

Catenary

On the Victoria sub it would be nice to have catenary installed between Langford and Duncan to allow for Battery Electric Multiple Units. The cost for the overhead catenary would be high and the amount would pay for the hydrogen fuel of all eight Hydrogen Fuel Cell Multiple Unit trains for over 100 years.

The Port Alberni sub would allow for Battery Electric Multiple Units as the distance is only 64km and overhead charge points at the Port Alberni and Parksville stations would suffice.

Possible Ridership

Using Appendix Table G-14 and Table G-16 in the latest Stantec Report as a reference with 6 hrs off peak, the number of possible rail trips on the Island Rail Corridor with the existing population on Vancouver Island shows as follows.

CVRD at around 1.5 million possible rail trips per year.

RDN at around 2.4 million possible rail trips per year.

Comox Valley RD at around 564,000 possible rail trips per year.

Port Alberni immediate area at around 452,000 possible rail trips per year.

This is a total of over **4.5 million possible rail trips per year on the Victoria Sub** north of the Malahat and **452,000 possible rail trips on the Port Alberni Sub**. I did not include the CRD as the route would be changed from the original. The new route connects to the Uptown Exchange, the Victoria General Hospital, and eventually to a future Metro in the CRD.