



**REGIONAL DISTRICT  
of  
NORTH OKANAGAN**

# REPORT

File No.: 3046.01.04

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**TO: Board of Directors**

**FROM: Planning Department**

**DATE: March 7, 2017**

**SUBJECT: Shuswap River Motorized Vessel Management Mediation Process**

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## **RECOMMENDATION:**

That the following Policy Statement regarding the Shuswap River Motorized Vessel Management Mediation Process be adopted:

The Board of the Regional District of North Okanagan is:

1. Desirous to reduce risk to public safety and the environment through increased management of motorized vessels on the river. This may or may not include making recommendations to Transport Canada.
2. Open to a range of options including, but not limited to those identified in the Shuswap River Watershed Sustainability Plan.
3. Committed to follow the consensus advice from a public advisory group that represents the range of stakeholders and perspectives subject to:
  - a. Reasonable cost implications of the recommendations;
  - b. Effective representation of the full spectrum of public interests;
  - c. Opportunities for broad public input have been provided;
  - d. First Nations have been consulted or directly involved.

## **DISCUSSION:**

The Regional District of the North Okanagan (RDNO) is committed to improving the management of motorized vessels on the Shuswap River to increase public safety and reduce environmental risk. In order to build greater community consensus on how to address these issues, RDNO is supporting a collaborative public process. This process will develop recommendations for management of motorized vessels on the lower Shuswap River between Mara Lake and Mabel Lake; and the upper Shuswap between Mabel Lake and the headwaters. RDNO has retained an independent mediator to facilitate the process, which is expected to involve representatives that characterize the full range of perspectives on these issues, and is open to broad public participation.

### Key Messages

- RDNO will be making decisions/ recommendations to reduce conflict on the river and reduce risks to public safety and the environment by the end of June.
- RDNO Directors will respect consensus recommendations of advisory committee – (no cherry picking or revisions) – subject to: reasonable costs; the full spectrum of public interest has

been represented, there are opportunities for broad public input and First Nations been consulted or directly involved.

- RDNO looks forward to a presentation from the Advisory Committee as a whole when they have completed their work and not from individual groups lobbying for their own interests at the expense of others particularly those that are directly involved in the advisory committee.
- If you want to influence the outcome, get involved in the Advisory Group process.
- RDNO is involved in the process with reps of relevant federal and provincial agencies to make sure governments clearly understand the alternatives and the recommendations made.
- Results are not replacing the SRWSP but they may modify that component of the plan that deals with regulating motorized boating.

#### **SUMMARY:**

By adopting the above recommended policy, the Board of Directors commits to following a community consensus agreement on how to manage motorized vessels on the Shuswap River, subject to reasonable cost implications, effective representation of a full spectrum of public interest, First Nations involvement and opportunities for broad public input.

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Submitted by:



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Rob Smalles, MCIP, RPP  
General Manager, Planning and Building

Approved for Inclusion:



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David Sewell  
Chief Administrative Officer

## INTRODUCTION

The Regional District of the North Okanagan (RDNO) is committed to improving the management of motorized vessels on the Shuswap River in order to increase public safety and reduce environmental risk. . In order to build greater community consensus on how to address these issues, RDNO is supporting a collaborative public negotiation process to develop recommendations for management of motorized vessels on the lower Shuswap river between Mara lake to Mabel lake; and the upper Shuswap between Mabel Lake and the headwaters. RDNO has retained an independent mediator to facilitate the process which is expected to involve representatives of the full range of perspectives on these issues And be open to broad public participation.

## PRINCIPLES

There are a number of key principles that will underpin the design of this community consensus building process:

- Inclusive. All interested people will have the opportunity to participate in the process through one means or another.
- Transparent. All information gathered will be available to the public.
- Efficient and Effective. The process needs to use the time and resources of the participants and the RDNO efficiently and effectively.
- Collaborative and focussed on the Public Interest. Representatives will be expected to:
  - o Engage with each other respectfully, and in a manner that contributes to developing an positive interest based outcome.
  - o Represent the interests of an identified constituency in the communities and keep those constituents informed and on board with emerging solutions.
  - o Advocate for a consensus outcome of the process with their constituents, with RDNO and with other agencies that may be involved in implementation.

## PROCESS DESIGN

The process design is not yet finalized and the mediator will be meeting with representatives of different interest groups associated with the issues to develop an approach that is broadly supported. Some initial ideas include:

- o Establishment of one broad advisory committee with two sub-committees (lower and upper river).
- o Sub-committees would develop consensus recommendations for the section of the river they are focussed on.
- o Each sub-committee could have 3-7 participants that:
  - Represent the differing views on management of motorized vessels on the river;
  - Have an identifiable constituency that they will represent and are supported by
  - Are recognized for their leadership and credibility by the communities in the Shuswap watershed.
- o Recommendations are developed by agreement, not voting. Therefore there is no benefit in constituencies trying to get more representatives on the committee “than the other side” as this will lead to reciprocal actions by others and take the committee down

a path of conflict and brinksmanship. The design needs to motivate people to organize participation and communicate into the process and out into the community.

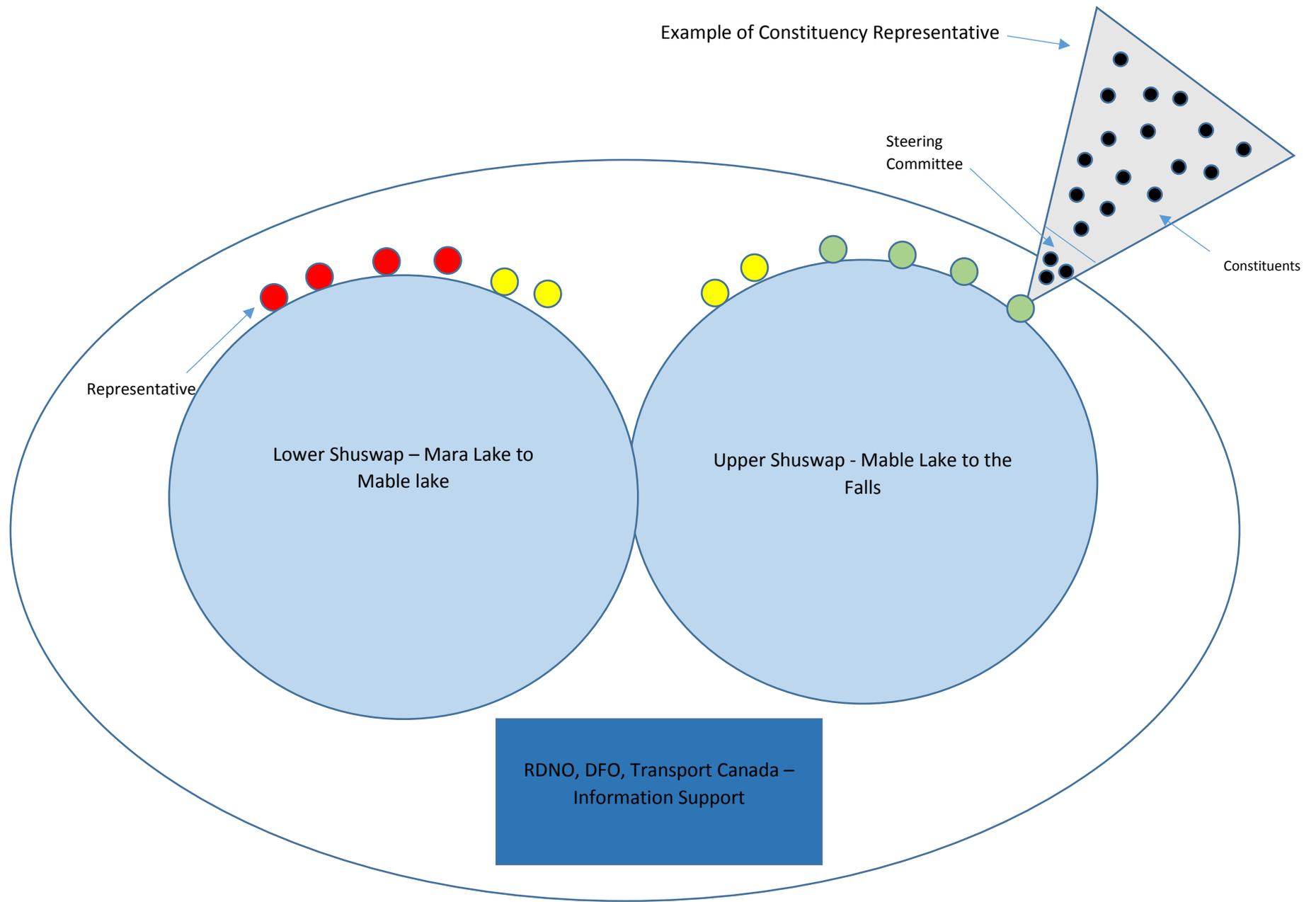
**Outcome**

RDNO is open to advancing a range of potential solutions to these issues including those identified in the SRWSP, and subsequently, and is prepared to adopt and advocate for the consensus advice of a this public advisory process subject to:

- a. Reasonable cost implications of the recommendations;
- b. Effective and balanced representation of public interests within the process;
- c. Consultation with First Nations or representation of the Nations in the process.

**SCHEDULE AND LOCATION**

- The process will take place from mid-February 2017 to May 2017, with RDNO making decisions on the recommendations shortly after they have been presented.
- Preliminary meetings with interested parties will begin Feb 15<sup>th</sup> and 16<sup>th</sup>.
- Contact:
- RDNO encourages all interested parties to get involved in the Advisory Committee process.



## Potential Mediation Process Design – Discussion Purposes