

PINA Board Meeting January 8, 2020

1: Call To Order: 7.35 Kevin Pistor, Gary Weikum, Dave Carter, Doug Naylor, Jane Garcia, Maureen Johnson, Jim Macquarrie. Regrets: Veronica Zehntner. Acknowledgement that we are holding this meeting on the ancestral, traditional, and unceded territory of the Snuneymuxw First Nation. David Essig has resigned from his position – the board thanks him for his work over the past several months.

2: Adoption of Agenda: Moved by Dave Carter, 2nd Doug

3: Approval of the minutes of December 11, 2019; Dave moved Jim 2nd, Carried

4: Guests Alexis MacKenzie-Petersen and David LeMire from Harewood Neighbourhood Association attended in order to discuss their experience of communicating with the current council and Mayor, and their dissatisfaction with same. PINA directors were also asked about whether or not we might support a call for a "ward" system regarding City of Nanaimo elections for councillors. We could not speak for islanders but personal views on the ward system were shared. PINA also shared our experience of setting up long term connections with the appropriate person(s) at the City, and the good working relationships with our contacts there.

5: Matters Arising From the Minutes: NTR.

6: Ongoing Business updates:

- a) Constitution (David) Gary offered to conduct a community consultation process to continue the visioning of the constitution. He will bring an outline of this to the February meeting. Another director- to be decided- will take up the rest of the process from that point.
- b) VIHA (Maureen)NTR
- c) Gallows Point Dock (Gary) NTR but still on track.
- d) Port of Nanaimo plans (Kevin) Nothing yet confirmed with Patrick Boulanger regarding a public meeting.
- e) City of Nanaimo meeting of Dec 5th. Gary emailed Richard Harding to follow up regarding the email on file, and the potential for a January/February meeting. It was decided that we should ask if this could be delayed until March, to enable everyone to attend. The letter will be posted on our website and shared via email to all interested parties.
- f) Golf Cart insurance update: Jim MacQuarrie has not heard back from anyone – Sheila Malcolmson's office did get back to him to say they will look into it, but then nothing was heard. Jim to come up with a strategy for gaining attention and support for this issue.
- g) Freighter anchorages: Gary followed up with Rod Grounds re updating the instructions for anchorages. Gary had notice that the website shows the wrong map for the tariff structures.

7: Treasurer's Report: Veronica Zehntner:

General A/C

Chq, issued in amount of \$225

Balance at Dec. 31/19 \$1.583

Dock A/C

Cash on Hand 21.205

Reserve 13.000

Total Balance at Dec.31/19 \$34.205

Cheque for lease for Mud Bay \$3.054.63.

8: Roads Report: Veronica Zehntner NTR

9: Parks Committee Report: Veronica Zehntner NTR

10:Correspondence: Discussion regarding when and how correspondence should be posted. It was agreed that official correspondence should be attached to the minutes that are posted on the website, but hard copies will not be posted along with the minutes on the bulletin boards.

11: New Business: NTR

12: Next Meeting February 5, 2020

13: Motion to Adjourn at 9.08 pm Doug moved, 2nd Jim MacQuarrie, Carried.

Correspondence: email from Richard Harding

Hi Gary and thanks for the email.

In regards to the forestry plan, as per the meeting, the goal and plan will be to establish an overall tree management plan for Park property. We will link with Fire and others as mentioned and work towards a scope of work. it will take a bit of time for all to get together and work out the plan. As also talked about, this would include community input in various stages of developing the Tree condition assessments and plan.

In regards to Park Maintenance, Art is working on coordinating a meeting with staff and others on the Island regarding this (including yourself and PINA) and meet in the new year. Art just left for a weeks holiday but I am sure will be in contact with you early in the new year. Maintenance levels and agreements will be part of that meeting so all are clear on who is doing what and who is responsible.

Hope this helps for now Gary. All the best.

Email to Rod Grounds from Gary Weikum:

Hello Rod

I was reading some material on the NPA webpage and I noticed a map on page 35 of the following tariff document that was updated in June 2019.

https://deepsea.npa.ca/files/7615/5692/2610/Tariff_for_Marine_Operations_and_Facilities_Updated_Jun_1_2019_FINAL.pdf

It appears that Anchorage NA4 is shown to be now closer to Protection Island than it was in the fall of 2018. Can you please provide some clarification as to whether this is incorrect, or has the anchorage been recently relocated again?

Also, in the Spring of 2018, you indicated that you would be updating the "Practices and Procedures to be Followed by Ships in the Port of Nanaimo" to mirror stricter nuisance regulations as imposed by the Port of Vancouver. I noticed the Practises and Procedures document on the NPA webpage is still dated 2009. I am wondering if a new version has been created that includes the nuisance mitigation regulations included in the Port of Vancouver's documents, as we previously discussed? <https://www.portvancouver.com/wp-content/uploads/2015/03/Port-of-Vancouver-Port-Information-Guide.pdf>.

For example, page 158 of Port of Vancouver Procedures Manual contains regulations not included in the NPA document :

1. NOISE AND LIGHTS

All vessels, while at anchor, should minimize noise levels and light usage in consideration of local residents.

The following guidelines apply to all vessels anchoring within the Port of Vancouver.

Noise:

- Generator usage should be reduced to the minimum required generator(s) to operate essential services and systems
- External doors and hatches to machinery spaces must be kept closed as much as possible

- Power tools and chipping hammers usage must be kept to a minimum and is not permitted on deck between sunset and sunrise
- Loud hailer and ship's whistle usage should be limited, except as required by the *Collision Regulations* or by an emergency

Lights:

- Deck lights must be kept to a minimum consistent with the safety and security of the vessel

2.

- Lighting used to illuminate a vessel's decks must be aimed downward, and not outward or toward the shore

Hopefully, consistent and accurate information relayed to ship masters and owners will reduce potential conflict with Protection Island residents.

Gary Weikum

Protection Island Neighbourhood Association