to leave the Island at 8:00am during July and August, it would be at the Ontario mainland at the same time as the Jiimaan. It is not practical to have both vessels travelling from the Ontario mainland to Pelee Island at 10:00am, and it would be counter-productive to have the Pelee Islander or its replacement to sit for an hour before returning to the Island.

**Pelee Island Transportation Needs Study
Public Information Centre #2
Responses to Comments Received
(Aug 15, 2011)**

#	Comment Received	Response
4.3	<p>Concern About Schedule Recommendations – Should Improve Ontario Mainland Schedule for Spring Sailing Season</p> <ol style="list-style-type: none"> 1. Pelee Islander and its replacement should run on Saturdays during May & June because it just sits in port fully staffed. 2. Need longer single-day trip on Pelee Island on Saturdays during May and June. Single-day trip on Saturday currently provides only 4.5 hours on the Island. 3. Pelee Islander should start earlier in the spring 	<p>For #1 and 2: RECOMMENDED ALTERNATIVE 4(e) WILL BE CLARIFIED TO READ AS FOLLOWS: During May, June and September, provide one additional return trip from the Ontario mainland each Saturday evening to increase Saturday service and extend the time available for day-trippers on the Island.</p> <p>On Saturdays during May, June and September, the Pelee Islander or its replacement will undertake a round trip leaving the Ontario mainland at 6:00pm, and leaving Pelee Island at 8:30pm for the return trip. This will provide an additional round trip per day, and provide 8.5 hours on the Island for day-trippers who arrive on the Island at 11:30am via the Jiimaan's 10:00am departure from the Ontario mainland. It should be noted that the number of vehicles that can take advantage of this opportunity is limited by the smaller vehicle-carrying capacity of the Pelee Islander or its replacement.</p> <ol style="list-style-type: none"> 3. The early April to mid-December ferry sailing season is based upon dates when there is strong certainty of no ice in the lake, and dates when there is a reasonable demand for transportation that cannot be accommodated by the aircraft schedule. An earlier start to the sailing season is therefore not planned.
4.4	<p>Concern About Schedule Recommendations – Should Improve Ontario Mainland Schedule for Early Summer and Summer Sailing Seasons</p> <ol style="list-style-type: none"> 1. Scheduling on summer weekends needs to be increased 2. Extend additional return trip from Ontario mainland on Friday and Monday of holiday weekends to Thanksgiving weekend 	<ol style="list-style-type: none"> 1. During this period the officers and crew are already working overtime every week. It is not practical to add additional overtime on a routine basis, and MTO is not willing to hire additional officers and crew and acquire housing to accommodate them. 2. ALTERNATIVE 4(d) WILL BE ENHANCED by adding Thanksgiving weekend to the list of holiday weekends

**Pelee Island Transportation Needs Study
Public Information Centre #2
Responses to Comments Received
(Aug 15, 2011)**

#	Comment Received	Response
		during which an additional return trip from the Ontario mainland on Friday and Monday is made.
4.5	<p>Concern About Schedule Recommendations – Should Have a Longer Ferry Sailing Season to the U.S.</p> <ul style="list-style-type: none"> • Daily service to US should begin one or two weeks earlier when children are out of school • Daily service to US should commence on May 1 and end on Sept 30 • Would like to see ferry trips to US continue until the end of October (until Pheasant Hunt) 	<p>The primary purpose of the ferry service to the U.S. is to provide access to Pelee Island for cottagers and other tourists during peak periods of tourist travel.</p> <p>The period of peak daily tourist travel has been determined to reflect the summer holiday schedule of the Ontario public school system – from the last week of June to the first week of September</p> <p>In addition, weekend service is currently provided on the Friday and Monday of the U.S. Memorial Day weekend for cottages to “open up” for the cottage season.</p> <p>Based on the above, the season for U.S service will not be extended.</p> <p>It should be noted that the recommended replacement vessel for the Pelee Islander doubles the carrying capacity for vehicles from the U.S..</p>
4.6	<p>Concern About Schedule Recommendations – Should Provide For a Single-day Trip from the U.S.</p> <ul style="list-style-type: none"> • Would like single-day return-trip to US that leaves Sandusky at 8-9 am and returns to Sandusky at 8-9 pm. • US ferry service should be considered as a source of income for Island tourism, not just a service for U.S. cottagers. 	<p>As indicated in the notes above, to provide adequate service to Ontario, the Jiimaan must be assigned to service the Ontario mainland only, and during peak travel time, the Pelee Islander or its replacement must make at least one daily return trip to the Ontario mainland.</p> <p>Therefore, a single-day return trip from Sandusky would only be possible if:</p> <ul style="list-style-type: none"> • the first round trip of the day is from Pelee Island to Sandusky and return; • the middle round trip of the day is from Pelee Island to the Ontario mainland and return;

**Pelee Island Transportation Needs Study
Public Information Centre #2
Responses to Comments Received
(Aug 15, 2011)**

#	Comment Received	Response
		<ul style="list-style-type: none"> • the last trip round trip of the day is from Pelee Island to Sandusky and return. <p>(Difficulties with Occupational Health and Safety coverage for officers and crew means that the vessel cannot stay in the U.S. overnight)</p> <p>This schedule would result in a routine 14 hour workday and 98 hour work week, which is unacceptable</p> <p>In addition to the above, the time of the first trip leaving Pelee Island for the Ontario mainland would be unacceptably late for many travelers.</p> <p>Based on the above, single-day round trip service from the U.S. will not be provided.</p> <p>It should be noted that the recommended replacement vessel for the Pelee Islander doubles the carrying capacity for vehicles from the U.S..</p>
4.7	Concern About Schedule Recommendations – Should Have Year-Round Daily Commuter Service From/To The Island For Workers And Students	<p>Given the distance between Pelee Island and the Ontario mainland, the ferry service is not intended to be a daily commuter service. The same principle applies to the winter air service.</p> <p>The early April to mid-December ferry sailing season is based upon dates when there is a reasonable demand for transportation that cannot be accommodated by the aircraft schedule. Winter ice-breaker ferry service plus bubbler systems at the ports to keep them from freezing over would be cost-prohibitive.</p> <p>A daily commuter service will not be provided.</p>
4.8	Concern About Schedule Recommendations – Commercial Vehicles Should Not Be Banned From The US Ferry	<p>The border processing / customs arrangements for the ferry service in both Canada and the U.S. are based on no commercial vehicles.</p>

**Pelee Island Transportation Needs Study
Public Information Centre #2
Responses to Comments Received
(Aug 15, 2011)**

#	Comment Received	Response
		<p>The primary purpose of the ferry service to the U.S. is to provide access to Pelee Island for cottagers and other tourists during peak periods of tourist travel.</p> <p>Although the recommended alternative for the Pelee Islander replacement will carry more vehicles and will carry trucks, the ban on trucks for the U.S. trips is to ensure that the gain in tourist auto carrying capacity to the US is not displaced with trucks and commercial vehicles.</p> <p>Given the above, the ban on commercial vehicles on the U.S. ferry service will be maintained</p>
4.9	<p>Concern About Schedule Recommendations – Should Have Addressed The Fact That When A Vessel Breaks Down, It Shouldn't Always Be The U.S. Service That Gets Cancelled</p>	<p>The primary purpose of the Pelee Island transportation service is to connect Pelee Island to the rest of Ontario.</p> <p>Some U.S. cottagers have indicated that they should be entitled to U.S. service schedule improvements because of the municipal property taxes they pay. However, since the Township of Pelee Island does not contribute to the cost of operating the Pelee Island Ferry service, property taxes paid to the township do not support ferry operation in any way.</p> <p>The Ontario government currently provides a 70% subsidy to operate the service.</p> <p>Given the above, in the event that one of the ferry vessels must be taken out of service for mechanical repairs, the U.S. ferry service will continue to go into abeyance.</p>
<p>Category #5: Ferry Trip Reservation and Cancellation Alternatives (applies to vehicles only)</p>		
5.1	<p>Support Recommended Reservation/Cancellation Alternatives</p> <ul style="list-style-type: none"> • Good idea to discourage advance booking for people who want to book all summer in advance and not use • Support charging fees for reservations • Support taking credit card at time of reservation. 	<p>Thank you for your comments.</p>

**Pelee Island Transportation Needs Study
Public Information Centre #2
Responses to Comments Received
(Aug 15, 2011)**

#	Comment Received	Response
5.2	<p>Concern About Reservation/Cancellation Alternatives – Should Change No-Penalty Cancellation Conditions</p> <ul style="list-style-type: none"> • Will make the reservation system a nightmare for Islanders. The recommended cure is worse than the disease. • In the hospitality industry 24 hour cancellation is standard • Should be a 72 hour grace period to cancel reservation • Islanders should have the same consideration as farm crop shipments (who are the worst abusers) and not have to follow 5-day cancellation policy 	<p>Because of the perception (and fact) of limited ferry boat vehicle carrying capacity regular ferry system users tend to call at the first opportunity at the beginning of each sailing season and book their <u>potential</u> travel needs for the entire sailing season (e.g. every single weekend). They are, in effect, using the current system as a no-charge insurance policy. This is particularly the case for weekend cottagers and farm produce shipments.</p> <p>In order to guarantee a space on the ferry boat, many regular users reserve vehicle space on a speculative basis, and cancel little more than 48 hours before sailing time (to avoid cost penalty), which results in tourists having been unnecessarily turned away prior to these late reservation cancellations. This practice also contributes to the challenge in determining the true vehicle carrying capacity requirements of the ferry system.</p> <p>Additional ferry vehicle-carrying capacity provided through the ferry vessel recommendations may take some of the pressure off the need for speculative reservations.</p> <p>Pelee Island Inns and Bed & Breakfasts have an average occupancy of 44% during the operating season, which operators attribute in part to customers' inability to reserve vehicle space (fully booked when attempted). Many customers will not attempt to book accommodation until they have a ferry reservation. However, it is not unusual during the summer to be unable to make a reservation early in the week (fully booked) for weekend trips, but to be able to make those reservations on Thursday and Friday because of "last minute" cancellations by other users. Unfortunately, for many visitors/travelers, this is too late in the week to consider booking a weekend holiday.</p> <p>For the 2011 ferry season, all of the advance-book Pheasant</p>

**Pelee Island Transportation Needs Study
Public Information Centre #2
Responses to Comments Received
(Aug 15, 2011)**

#	Comment Received	Response
		<p>Hunt spaces were gone the morning the switchboard opened. Since the number of pheasant hunters is dropping over time, this is again a situation of booking <u>potential</u> travel at the expense of others.</p> <p>Agricultural shipments from the Island are therefore not subject to a reservation fee because once the crop is harvested, the farmer has no choice but to ship it. Farmers can't control the weather conditions that may alter crop harvesting and shipping. That said, if more than 10% of annual crop shipments are cancelled less than 5 days in advance, this policy exemption will be revisited.</p> <p>During this study, a review of other Canadian and northern US ferry reservation services was undertaken, and it was found that many of them (e.g., Chi-Cheemaun (sails Georgian Bay), BC Ferries, Northumberland Ferries Ltd) charge a non-refundable fee to make a reservation. This is also the practice for much of the air travel industry.</p> <p>Given the economic impact to Pelee Island of speculative reservations currently being made at no cost to the traveler, the strategy will continue to recommend a reservation fee.</p>
5.3	<p>Concern About Reservation/Cancellation Alternatives – Should Change Reservation Fee Conditions</p> <ul style="list-style-type: none"> • The reservation fee seems to be out of scale with the last minute ferry cancellations and lack of communication with passengers when such cancellations do occur • If a trip cannot be made Islanders should not be penalized in the amount of two ferry crossings or \$50. 	<p>The improvements to the Jiimaan and the replacement of the Pelee Islander are expected to provide a more reliable ferry service.</p> <p>The management/communications plan for Pelee Island ferry service disruptions in the Communications responses below will improve communication with passengers.</p> <p>ALTERNATIVE 5(d) WILL BE REFINED to indicate the following additional information:</p> <ul style="list-style-type: none"> • If a one-day return trip that starts from the Island is

**Pelee Island Transportation Needs Study
Public Information Centre #2
Responses to Comments Received
(Aug 15, 2011)**

#	Comment Received	Response
		<p>cancelled by the traveler, the second reservation fee will be refunded.</p> <ul style="list-style-type: none"> • If a ferry trip is cancelled by the ferry operator, the reservation fee will be refunded.
5.4	<p>Concern About Reservation/Cancellation Alternatives – Should Allow Only A Portion Of The Spaces (e.g. 50%) to be Available For Reservations</p> <ul style="list-style-type: none"> • The rest of the spaces should be on a first-come, first-served basis. Alternatively eliminate all reservations. 	<p>Since cottagers and farmers tend to be first off the mark to make reservations at the beginning of each sailing season, and they book their <u>potential</u> travel needs for the entire sailing season, they could end up with most of the reservable spaces.</p> <p>As indicated above, many customers of Pelee Island Inns and Bed and Breakfasts will not attempt to book accommodation until they have a ferry reservation. Reduced opportunity to make such reservations would likely result in average occupancy rate during the operating season dropping to below the current 44%. This would be an unacceptable impact on the Island economy.</p> <p>When the Chi-Cheemaun operated on the basis of reservations for only some of the spaces, travelers demanded that all spaces be available for reservations, and the system was changed. The previous system resulted in travelers arriving up to 8 hours in advance to ensure they that they could secure one of the first-come, first-served spaces that was not available for reservations. This arrangement would not entice tourists to Pelee Island.</p> <p>Given the above, the strategy will stick with all vehicle spaces be available for reservations.</p>
5.5	<p>Concern About Reservation/Cancellation Alternatives – Should Allow Walk on Passengers to Reserve their Trip</p>	<p>This would require additional switchboard operators. Since the ferry vessels are almost never at full passenger capacity, the cost of implementing this is not necessary.</p>

**Pelee Island Transportation Needs Study
Public Information Centre #2
Responses to Comments Received
(Aug 15, 2011)**

#	Comment Received	Response
Category #6: Communication Alternatives with Ferry System Users		
6.1	<p>Support Recommended Communications Alternatives</p> <ul style="list-style-type: none"> • Support on-line reservation system • Support timely advisories to users of ferry trip cancellations or delays 	Thank you for your comments.
6.2	<p>Concern About Communications Alternatives - Do Not Adequately Addresses the Problem of Spring Reservations</p> <ul style="list-style-type: none"> • Unacceptable to wait until 2017 for on-line reservation system • Do not feel that “more phones and staff” is an adequate solution • Need to create a better way of making reservations on March 1 	<p>The recommended alternative 6(d) involves development of software specific to the ferry vessels so that users can make on-line sailing trip reservations and cancellations. This system would be available for all spaces on the Pelee Islander replacement vessel (which will have consistent ceiling clearance) and for the low-clearance spaces on the Jiimaan (too many variables for trucks in the high-clearance spaces).</p> <p>MTO is not prepared to have such software developed for the Jiimaan and Pelee Islander only to scrap it and pay for development of replacement software when the Jiimaan is lengthened and again when replacement for Pelee Islander enters service.</p> <p>The new requirement to pay a reservation fee for each one-way trip may reduce the number of reservations made in spring when the switchboard first opens. Reduced early spring reservation demand coupled with additional telephone and staff will therefore have to suffice in the meantime.</p>
6.3	<p>Concern About Communications Alternatives - Should Specify A Management Plan For Service Interruptions And Make It Readily Available To Staff And The Public</p>	<p>Although ferry service disruptions historically average 5% annually, their impact is significant, and it is important to communicate effectively when they occur.</p> <p>ALTERNATIVE 6(d) WILL BE ENHANCED by redefining it to</p>

**Pelee Island Transportation Needs Study
Public Information Centre #2
Responses to Comments Received
(Aug 15, 2011)**

#	Comment Received	Response
		<p>an enhanced management/communications plan for Pelee Island ferry service disruptions as follows:</p> <ol style="list-style-type: none"> 1. A “ferry service disruption” notification service will be provided on the ferry system web site and through a recorded message on a separate extension on the telephone switchboard. Travelers will be encouraged to check this service, particularly on days of “bad weather conditions”. 2. In the event that one of the ferry vessels must be taken out of service for mechanical repairs: <ul style="list-style-type: none"> • Since the primary purpose of the ferry service is to provide a transportation link between Pelee Island and the rest of Ontario, the U.S. ferry service will go into abeyance until the ferry is repaired. • As soon as this situation is known it will be posted on the web site and through a recorded message on the telephone switchboard and travelers waiting/arriving at the ferry terminal will be notified. • After the nature and scope of the necessary repairs have been determined, the estimated duration of service disruption will be announced on the web site and by recorded message on the telephone switchboard. • When possible and as required, the ferry service will endeavor to run an additional round trip per day to the Ontario mainland to help make up for the temporary loss of vehicle and passenger capacity. This will require an earlier first departure and later last arrival each day, and the full-day modified schedule will be announced on the web site and by recorded message on the telephone switchboard. • As soon as the repairs have been completed, service

**Pelee Island Transportation Needs Study
Public Information Centre #2
Responses to Comments Received
(Aug 15, 2011)**

#	Comment Received	Response
		<p>restoration will be announced on the web site and by recorded message on the telephone switchboard.</p> <p>3. In the event that the ferry service is disrupted because of high wind or other weather extremes:</p> <ul style="list-style-type: none"> • This situation will be posted on the web site and through a recorded message on the telephone switchboard one hour before departure time, and travelers waiting/arriving at the ferry terminal will be notified as soon as it is known. • Because of the changeable nature of weather conditions, the ferry service will not speculate on the probable duration of service disruption. • As soon as weather conditions become acceptable, service restoration will be announced on the web site and by recorded message at the telephone switchboard. <p>4. Reservation fees <u>will</u> be refunded if the traveler does not get a trip on the same day the trip was scheduled, or if the traveler chooses to cancel when service disruptions for the scheduled trip are announced. Reservation fees will <u>not</u> be refunded if the traveler gets a trip at a different time on the same day the trip was scheduled.</p> <p>5. On the day that service is restored, the ferry service will endeavor to run an additional round trip to the Ontario mainland when possible and as required to get waiting vehicles and passengers off Pelee Island in a timely manner.</p> <p>6. In the event that the ferry sails to a different Ontario mainland port than that which was scheduled due to weather conditions, the ferry system will provide taxi</p>

**Pelee Island Transportation Needs Study
Public Information Centre #2
Responses to Comments Received
(Aug 15, 2011)**

#	Comment Received	Response
		<p>service to the intended port without charge.</p> <p>7. While the Pelee Island ferry service endeavors to avoid service disruptions, travelers will not be financially compensated for their inconvenience and costs when such situations occur.</p> <p>This management/communications plan for Pelee Island ferry service disruptions will be posted on the web site, in each ferry terminal, and in the passenger area of each ferry vessel.</p>
6.4	<p>Concern About Communications Alternatives – Should Be Made Clear That The Taxi Service Provided By The Ferry Service When Unexpectedly Docking At An Alternative Port Is Complimentary To The User</p>	<p>See the management/communications plan above</p>
<p>Category #7: Pelee Island Port Location Alternatives</p>		
7.1	<p>Support Recommended Pelee Island Port Location Alternative</p> <ul style="list-style-type: none"> • Support keep West Dock as it is already built 	<p>Thank you for your comments.</p>
7.2	<p>Concern About Pelee Island Port Location Alternative – Should be Scudder Dock / North Dock</p> <ul style="list-style-type: none"> • Like the idea to redesign North dock due to the natural cover of the Scudder Bay. • Scudder Dock should be considered because it is a natural harbor with good wind protection and the trip to the Ontario mainland would be 17 minutes shorter. • Would the \$15M cost to improve Scudder Dock provide more reliability for the Jiimaan than adding a bow thruster? • Disappointed that the North Dock was not considered as it would decrease ferry travel • Alternative docking area should be considered because of the 	<p>The order of magnitude costs to rebuild Scudder North Dock to the required standard is \$15M. The order of magnitude annual savings of fuel and crew are in the magnitude of \$200K. Due to \$9M of work completed in 2007, West Dock is for the most part in good condition.</p> <p>Given the above, reconstruction of Scudder Dock and shifting ferry service to it cannot be justified.</p> <p>THE STRATEGY WILL BE MODIFIED TO INDICATE THAT THIS ISSUE COULD BE REVISITED through initiation of an Environmental Assessment Study to investigate the merits of North Dock if major work at West Dock is required AND U.S.</p>

**Pelee Island Transportation Needs Study
Public Information Centre #2
Responses to Comments Received
(Aug 15, 2011)**

#	Comment Received	Response
	<p>need for cover during strong winds</p> <ul style="list-style-type: none"> • Provision in 20-year strategy should state that if West Dock needs extensive upgrades then consideration should be given to move service to the North Dock. • Make Ontario mainland ferry go to Scudder Dock and the U.S. ferry go to West dock • Not enough businesses at either dock to determine which area is more developed • The cost of refitting the north dock should be offset by savings of using North dock when 73% of trips are coming from the Ontario mainland • Faster boat would make the north-end dock more feasible • Not smart for a 20-year outlook to keep ferries running at the same speed and going to the same docks. 	<p>service were terminated.</p>
Category #8: Ontario Mainland Port Location Alternatives		
8.1	<p>Support Recommended Ontario Mainland Port Location Alternative – Keeping Both Leamington and Kingsville Open for Half of Sailing Season Each</p> <ul style="list-style-type: none"> • Continuing the ferry to Kingsville is very important to businesses • It provides valuable tourism to both locations especially Kingsville 	<p>Thank you for your comments.</p>
8.2	<p>Concern About Ontario Mainland Port Location Alternative - Both Ports should Remain Open For Full Duration of Sailing Season Instead of Half-Season for Each of Them</p> <ul style="list-style-type: none"> • Each boat should be dedicated to one of the two mainland docks so that both municipalities can benefit all season. • Municipalities should assist in covering the cost to have both ports open all sailing season 	<p>If both ports were to remain open, the Jiimaan would sail to Kingsville because of its truck-carrying capacity and the fact that Kingsville and points westerly are the destinations for agricultural shipments from Pelee Island. This would leave Leamington with one trip per day via the Pelee Islander or its replacement. Operating two ports concurrently would increase confusion for tourists.</p> <p>It is unlikely that Leamington would want to pay for fewer annual ferry trips arriving at its port.</p>

**Pelee Island Transportation Needs Study
Public Information Centre #2
Responses to Comments Received
(Aug 15, 2011)**

#	Comment Received	Response
		<p>Both ports being staffed for full sailing season.</p> <p>Given the above, this alternative will not be pursued.</p>
8.3	<p>Concern About Ontario Mainland Port Location Alternative - Only One Port is Needed on the Ontario Mainland</p> <ul style="list-style-type: none"> • Strongly disagree with recommendation to continue use of adjacent mainland ports. Need only one port on the Ontario mainland. Makes no sense to continue using two ports on the Ontario mainland. It causes confusion to tourists, and duplication of services is expensive • Municipalities should cover the cost to operate two mainland ports • More efficient to have just one location, Kingsville OR Leamington. • Significantly less overhead with one location. 	<p>As indicated in the Alternatives Report:</p> <ul style="list-style-type: none"> • Closing of either mainland port would have negative economic impacts for the host community; • Closing of Kingsville port would have negative impact on the Pelee Island agriculture industry, because their products are shipped to Kingsville and points westerly; • There is no significant saving in current operating costs if one of the mainland ports are closed; and • This issue could be revisited in the future, if either of the mainland ports face significant upgrading costs.
8.4	<p>Concern About Ontario Mainland Port Location Alternative – Only Kingsville Ferry Dock Should be Kept Open</p> <ul style="list-style-type: none"> • Kingsville should have the mainland ferry service because it causes confusion for tourists and double maintenance expense. • Support keeping the ferry running out of Kingsville. Very important to businesses in the community. 	
8.5	<p>Concern About Ontario Mainland Port Location Alternative – Only Leamington Ferry Dock Should be Kept Open</p> <ul style="list-style-type: none"> • Leamington would should remain open because the Kingsville ferry dock is only necessary for the grape harvest • Leamington is more attractive, larger population and better docking facilities and should remain open • Increase the size, facilities and appearance of the Leamington terminal 	

**Pelee Island Transportation Needs Study
Public Information Centre #2
Responses to Comments Received
(Aug 15, 2011)**

#	Comment Received	Response
Category #9: Ontario Port Facilities Alternatives		
9.1	Support Recommended Ontario Port Facilities Alternative <ul style="list-style-type: none"> Support larger waiting area that is more convenient for the public 	Thank you for your comments.
9.2	Concern About All Ontario Port Facilities - Too Far To Walk From Car To Ferry <ul style="list-style-type: none"> Elderly and disabled would benefit from a small transfer vehicle from ticket office to boat Need to be able to drive closer to the ferry to offload goods and passengers Need carts for luggage 	<p>Current Owen Sound Transportation Company (OSTC) operating procedures (e.g. short-term vehicle passes) provide means to address inconvenience of security provisions when needed. Carts are available for luggage.</p> <p>Signs will be placed at the ferry terminals advising availability of the above.</p> <p>A transfer vehicle at each port would be too expensive.</p>
9.3	Concern About Pelee West Dock Facilities Alternatives <ul style="list-style-type: none"> Do not need increased wait area that is recommended Would like to washrooms at west dock same as at Ontario mainland ports 	<p>A larger wait area is necessary for walk-on passengers in the event of rainstorms, particularly day tripper who abandon their Island activities and wait in the terminal for the next ferry.</p> <p>Since a municipal washroom facility is across the road from West Dock, it is not necessary to invest in larger/replacement holding tank and pay for increased pump-out costs.</p>
9.4	Concern About Leamington Port Facilities Alternatives <ul style="list-style-type: none"> Would like a Coffee Bar/Café at the Leamington Terminal Convert the old warehouse at Leamington into a complex of shops 	<p>There are several locations near the Leamington ferry terminal that serve food and refreshments, so a coffee bar / café is neither necessary or appropriate.</p> <p>The building immediately to the west of the ferry terminal is not structurally sound, and will have to be demolished.</p>
Category #10: Early Spring Sailing Season Vessel Preparedness Alternatives		

**Pelee Island Transportation Needs Study
Public Information Centre #2
Responses to Comments Received
(Aug 15, 2011)**

#	Comment Received	Response
10.1	Support Recommended Alternative	Thank you for your comments.
Category #11: On-Island Transit Alternatives		
11.1	<p>Concern About On-Island Transit Alternatives</p> <ul style="list-style-type: none"> • Municipality needs to develop on-island transportation and the islanders have to step up to the plate and develop economically, providing services, if the strategy is to succeed • People mover should be implemented by the private sector and municipality • If more people came to Pelee Island, reliable and reasonable ground transportation services could be sustained • Provide / allow for Golf Cart rentals on Pelee Island. • Improve “taxi” service on the island. 	<p>As indicated in the Alternatives Report:</p> <ul style="list-style-type: none"> • Some on-Island transportation is available through taxi, shuttle service provided by some B&Bs, Pelee Island Winery bus, and for Island tours, the “big blue bus”; • MTO is not in the practice of providing municipally-based transit through ongoing funding arrangements, and Pelee Island does not have the property tax base to provide transit; and • On-Island transit would not likely see much usage any way because: <ul style="list-style-type: none"> ○ most people (other than single-day trippers) arrive on the Island with luggage and/or supplies, and want/need use of a private vehicle to move them ○ Island attractions and services are for the most part not in close proximity to each other, and a private vehicle is needed for visitors to access and enjoy them at their own pace. <p>It is up to the private sector to determine the level of service they wish to provide.</p>
Category #12: Island Winter Transportation Service Alternatives		
12.1	Support Recommended Alternative – Continue Winter Air Service	Thank you for your comments.
12.2	Concern About Island Winter Transportation – Should be a Passenger Vessel Ice Breaker	The early April to mid-December ferry sailing season is based upon dates when there is a reasonable demand for

**Pelee Island Transportation Needs Study
Public Information Centre #2
Responses to Comments Received
(Aug 15, 2011)**

#	Comment Received	Response
	<ul style="list-style-type: none"> • Would like to see a medium sized fuel efficient passenger ice breaker • Would allow Students to attend high schools without billeting. 	<p>transportation that cannot be accommodated by the aircraft schedule. Winter ice-breaker ferry service plus bubbler systems at the ports to keep them from freezing over would be cost-prohibitive.</p> <p>Winter ferry service will not be provided.</p>
12.3	<p>Concern About Island Winter Transportation – Should be a Hovercraft</p> <ul style="list-style-type: none"> • Would provide safer and more reliable service to and from the mainland • Would allow for students to attend high school without boarding. 	<p>As indicated in the Alternatives Report:</p> <ul style="list-style-type: none"> • The current air service has adequate capacity to service the low winter population of the Island; • Recent changes to the operation have resulted in improvements to terminal access and goods shipments; and • The cost of a hydroplane service is therefore not warranted since the: <ul style="list-style-type: none"> ○ performance of the current air service is high; and ○ Pelee Island transportation service is not intended to be a daily commuter service
Overall		
13.1	<p>Support 20 Year Strategy</p> <ul style="list-style-type: none"> • The transportation study has clearly highlighted all of the problems with the current situation. • Study recommendations make sense. Study was well done. • Overall happy with the results • We appreciate the work you have done on our behalf. • Thanks for the time and effort put toward this study. Solutions are viable and well thought out, which is crucial to Pelee Island • Your long-term plan is great. • Current service is irresponsibly unreliable with significant negative consequences. Greatest concern is reliability and glad to see that this issue has been addressed 	<p>Thank you for your comments.</p>

**Pelee Island Transportation Needs Study
Public Information Centre #2
Responses to Comments Received
(Aug 15, 2011)**

#	Comment Received	Response
13.2	<p>Support some Recommendations in the 20-Year Strategy</p> <ul style="list-style-type: none"> • Some ideas presented seemed plausible, however, in the last decade there has been a deterioration of service. • It looks as though some good thought is finally being tabled, most of which looks practical. 	
13.3	<p>Do not agree with 20-Year Strategy</p> <ul style="list-style-type: none"> • Shortsighted and does nothing but keep the status quo • Believe that MTO gave study team a solution, and asked it to find a way to present it. • We had hoped you would save the Island. You didn't solve any of our problems, you just said what the ministry told you to say, and wasted our time and money. 	
Other		
14.1	<p>Consider A Well Stocked Crib Of Parts And Tools On The Boat To Help Expedite Repair.</p>	There is a good crib of tools and small parts that are routinely to address mechanical problems. It is not practical to have on hand large specialty parts such as engines, gearboxes, shaft bearings etc..
14.2	<p>Additional Amenities on Ferry Vessels</p> <ul style="list-style-type: none"> • Comfortable sheltered lounge chairs where passengers can nap/rest while crossing. • Provide Wi-Fi • Dog Kennels and/or protected area where dogs are welcome • Lockers on ferry boats for luggage. 	At the suggestion of the Pelee Island Transportation Committee, the Pelee Island replacement vessel will have only “moderate” passenger facilities. Accordingly, the passenger facilities on the Jiimaan will not be upgraded. The trip duration does not justify kennels. Since most people with large amounts of luggage have their own vehicle, lockers will not be provided.
14.3	<p>Concerned that Data is not Current</p> <ul style="list-style-type: none"> • 2008 statistics may not be relevant to 2011 	Data was collected for the 2005 to 2009 time period. There was little variability within this period, so it is more than adequate as background for a 20-year strategy.

**Pelee Island Transportation Needs Study
Public Information Centre #2
Responses to Comments Received
(Aug 15, 2011)**

#	Comment Received	Response
14.4	Need to have a backup ferry service contracted to step in when either or both ferries are down	Improvements to the Jiimaan and replacement of the Pelee Islander will result in a more reliable service. Given that expenditure, MTO is not prepared to pay for a stand-by ferry service.
14.5	Would like Fares Reduced <ul style="list-style-type: none"> • Reduce fares for Sandusky passengers. Seems fares are excessive, especially for vehicles, compared to trips to Leamington/Kingsville. 	Fares have not been increased since 1998. Today, the Ontario government provides a 70% subsidy for operation of the Pelee Island Transportation system. ALTERNATIVE 4(e) HAS BEEN MODIFIED by removing the increase in fares associated with additional Saturday service. However, since operating costs continue to increase significantly, it is not sustainable to freeze trip fares indefinitely.
14.6	Interested in Future Work on Pelee Island Replacement Vessel <ul style="list-style-type: none"> • Interested in learning more about Pelee Island ferries and opportunity to have a role in future engineering/construction work 	It is planned that a design-build contract would be tendered for construction of the Pelee Islander replacement.
14.7	Disappointed to find that getting to Pelee Island is not as easy as it should be <ul style="list-style-type: none"> • I have for many years read about the migration of birds, Butterflies, through point Pelee and Pelee Island. I was disappointed to find that getting to Pelee Island is not as easy as it should be. It would have been nice to see with some ease that one could drive to a ferry, take the day and tour the island. I think the province or the Federal government should pay attention to Pelee Island before the Americans make claim to yet another area of Canada that we ignore. They seem to have plenty of money to give as aid throughout the world or enter Wars without provocation just to keep up with the Jones's. Let's redirect money to fix our own country. • I am writing this email as a way to voice my disappointment (nice word for what I am feeling at the moment) at the constant and consistent interruption of service for the US passengers who travel to Pelee Island Ontario on a regular basis 	The 20-year strategy is design to improve transportation between Pelee Island and the Ontario mainland.