

## 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.