



VISION: We will be a vibrant, dependable and clean city where services are delivered innovatively and effectively.
MISSION: To provide effective operations of the city through collaboration of members, management and staff.

City Hall, Hamilton
Infrastructure, Development & Future Committee
10 August 2016
10:00am

Present: Councillor John Harvey, MBE, JP (Chair)
Rt. Wor. Charles R. Gosling, JP
Councillor George Scott, JP
Councillor Nicholas Swan
Councillor RoseAnn Edwards

Staff: Secretary - Ed Benevides, JP
Senior Engineer - Ian Hind
Event Project Manager - Danilee Trott
Ports Superintendent - Earl Francis

In Attendance: Ms. Rachel Bailey - IHOPE Global
Mr. Warren Jones - CEO, Polaris

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- 1. Confirmation of Notice** - the Secretary confirmed that the notices for the minutes and the agenda were posted and sent out in accordance with the new meeting guidelines.
 - 2. Role of the Chairman** - Councillor Harvey acknowledged his role as Chair of the committee.
 - 3. Open Meeting** - Councillor Harvey called the meeting to order at 10:00am.
 - 4. Apologies** - The Secretary confirmed there were no apologies.
 - 5. Public Participation:** the Secretary confirmed that two (2) of the items on the agenda for the committee's review, there were persons in attendance to put forward the presentation themselves in conjunction with the correspondence received. Mr. Warren Jones from SSL and Ms. Rachael Bailey from IHOPE Global.

Councillor Edwards joined the meeting.

(i) **Presentation from IHOPE Global, Ms. Rachel Bailey** - Councillor Harvey commented on Ms. Bailey's presentation given in another Infrastructure Committee meeting where she made a proposal for the CoH to consider an arrangement whereby her company would "decorate" the current structure at the Flag Pole on Front Street. e.g. with Omega.

Ms. Bailey commenced this presentation by stating that she does have to get back to the client who is considering many options around the Island. They are very interested in the canopy at the Flag Pole which still stands uncovered. She asked if the committee has made any consideration or if there are any objections and if they can move forward, how that would look. This would not be just decorating; this would be a revenue stream to the City. If the answer is "yes", her client would be given the parameters. If it is approved, then the CoH would have to sit with her to find out what the market is like around the world and what the revenue would look like. Her client would pay to have it done with their logo and they would also have to pay to be there. The charges would be an annual.

Councillor Swan asked about the Advertisements Regulation Act 1911 and whether the CoH could entertain this project. The Secretary advised the Act refers to the Municipality and the challenge would be the panel. At the moment as it relates to awnings, the policy states that nothing can be placed on the awning but as you drive around the City, that policy is ignored. The other challenge is that there should not be any advertising for something that is not sold on the property, e.g. on the corner of Court and Reid Streets, there is a building that was advertising Baptiste Builders Supplies which is against the advertising law and the buses that are advertising KFC are also illegal. Councillor Harvey commented that precedence has already been set and that the CoH should proceed on that basis.

The Mayor commented that the CoH should be upholding the law rather than taking various Government departments' refusal to do the same and to give the CoH an excuse to break the law. Even though it is done in a really nice way, it is still a billboard. With the exception of sporting clubs which have them around the field, there are no billboards on public thoroughfares. This would be at the Flag Pole which is at the core of the capital of the Island and would be setting precedence for the rest of the Island.

Ms. Bailey advised that she met with Minister Cole Simons and his Permanent Secretary (PS). The survey has been drafted regarding amendments to the Advertisements Regulation Act 1911 and suggestions provided. Omega is looking for an approval for 2017 and the House does not sit until November. This matter will be on the agenda. There is another issue with the balloon that is due to come into effect April 2017 and the law has to change to accommodate the balloon. They are looking to change the legislation 100%. IHOPE Global just won the bid to manage WEDCo's advertising. The bottom line would be to increase revenue for the City.

Councillor Harvey asked his members that if the amendments to the current Act came to fruition, then could the CoH consider this proposal at that time. The Mayor said if changes are made to the 1911 Act which makes the various items within the proposal now legal, the CoH would then accept the proposal.

RECOMMENDATION: That the Board approve for the committee to accept the proposal from IHOPE Global as presented by Ms. Rachael Bailey and for the technical officers to discuss the appropriate fees, etc. associated with the agreement; this being subject to amendments to the Advertisements Regulation Act 1911 which would allow, in particular, the display of billboard-type advertising.

Proposed: The Mayor

Seconded: Councillor J. Harvey

Motion carried.

Ms. Bailey said there is a difference between advertising and branding. In advertising there is a message which is called to action most times. The branding on the canopy would be just Omega's logo. Dialogue continued.

Councillor Harvey thanked Ms. Bailey for her presentation and asked that she keep the committee informed of Minister Simons and his PS, Ms. O'Brien's progress in this regard.

Ms. Bailey left the meeting at 10:20am.

(ii) **Presentation from Mr. Warren Jones, CEO, Polaris - SSL General Tariff Rates -** Mr. Jones commenced by stating that five (5) out of the last six (6) years SSL suffered operating losses. This year would be the first year since 2011 that the company has shown a profit. Since 2007 the container volume has declined. This last year SSL saw a 5.4% increase but will never get back to the 2007 levels. Over that period SSL has seen its equity erode to a tune of 33% in 2009 as a result of those losses. As it relates to CPI, wages and tariff rate, the tariff has never kept pace with costs or CPI. The last increase was in 2011 and then in 2013 until the CoH approved the 3% increase in January 2016. The last discussion was about looking at annual CPI increases to allow for keeping pace with costs.

Mr. Jones' predecessors were only interested in working on the Hamilton docks; his view is different and has been looking for other revenue opportunities off the docks. They have won contracts in Dockyard to do the America's Cup. Recently saw Somers Isles historically going into Morgan's Point for the first time. They also won the contract with Oleander to deliver construction equipment to Morgan's Point. They now have better controls over inventory and spending. There were salary freezes and headcount reductions. In 2017, if SSL hits its profit target, the staff can anticipate a retroactive increase of 2.0%. Other costs have been cut as it relates to the regular operating costs. They are seeking an inflationary tariff lift. Last year's inflation rate was 1.5%. They have higher operating costs and increased pricing to SSL from vendors that they deal with, some above inflation. SSL's employee medical benefits continue to rise as well as legal and compliance costs. The benefit of low oil prices are unlikely to last and they spend on average \$25K per month on fuel. With the new terminal agreement, they have seen a 14.3% cost uplift.

In each of the last three (3) years SSL has spent over \$400K per year in maintenance and training.

Training could be considered discretionary, however since it is relating to the safety on the docks, it is not discretionary for SSL, it is a must. They are looking at certification of the workers so that they have international standards as it relates to stevedoring. An annual tariff rate = CPI will help them keep pace with rising costs and ensure long-term stability. Mr. Jones also mentioned that the Terminal Operators License (TOL) has changed the wording as it speaks to public tariff rate and speaks to the CoH and the Port Authority approving rates. The Port Authority does not have any legal control over the rates that SSL and the CoH agree upon, they only have control over four (4) rates which are public rates, i.e. charges that are charged to put containers on trucks.

The Secretary clarified that whatever the Government posts with reference to the CPI will be the approved increase. There was continued dialogue regarding equipment that had to be purchased for the docks.

RECOMMENDATION: That the Board approve to accept Polaris' request for a CPI increase for 2016 as posted by the Government as of 1st January 2017.

Proposed: The Mayor, Charles Gosling
Unanimous

Seconded: Councillor N. Swan

The Mayor is quite in favour of looking at annual increases as opposed to waiting for five (5) years and then passing on a huge increase to everybody. He commented on his aversion to tying something all the time to CPI's, which further strengthens the inflation rate. Sometimes there are increases to the CPI that do not have much impact to whatever market section and there are other times there is a huge change i.e. huge increase of oil which would have a significant impact on business.

SSL's Contingency Plan - Mr. Jones talked about a contingency plan in light of the fact that they have discovered structural damage to their Terex Crane and had to take it out of service. In a great deal of Island countries there is a private operator who is responsible for one of the most significant pieces of infrastructure in the country. 98% of the imports come in at the dock and if a boat cannot get to the dock what is the country going to do. He referenced back-to-back storms that Bermuda experienced in January whereas three (3) ships could not get to the docks leaving the shelves bare indicating how exposed Bermuda really is. Years ago persons used to import and stock pile on the docks. But as costs have increased Bermuda is living from week to week, importers are now only importing what they need for that week.

The contingency plan in the event of a breakdown of their cranes is as follows:

- Crane is immediately taken out of service,
- Shipping agents advised of the status of service.
- Full assessment of damage and determination of timeline for repair.
- Consultation with shipping agents regarding the findings of assessment. The focus of that consultation will be on SSL's ability to meet its obligations for service to the shipping lines.

- If it is deemed that repair will take in excess of two (2) weeks and SSL will be unable to meet its obligations under its minimum service level agreement with the shipping lines, SSL will if possible, rent a local crane or ship in a rental crane for the duration of repairs.

There was continued discussion on the investment of cranes and Bermuda's exposure. Having a third crane is about ensuring that if Bermuda has a catastrophic event they are able to provide service.

The Senior Engineer queried the type of crane and Mr. Jones said it will be another crawler crane. Gottwald is the state of the art crane and decided, in the first instance, to have a dealer inspection of the Gottwald in September to assess the crane. After that they will do the same inspection done with the Terex. Discussion continued on the timing of the Contingency Plan, i.e. the TOL says one (1) week and the Contingency Plan says two (2) weeks. Mr. Jones said the reason the TOL is stating two (2) weeks, from a realistic standpoint; it could take that time to figure out what is wrong with the crane. Dialogue continued. Mr. Jones said there is a timeframe between decisions and landed.

The Ports Superintendent queried the use of local rentals to which Mr. Jones said that there are not any that can do the lift. They can do a close lift; they do not have the strength to reach out.

RECOMMENDATION: That the Board approve to modify the Terminal Operators License with a report in one (1) week for an evaluation and a further week for the replacement or repair of the crane.

Proposed: The Mayor, Charles Gosling

Seconded: Councillor N. Swan

Unanimous

Motion carried.

Councillor Harvey commented on the pads on the dock and asked for Mr. Jones' guidance and comment regarding what was stated in the last sentence of the last paragraph of a letter from Polaris dated 22 July 2016: **"Please know that the cargo shipping industry (joint carriers and SSL) are willing to assist in the determination of a way forward as relates to the pad."** The history of the pad has been discussed between the technical officers of the CoH, SSL and the shipping agents. The response from the CoH is that there are no funds allocated to repair the pad this year.

Mr. Jones commented that the Terex Crane pad works on a concrete pad which had been sinking for a while. The CoH put out an RFP for the pad to be repaired. Last summer the pad was repaired and shortly after the repair, the same issue arose where it was breaking up again. Around February/March of this year the contractor was brought back again to fix it a second time. Shortly after that, it started to break up again a third time. The issue is that each time the pad is being repaired it is a six-week interval interruption to service and can only operate one (1) crane while the pad is being repaired.

Mr. Jones said the carriers and SSL meet jointly to talk about issues and were trying to find other solutions to determine the way forward. He commented that SSL was not consulted when it was done the first time and they could have advised on how the pad could have possibly been repaired. The way in which it was done it does not actually sit where they work. Councillor Swan commented on the disconnect between the CoH and SSL at that time.

The Secretary said that there was no direct sign-off from SSL, it was all verbal. The CoH has engaged an engineering firm to evaluate the pad as is and based on their report there is a safety issue. Would look to extend the pad in next year's budget which would be approximately \$200K. Both cranes would end up on a strip of pad just to extend it the whole way. Mr. Jones said SSL has done their own evaluation and the pad is not wearing the same as it did the second time. The Senior Engineer said if the CoH is able to provide a budget for next year, then by extending it west, is what would be required that would take away the issue of the crane running on the metal edge. Dialogue continued.

Councillor Harvey suggested that the CoH, SSL and the shipping lines get together with a view to exploring: (i) what can be done as a team going forward, (ii) other methods of technology than the concrete pad and (iii) future budgets. He also suggested that once the team has met that they come back to the committee with a report.

FYI - the Secretary said that a survey has been done on the dredging in the east end of the dock and has been reported to the Harbour Master, Mr. David Simmons for him to deal with. He has been asked to get back to the CoH for further discussion. This would give more flexibility in the operation.

The Ports Superintendent commented on a few issues that had been discussed, i.e. dredging and moving the ship back, cutting a bollard off and a mat for the pad. If SSL is interested in assisting financially, they could also look at not getting a crawler crane. There was continued discussion in this regard.

Councillor Harvey thanked Mr. Jones for his presentation.

The Mayor added that the CoH has two (2) issues before the courts: (i) whether or not the CoH acted within its remit to guarantee the \$18M for Par-la-Ville and (ii) the matter will be going before the courts next month. If the judge rules favourable for the CoH that might only impact for the next couple of years. If the Judge rules against the CoH, the organisation will barely be hanging on. Unfortunately, the budgets will be greatly challenged for the next couple of years. The CoH will do anything that they can in terms of capital projects. The main basis for doing anything is going to be whether it will have any impact on health and safety. Anything beyond that would really need to ensure that moving into 2017 that the CoH has a true budget that applies to the particular needs of the CoH's operations. He further stated that if there is anything else beyond the extension, etc., the CoH would need to know to be able to make an educated decision on whether to move forward or not.

Mr. Jones said that if the TOL fee was adjusted accordingly it would make it easier for the SSL to act. Mr. Jones left the meeting at 11:05am.

Correspondence:

- (i) Letter from Polaris re: Public Tariff Rate Increase
- (ii) Letter from Polaris re: Stevedoring Services Limited (SSL) - Contingency Plan
- (iii) Agreement between BISL, SISL and SSL in the Port of Hamilton

All of the above was discussed in the presentation by Mr. Jones.

6. Minutes of Previous Meeting dated 15 June 2016

The Mayor commented that he did not volunteer to be a part of the sub-committee for a review of the Residential Parking Permits Policy. His recollection is that the committee included Councillors N. Swan and G. Scott.

Proposed: The Mayor, Charles Gosling

Seconded: Councillor N. Swan

The Minutes were accepted as read with the amendment.

7. Matters arising from the Previous Meeting dated 15 June 2016

Joint Committee to be formed consisting of members of the Infrastructure and Residents Advisory Committees to further review the Residents Parking Permits Policy - the Secretary passed on the suggestion to Councillor Johnson, Chair of the Residents Advisory Committee but has not received a response to date. He asked the members of that committee to consider having a discussion with Councillor Johnson to determine who from the Residents Advisory Committee would want to sit on that sub-committee. Councillor Edwards volunteered and was asked to identify another person from the Residents Advisory Committee to sit on that committee. Councillor Harvey will Chair the committee.

Comprehensive Review of the parking spaces within the City, e.g. Doctors, Residential and Government, etc. - sub-committee to be formed and discussed in previous item.

8. Status Update:

- (i) **City Hall Car Park Barrier System** - the Senior Engineer commented that the new barrier system is intended to go live on Monday 22nd August 2016. He and V. Abraham, the CoH's Communications and Rental Coordinator is looking to have a press release and an official opening on the Thursday before (18 August). On Sunday 21 August it will be open to the public and there will be a soft opening held with staff members present to ensure that the operation runs smoothly. Physically everything is in place but just working on some additional signage and the media campaign.

A 3-minute video presentation has been filmed involving the Mayor, the Senior Engineer and a representative from the construction company and will be ready tomorrow. The staff is currently putting up the new lighting in the middle of the car park, a 4-way upstand LED lighting. The two (2) pay stations will get a glass 3-sided shelter around them and they arrive on the docks this weekend.

(ii) **Tent at #1 Car Park** - the Event Project Manager received an email from Mr. Michael Kirkos, Chief Engineer from Brunel Ltd. who is meeting on site today at 2:00pm. He has the tent specs ready to go as far as what the Planning Department's requirements are for the 28-day permit. She will be able to give an update tomorrow in that regard. There were a couple of discussions held as to how to move forward. The temporary plan was to secure a 28-day permit to see if a DAB permit was possible which would be a temporary structure permit. This committee and other sub-committees that have been meeting prefer the location of City Hall car park as the permanent or semi-permanent location as opposed to Front Street. If the tent has to come down, it will be taken down. Then an MOU can be worked on for the new location for a more permanent structure. There is a huge demand for the rental of the location with a tent. There are about 14 requests for rental within the next couple of months. Spanish Town is trying to get the planning permit for the remainder of the year in order to cover the rental requests. In addition, American's Cup and Tall Ships have already sent in requests for next year regardless of the location.

The Secretary said the tent is unsafe where it currently is on Front Street. There is no planning permission for where it is right now, the owners of the tent told the CoH that they applied for a permit but they had not completed or signed off for a permit. The CoH managed to scrape through the Fashion Festival without being embarrassed with Planning trying to shut it down. The CoH instructed the owners to remove the tent and would look to put in a full DAB1 application. The challenge is that on the southern side of the tent, the ground that it is bolted on there is nothing underneath but a 6" slab. The Senior Engineer said this part of the dock is suspended over water. The minimum penetration depths of the bolts that are required to hold it down as per the mega tent manufacturer are 8" and the slab is not that thick. That immediately challenged the CoH when erecting the tent. On the other side of the tent which is on solid ground is a slab which is filled. When going down with the fixing system that was used there is no grip below the thickness of the slab and some of the bolts have actually pulled out.

Spanish Town is trying to recoup some of their finances. The only way that the tent can stay up is if: (a) a structural engineer deems it to be safe and his reputation and insurance will cover; (b) it is not safe and they are given advice on how to rectify which the CoH will not be paying for or (c) the tent will have to come down. If Spanish Town still refuses to take it down the CoH will probably have no recourse but to go to the courts, obtain a Court Order to have it removed. There was continued dialogue.

Councillor Harvey commented on the current hurricane season and reiterated that the tent as is has to come down. Dialogue continued about the dismantling of the tent particularly the removal of the skins because of liability implications. Discussions continued.

(iii) **Laffan Street Roundabout** - the Secretary commented that work is still in progress and more work is continuing on the northeast side. The Senior Engineer said the trees on that bend leading into towards Cablevision on that corner are completed. The curbing and planters are all done. They are well on with laying the brick paving and by Monday on the other side of that juncture, the car park itself, should be moving along.

The Mayor asked for the provision of a completion date. The Senior Engineer will sit with the Superintendent and advise accordingly. He believes that the Superintendent has had a conversation with the City Engineer who is currently off Island. A date was discussed and he will follow-up in that regard. The Mayor said this project has been going on for a very long time and it appears that the crew get pulled off the project and placed on various other jobs. The Secretary said the challenge with this crew is not pulling them off the job but has been due to sickness. The team has had various members off sick. The Senior Engineer commented that there is an issue with good supervision. Dialogue continued.

(iv) **Front Street Pump Station** - the Senior Engineer commented that the CoH intends to have this completed this financial year, i.e. the complete change to the motor control center. Also replacing the VFD's, the Variable Frequency Drives for the pumps which is an upgrade that would make things more energy efficient, etc. The design work has already started and the installation would involve some of the CoH's crew, i.e. the electricians. Both screens are now the smaller filter size and are working very well.

(v) **Report on Sidewalk/Street at Onion Jacks, Front Street** - it was reported that this area will be blocked off this Sunday and there is a request for permits to go ahead with the work. There is a tender out for the demolition of the building.

9. Recommendation for Review:

RECOMMENDATION: That the Board approve for the Infrastructure Committee to move forward with the memorandum of Understanding (MOU) to agree with the owners of the tent that the tent would be up for the 6-month period. In that agreement the City would have use of the tent for their events, rent the tent and the revenue generated will pay back the installation as well as the group's expenses.

AMENDED RECOMMENDATION: That the Board approve that the Event Project Manager be given the authority and leeway to assess the current events as it relates to the development of the construction of this tent ensuring that as many events for the forthcoming Fashion Festival be held in the City. Failing that the Event Project Manager should advise the Council accordingly. Subject to that an MOU should be designed, developed and signed as soon as possible. **(approved in Corporation Board meeting dated 6 July 2016).**

RECOMMENDATION: That the Board approve the removal of the yard arms from the Flag Pole on Front Street to allow for the flying of larger flags.

The Senior Engineer said on a less windy day if the larger flags catches on the yard arms, it causes damage to the flag. This is an operational matter and should be an Action Item.

ACTION: The Engineering Department to remove the yard arms of the Flag Pole on Front Street.

10. Any Other Business

(i) **IHOPE Omega-City Tent** - this was presented by Ms. Rachael Bailey at the beginning of the meeting.

(ii) **Tabling of Report on 40' Containers** - last year the CoH initiated a review of the 40' Container Policy which included instituting an administrative fee. The CoH had gone out to shipping lines and did a survey of stakeholders. The Ports Superintendent provided a report that stated that there is no change to the current policy. The policy restricts the importation of 40' shipping containers to only those that are essential as the load cannot fit within a 20' container. It appears that the particular port in question in South America can provide 20' containers. They would just have to be given 6 months' notice.

ACTION: The Secretary to circulate this new information to the committee and to those importers as it relates to the current regulations, i.e. importers giving 6 months' notice for 20' containers.

The Ports Superintendent advised that the only change would be the non-refundable application fee because at the moment he processes the applications for 40' containers with no charge affixed. He suggested either a fee of \$250 or \$500 that would add some credence for persons not to want to use a 40' container. There was continued dialogue.

BISL put forward an offer to visit their port on the east coast so that the process could be seen first-hand and then there would be no doubt of what is taking place.

Take Note: The Infrastructure Committee to note the report and/or whether they will support the administrative charge which would be a change to the current policy.

The Secretary suggested disseminating the information regarding the administrative fee to the stakeholders for further feedback. The Ports Superintendent suggested setting up another public meeting to advise stakeholders of the information. Discussion continued on the impact on the streets.

(iii) **SSL Tariff Increase** - this matter was discussed in the beginning of the meeting.

(iv) **Cruise Ship Requirements during America's Cup and Super Yachts Facilities Post America's Cup** - the CoH has a timetable for cruise ships during the May/June period of 2017 where the Veendam would be paying a number of visits staying for four (4) days at a time.

Also there was a discussion with America's Cup for Super Yacht berths in the City of Hamilton. The Secretary shared a discussion held around a proposal for Development, Management and Operation of Super Yacht Dock. The two (2) very large Super Yachts are contingent on a cruise ship not being berthed at #5 and #6 docks. The CoH has been working along the premise that if an alternative can be provided that would be the preferable option. If it comes down to the Super Yacht or cruise ship this Council has always advised that the cruise ship takes precedence. More recently the CoH has had final discussions with the BTA representative Mr. Larry Jacobs and the Harbour Master concerning the requirements for the Veendam for a 4-day stay. For that she cannot hold her sewage and she would also require water. There is no readily available access to sewage and water at #7 which is where the cruise ship will dock if not at the cruise ship terminal. It will be on the commercial dock mostly and a walkway would have to be created into the cruise ship terminal. Having the cruise ship there for two (2) months will have an impact on SSL's operations. The CoH cannot easily provide sewage and water there and have gone out to ascertain how much it would cost to trench and put in water. Sewage cannot be done unless the manhole cover is taken out in the middle by the x-ray and a hose put in to pump it out. Because it is not reasonable to try and get these facilities, the Veendam will need to go at #5 and #6. Discussion continued regarding extra cruise ship nights and extra significant revenue to the City.

The Tall Ships can go to #5, #6 and #7 once the Veendam leaves. The Veendam will be leaving on 1st June and the Tall Ships will arrive on 1st June. ACBDA has been pushing for the two (2) large berths. Tall Ships were advised by the Government that they were going to have the entire frontage of the City's harbour which is not possible. There are two (2) agreements that have been signed by the Government, i.e. one with Tall Ships and the other with America's Cup which the CoH has not been a party to or knows what they entail.

For the Super Yacht facility to operate someone has to put in the infrastructure and run it. The CoH is not interested nor is ACBDA interested. There is a company, St. George's Marina Development Ltd. (SGMD) that is interested. They are proposing a 5-year plan; the first year will pay for itself and then after that it will be a profit sharing. The CoH is working through the logistics of the terms. What the Secretary needs to know from the committee going forward post America's Cup is whether the tender location would be exempt. That range would be leased to this company for five (5) years on a profit sharing basis for them to operate a Super Yacht facility out of Hamilton. This does not preclude the CoH from negotiating with them for compensation when there is a cruise ship there but it would allow them to sell this to their clients. They have expanded the Super Yacht revenue by 300% in St. George. SGMD does not see it feasible to operate the Super Yacht event for America's Cup if they cannot secure a 5-year agreement. There was continued dialogue.

ACTION: The Secretary to forward the proposal from the St. George's Marina Development Ltd. (SGMD) to the Infrastructure Committee with the changes that he has suggested.

(v) **BUEI Train Tour** - there was a train in St. George which BUEI bought. They have found a way to utilise the number of passengers coming down from Dockyard to visit the City and/or BUEI. BUEI has a number of great packages and tours and they wanted to provide a bit more to encourage the visitors to come into the City. They are signing up with various stores around the City that will offer discounts, etc. The impact to the City is minimal. The only thing they need from the CoH is that they would like to use the bus area at the Ferry Terminal to do their loading and unloading - three (3) times a day. They would not use that area any time before 10am and would finish before 3pm. The CoH has suggested that they consider including Fort Hamilton as part of their tour. The CoH will have to put up proper signage at the Ferry Terminal bus area indicating the days of operation and the times. The committee unanimously supported the BUEI train tour.

(vi) **Service Levels for Budget Review** - the CoH is commencing the budget for 2017 and this committee handles infrastructure which is one of the largest pieces of expenses. The Asset Management Plan will assist with the capital expenditures, however, on an operational basis, the things that affect the CoH's costs and expenses are service levels. There is a current sanitation schedule and it has a cost. Looking for any recommendations for changes in service levels, e.g. is the committee satisfied with the amount of work being done on the sidewalks, satisfied with the amount of power washing, etc.?

ACTION: The Infrastructure Committee members to forward any changes that they would like to see as it relates to service levels for the next Infrastructure Committee meeting in September.

ACTION: The Recording Secretary to send out a reminder to the Infrastructure Committee members a week prior to the next meeting for their recommendations regarding any changes to the service levels.

(vii) **Harbour Nights Al Fresco** - this started last Wednesday at Harbour Nights. The restaurants received permission to have a liquor license for Al Fresco during Harbour Nights. This was a trial run for the last couple of Wednesdays to see if it works and they will decide if they want to move forward. The restaurants that are already on the street within Harbour Nights can extend their food and alcohol sales outside of their restaurants onto the sidewalk within barricaded areas as was done for the America's Cup 2016.

(viii) **Bulls Head LED Lighting** - the Senior Engineer gave an update in this regard. It was put out to tender and a recommendation was made to select a contractor. Deferred to the next Infrastructure Committee meeting in September.

(ix) **Proposal from Bank of Butterfield re: Installation of America's Cup Banners** - the issue is that this would not have normally been approved but it has been pointed out that America's Cup is exempt from all rules. Bank of Butterfield is a designated sponsor. They do not need approval from the CoH. The Mayor suggested that the CoH be prepared that when a comment is placed that they are able to inform the media that this is an America's Cup issue and the law has been amended for the duration of the America's Cup and the CoH has no say in this matter.

11. Take Note: Assessment of Coral Reef Environment at Seabright, Year 2 Report - the Mayor queried how many years would they have to continue doing this survey before they are able to make a more definitive comment. He commented that this report has been done a lot longer than from 2014 as was indicated. The Senior Engineer said the assessment is a condition of the CoH's license with the Department of Environment for pumping sewage. The cost is \$50K to do the assessment of the outfall of the sewage system. The Secretary commented that BIOS has been doing the assessment for decades. The Mayor referenced the last sentence in the Executive Summary: **"However, this is only a tentative conclusion, additional data afforded by the longer-term monitoring effort should clarify any trends."**

The Senior Engineer commented that for years BIOS has been monitoring the area around the outfall and they have another area which is of a similar depth, size, distance from shore and they call that a "controlled area". Things can change that may or may not be directly affected by the outfall. By looking at the controlled area and then looking at the area around the outfall, compare the two (2) areas to see if they can draw a conclusion as to whether the outfall is causing the condition change.

ACTION: The Senior Engineer to find out what BIOS has assessed before 2014 and for them to provide a more definitive report and adjust their Executive Summary accordingly.

(x) **City Arts Festival** - the Event Project Manager said the Festival is coming up next month. Last year the CoH did all of the art installations throughout the City, i.e. Chancery Lane, the bathrooms down on Front Street, etc. Submissions are about to go out again and the three (3) areas that were proposed by their committee for art installations are: Washington Lane, the Bus Terminal and the Church Street wall outside of the City Hall car park and she wanted to find out if the committee had any objections to those locations. It is open up to other areas within the City but they would have to come back for approval. If there are any other areas that the committee would want to recommend that could use some art they can be added to the list before it goes out on Friday.

The Mayor asked with the current lease with Government is the CoH able to put art in the Bus Terminal. The Event Project Manager said depending on what proposals come forth she will go back to PTB and the Government to see if there are any objections. PTB does not lease the eastern side of that road. Councillor Edwards mentioned the bathroom outside of the Union while the Mayor had suggested on numerous occasions the two (2) walls on Till's Hill using 8'x 4' plywood that could be very easily bolted.

(xi) **Dumping of Trash** - Councillor Harvey commented on the dumping of trash at Fort Hamilton and Ewing Street. The Secretary said the dumping at Fort Hamilton was on Government land and the CoH assisted in the forensics. Mr. Larry Mussenden, the DPP has been involved and will be evaluating the evidence to see if they can move forward with prosecution. With regards to Ewing Street, COMOPS has not contacted the CoH for specific dates and times. They do not scan that area on a regular basis but once the CoH gives them the specific information, they will do the best they can to see if vehicles can be identified.

The Mayor said the Parks Superintendent was provided with some information regarding other tipping sites such as Ewing Street and was given full authority to pass on that information should that opportunity arise again.

There was no further business to be discussed.

The meeting adjourned at 12:10pm.