

**CARIBOU LANDSCAPE MANAGEMENT
ASSOCIATION**

LONG TERM ACCESS PLAN

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TABLE OF CONTENTS

EXECUTIVE SUMMARY	1
ACKNOWLEDGEMENTS	2
1. THE CLMA.....	3
1.1 VISION STATEMENT	4
2. CMLA PURPOSE	4
2.1 GOVERNMENT RELATIONS	4
2.2 RESEARCH	4
2.3 CORPORATE STEWARDSHIP	4
2.4 INTEGRATED LAND MANAGEMENT (ILM)	5
3. LTAP INTRODUCTION.....	5
4. AREA OVERVIEW / RESOURCE ALLOCATION.....	6
5. PURPOSE OF THE LTAP	6
6. SCOPE	8
6.1 GEOGRAPHIC AREA	8
6.2 ROAD PLAN	8
6.3 RESOURCE VALUES	8
7. PRINCIPLES	8
8. OBJECTIVES	9
9. PROCESS OF CORRIDOR DEVELOPMENT.....	10
9.1 LONG TERM ACCESS PLAN PREPARATION AND CONTENTS	11
10. INTEGRATION	14
11. CONSTRAINTS	14
11.1 ADMINISTRATIVE BURDEN.....	14
11.2 ROAD USE CHARGES	14
11.3 SHARING OF CONSTRUCTION / RECLAMATION COSTS	15
11.4 FMA DIFFERENCES IN FOREST PLANNING AND MANAGEMENT	15
11.5 THREATS	15
12. RECLAMATION	16
13. CONFLICT RESOLUTION.....	17
14. LEGAL AUTHORITY.....	17
15. APPROVAL	17
16. FUNDING.....	18

17. IMPLEMENTATION/PROCESS OF APPLICATION.....	18
18. COMMUNICATIONS	19
18.1 COMMUNICATION PLAN.....	19
18.2 BACKGROUND AND INTRODUCTION.....	19
18.3 AUDIENCES.....	19
19. ANNUAL REPORTING AND MONITORING.....	26
20. SUMMARY / NEXT STEPS.....	28
APPENDIX I.....	30
APPENDIX II.....	ERROR! BOOKMARK NOT DEFINED.
APPENDIX III.....	ERROR! BOOKMARK NOT DEFINED.

EXECUTIVE SUMMARY

Caribou Landscape Management Association (CLMA) Long Term Access Plan (LTAP).

Woodland Caribou are listed as a threatened species both provincially and nationally. In general, caribou populations have been in decline for several decades. In contrast, human activity within caribou ranges has been steadily increasing. In particular, industrial activity and associated development is correlated with declining caribou populations. Although the cause and effect mechanism of the correlation is not well understood it is recognized that mitigation efforts are necessary to continue to have both.

The Caribou Landscape Management Association (CLMA) mandate is to facilitate implementation of proposals for integrated landscape management and conservation actions for the Little Smoky and A la Pêche caribou herds in west central Alberta. Increasing road access in the ranges of these two caribou herds is needed to support allocated resource extraction and associated economic and social benefits.

The CLMA believes that upfront road planning will reduce the road footprint resulting from the current "plan as you go" approach. Minimizing the footprint from long-term access through a coordinated approach will benefit the caribou herds, other species and the environment and will reduce road construction, maintenance, and reclamation costs.

The Long Term Access Plan (LTAP) identifies the "backbone" of permanent all weather access requirements for the energy and forest industrial sectors within the caribou ranges. The plan represents the needs of the entire forest sector and a majority of the major energy sector operators in the area.

Integration of activities requires a fully cooperative approach to doing business and this plan is a first step. The LTAP is seen as a "living" document that will be continually updated and monitored. There are many issues that will be worked on over the next several months such as landscape objectives, best practises, reclamation, continued integration and a monitoring program to ensure effectiveness.

The CLMA requires the government's full support to implement this plan through the development of a road application process that supports the LTAP and to encourage all operators to follow it.

ACKNOWLEDGEMENTS

The Caribou Landscape Management Association (CLMA) members and the Foothills Model Forest completed the Long Term Access Plan (LTAP). I would like to thank all the CLMA members for their cooperation, time, and openness during the process.

There are many individuals to thank for the development of the Long Term Access Plan (LTAP). I would first like to thank Rick Bonar of Hinton Wood Products (West Fraser) for having the vision to develop the CLMA and the Board of Directors of the Foothills Model Forest (FMF) who supported the concept to get it going.

I am indebted to Christian Weik of the FMF who tirelessly pulled the data together to make this a reality without which, none of this would have been possible.

Thanks to Marian Cowen (Alberta Newsprint), Darcy Janko (Encana), Garth Davis (Burlington), Chris Spytz (Hinton Wood Products), Dwight Weeks (Canfor), Erik Kok (Foothills Forest Products), Rob Gibb and Rob Staniland (Talisman), and Sandy Russell (Suncor), for their contributions to the LTAP.

I would also like to thank the government advisors Bill Tinge, Wayne Johnson and Kirby Smith for their participation and advice throughout the LTAP development.

I am also grateful for the editing of Brad Engel (Canfor) and Lisa Jones (FMF) and finally, Fran Hanington (FMF) for the final editing, formatting and binding of the documents.

Wayne Thorp CLMA Director

1. THE CLMA

The Long Term Access Plan (LTAP) was developed by the Caribou Landscape Management Association (CLMA), which operates under the umbrella of the Foothills Model Forest (FMF). The CLMA is a non-profit partnership to facilitate implementation of proposals for integrated landscape management and conservation actions for the Little Smoky and A La Peche caribou herds in west central Alberta. The CLMA will develop and promote industrial activities that mitigate the impact on caribou habitat focusing on integrated landscape management and opportunities to cooperate and enter into partnerships with the Alberta government regarding population management. The Association will operate on behalf of Members within the existing resource planning and approval processes. Plans and programs developed by the Association must receive approval from the appropriate government authorities prior to implementation. It is anticipated that the Association will be able to rapidly develop plans, implement necessary actions, and coordinate industrial and commercial activities related to caribou conservation in the identified caribou ranges.

As first priority the CLMA will promote and support practices consistent with concurrent caribou conservation and industrial development. Working together to develop and apply innovative solutions is considered the best alternative to simultaneously achieve the Association mandate.

The current members of the CLMA are:

- Foothills Forest Products Inc.
- Canfor Corporation (Canadian Forest Products)
- West Fraser Mills Ltd., Hinton Wood Products
- Alberta Newsprint Company (ANC),
- ConocoPhillips Canada Resources Ltd.
- Suncor Energy Inc.
- Encana Corporation
- Burlington Resources Canada Ltd.
- TransCanada Pipelines Limited
- Devon Canada Corporation
- Talisman Energy Inc.
- Aseniwuche Winewak Nation of Canada (Grande Cache).

The members represent all of the forestry companies and a majority of the larger energy companies in the target area. On June 28, 2005, the CLMA steering committee endorsed the following vision statements for purposes of providing direction.

1.1 Vision Statement

“In North America The CLMA will be viewed as an exemplary industrial leader in regional Integrated Landscape Management.”

“ The Caribou Landscape Management Association (CLMA) will conserve caribou habitat in west-central Alberta while continuing responsible development.”

The association’s management efforts will focus on:

- 1) Cooperation to reduce the future industrial footprint in caribou habitat;
- 2) Restoration of caribou habitat by reclaiming the industrial footprint;
- 3) Support of applied research to increase knowledge about caribou and caribou habitat for the purpose of caribou conservation; and
- 4) Partnering and supporting Alberta government initiatives to manage caribou recovery through the Alberta Woodland Caribou Recovery Plan.

2. CMLA PURPOSE

To proactively develop and foster government relations, research, good corporate stewardship, and contribute to Integrated Land Management (ILM) initiatives.

2.1 Government relations

- Get ahead of government regulation by being proactive and proposing and implementing solutions that work from both business and biological perspectives.
- Cooperate with the Alberta Government to recover caribou populations.
- Expedite approvals.
- Work within the existing policy and regulation framework. However, direction contained in the Provincial Caribou Recovery Plan or new government policy may require the LTAP to be amended.

2.2 Research

- Promote science-based solutions.
- Direct, support, and use research, and identify research gaps. However, the CLMA will not coordinate or conduct research.
- Improve/increase funding for caribou monitoring and research.

2.3 Corporate stewardship

- Be responsible corporate stewards participating in land management solutions.

2.4 Integrated Land management (ILM)

- Provide a coordinated multi-sectoral industrial voice with a common approach working towards preferred solutions.
- Mitigate the future industrial footprint on the home ranges of the Little Smoky and A La Peche caribou herds.
- Improve management techniques with an aim to reduce the existing footprint to improve caribou habitat.
- Be the support mechanism for Integrated Land Management in the target area.
- Develop an integrated Long Term Access Plan (LTAP) for the Little Smoky and A La Peche caribou herds.

The CLMA adopted a 2005/06-work plan and associated budget to meet immediate priorities and the development of an integrated Long Term Access Plan (LTAP), which was initiated in July of 2005 for the A La Peche and Little Smoky caribou herds.

What follows is a Long Term Access Plan and is seen as a "guiding document" for resource development.

3. LTAP INTRODUCTION

The Caribou Landscape Management Association (CLMA) mandate is to facilitate implementation of proposals for integrated landscape management and conservation actions for the Little Smoky and A la Peche caribou herds in west central Alberta. Increasing road access in the ranges of these two caribou herds is needed to support allocated resource extraction and associated economic and social benefits. However, increased road access and associated development is correlated with declining caribou populations. Although the cause and effect mechanism of the correlation is not well understood, planning the overall long-term road footprint in caribou ranges is generally accepted as desirable and beneficial for caribou conservation as well as conservation of other ecological values. Long term and coordinated road planning will reduce the overall road footprint compared to the current "plan as you go" approach. Of particular concern is the decline of the Little Smoky caribou herd, which may require extraordinary efforts by all forest users to reverse this decline. A coordinated, long term approach to road planning and development will minimize the footprint from industrial development in caribou habitat. Furthermore, it will reduce the road construction, maintenance, and reclamation costs.

Operational management tools such as the 1996 Operating Guidelines for Industrial Activity in Caribou Ranges in West Central Alberta (WCACSC 1996) are in place to manage industrial activities in caribou habitat areas. However, at the present time there is no overall strategic direction to manage road access on a co-ordinated basis between industry sectors. Most existing access planning in

the caribou ranges has addressed individual dispositions or a limited geographic area. The energy sector footprint in the caribou ranges is shifting from exploration to producing gas field development. With this change comes the increased requirement to develop year round access to facilities. Compounding increased energy activity is the planned early entry/early out harvesting of timber resources within the caribou ranges by the forest sector.

4. AREA OVERVIEW / RESOURCE ALLOCATION

The target area encompasses a tract of land in west-central Alberta in the foothills region of the Rocky Mountains totaling about 5000 (4954) square kilometers. It is situated east of the town of Grande Cache and has the Willmore Wilderness Park along its west boundary and extends east, near to Highway 43. It has vast resource values including scenic landscapes, timber, Energy (Gas and Oil), wildlife and watercourses.

The timber resource comprised of predominately lodgepole pine has been allocated to four companies, Foothills Forest Products has a coniferous quota, Alberta Newsprint, Canfor, and Hinton Wood Products West Fraser Mills have Forest Management Agreements (FMA). Their initial and ongoing investment in processing facilities is based on full access to timberlands. Some companies have deferred harvesting in the caribou ranges in the short term, while awaiting direction and advice on caribou. They eventually must access this area to support their investment and the sustainability of their communities. Similarly, the energy sector has purchased dispositions from government within the area and has invested in extensive exploration of the resource. Their investment in exploration continues, as well as infrastructure that transports and processes known energy reserves. In order to access the resources they have been allocated by the government more roads than currently exist are required. However, both industrial sectors recognize that in order to access the land they must ensure their impact on other resources is mitigated. While there are many other resource values in the area in addition to caribou it is the most critical and is the focus of this effort.

5. PURPOSE OF THE LTAP

The primary purpose of the LTAP is to identify the "backbone" of industrial road corridors for accessing resources in the Little Smoky and A La Peche caribou ranges. The industry desires to construct roads within these corridors as all weather permanent roads. This does not necessarily mean that all these roads will be initially constructed to that standard since road development is dependant upon the long term need as resources are developed.

Once identified this backbone will guide integrated industrial development and government approvals regarding development of energy and forestry resources.

CLMA members expect that the identification of the backbone for permanent access will reduce the industrial footprint.

This assumption is based on the premise that since primary access corridors are identified into development areas, and spurs for secondary access will be temporary, there will be less impact on caribou habitat. It is this assumption that is the basis for the development of the LTAP, which will be proven over time using an effective monitoring and reporting program as discussed later in this document.

A complete Long Term Access Plan (LTAP) guides development, use, deactivation, and reclamation strategies for road access within the Little Smoky and A la Peche caribou ranges. This part of the plan is considered to be the first stage for guiding resource development and it will be updated and expanded in the next few months to guide road use, deactivation and reclamation. The plan identifies roads that support resource extraction for both sectors, and multiple resource users while conserving identified resource values, with a special focus on caribou conservation. This will help to ensure the sustainability of caribou habitat while facilitating resource extraction within the planning area.

This plan was developed with input from energy and forest industry companies operating in the two caribou ranges of the Little Smoky and A La Peche herd. The forest companies involved are:

Forest Management Agreement (FMA) holders

- Alberta Newsprint Company (ANC),
- West Fraser Mills Ltd., Hinton Wood Products (HWP), and
- Canfor Corporation (Canadian Forest Products) and

Quota holder

- Foothills Forest Products Inc. (FFP).

The energy companies involved are:

- Encana Corporation,
- ConocoPhillips Canada Resources Ltd.,
- Suncor Energy Inc.,
- Transcanada Pipelines Limited.,
- Talisman Energy Inc.
- Devon Canada Corporation, and
- Burlington Resources Canada Ltd.

Alberta Sustainable Resource Development (SRD) staff was an invaluable resource during development of this LTAP. They were involved throughout the process. However, it is acknowledged that SRD staff involvement does not constitute endorsement since a full departmental review is required.

6. SCOPE

6.1 Geographic Area

The LTAP covers the range of the Little Smoky and A la Peche caribou herds; within the Caribou Planning Area identified in the 1996 Operating Guidelines for caribou ranges in west-central Alberta (see attached: Geographic area map 1, Appendix I). At this time the western portion of the A la Peche caribou range in Willmore Wilderness Park and Jasper National Park was not included. The LTAP includes enough detail for adjacent areas to provide context for the road plan within the Caribou Planning Area (CPA). This will include external road network connections for all roads that cross the CPA boundary.

6.2 Road Plan

The LTAP identifies current and future permanent Licence of Occupation (LOC) road access corridors for the entire plan area based on resource values (see below) and the projected access needs of all industrial resource users. The LTAP does not include temporary or permanent spur roads (short roads branching off main roads) however; as they are constructed they will be tracked in the monitoring process discussed later. Existing and proposed spur roads are indicated on maps (see attached: Long Term Access Corridor map 2, Appendix I). Resource users planning spur roads will link to the LTAP and to operational guidelines (e.g. 1996 Operating Guidelines, West Central Producers Group (WCPG) Best Practices).

6.3 Resource Values

The process considered issues related to road access development in the area for multiple resource values including:

- Caribou.
- Grizzly bear.
- Stream classification for fish (emphasis on bull trout and arctic grayling) and aquatic habitat.
- Energy sector.
- Forestry sector.
- Mining sector (if applicable, at present there is no mining activity or proposal in the area).
- Public feedback.

7. PRINCIPLES

The following principles were developed early in the process to represent the interests and values of the various participants involved in development, approval and implementation of the LTAP and provided guidance in its development.

When planned individual access routes deviate from these principles strong rationale and justification must be provided.

- a) Industry, government and all other stakeholders will cooperate in development and implementation of the LTAP.
- b) Roads will be constructed to the appropriate standard considering resource values to be conserved and anticipated level of use and safety.
- c) Pipeline and related linear corridor development will be coordinated with approved road corridors.
- d) The LTAP will follow provincial legislation and policy direction and other legal requirements, and will link to related processes and plans including:
 - Public Lands Act (disposition approval process)
 - Water Act and Codes of Practice (road and pipeline watercourse crossings)
 - Federal legislation (Fisheries Act, Navigable Waters Act)
 - Detailed Forest Management Plans (DFMP)
 - Existing Long-Term Industrial Access Plans (LTAP)
 - Northern East Slopes Integrated Resource Management Strategy (when available)
 - Alberta Woodlands Caribou Recovery Plan
 - WCACSC 1996 Operating Guidelines
 - WCACSC Habitat Supply Subcommittee initiatives
 - Oil and Gas Access – Best Practices Within the West Central Caribou Range
 - Landscape fire management initiatives
- e) The LTAP will honour current resource commitments, provide fair access to resources and all industrial users will be treated equally.
- f) Improve and use management guidelines and technological practices for road planning, operations, and restoration.
- g) The LTAP development process will provide an opportunity for industries and ASRD to participate directly in plan development, and other stakeholders to participate through a consultative process.
- h) A process will be developed to monitor the effectiveness of the LTAP and to allow for the future review and update of the plan to address changing conditions.
- i) Reclamation and rehabilitation of existing access that is no longer required will be of equal consideration in development of the LTAP.
- j) Loop roads should not be considered in development of the LTAP.
- k) A connector corridor between Grande Cache and Fox Creek/Whitcourt should not be considered in development of the LTAP.
- l) High value caribou habitat should be identified and every attempt made to reduce the access footprint in these areas.
- m) Direction contained in the Alberta Caribou Recovery Plan or new government policy may require the LTAP to be amended.

8. OBJECTIVES

The primary objective for the LTAP is to reduce the industrial footprint by:

- a) Improved coordination, integration and management of access on the landscape, by all users from cradle to grave.
- b) Identification of opportunities to reduce the long-term access footprint (e.g. reduced right-of-way (ROW) widths and reduced access duplication, reduce the number of access route into the caribou ranges from outside reduce the number of main corridors within the ranges) when compared with the "plan as you go" approach.
- c) Proactive determination of acceptable road corridors within the planning area.
- d) Provide recommendations for operational policy relating to integrated access management in caribou ranges.
- e) Minimize the impact of access on caribou and caribou habitat and other identified resource values.
- f) Provide an improved level of certainty for future development opportunities.
- g) Equitable sharing of access development, maintenance and reclamation costs by all industry sectors.
- h) Joint road monitoring, reporting and maintenance by all industry sectors, i.e., Foothills Stream Crossing Program.

9. PROCESS OF CORRIDOR DEVELOPMENT

The following data sets were used in the development of the LTAP:

Dataset	Application	Source
Roads	<ul style="list-style-type: none"> • Foundation for building single roads dataset across multiple jurisdictions using a single classification scheme 	<ul style="list-style-type: none"> • HWP • ANC • Canfor • Alberta SRD (Hinton, Edson)
Pipelines	<ul style="list-style-type: none"> • Mapping reference 	<ul style="list-style-type: none"> • Alberta Energy
Well sites	<ul style="list-style-type: none"> • Mapping reference 	<ul style="list-style-type: none"> • Alberta Energy
Harvest operating units	<ul style="list-style-type: none"> • Mapping reference 	<ul style="list-style-type: none"> • HWP • ANC • Canfor
Terrain	<ul style="list-style-type: none"> • Roads planning constraint 	<ul style="list-style-type: none"> • SRD
Caribou RSF	<ul style="list-style-type: none"> • Roads planning constraint 	<ul style="list-style-type: none"> • SRD, Fish and Wildlife • University of Alberta
Grizzly bear RSF	<ul style="list-style-type: none"> • Roads planning constraint 	<ul style="list-style-type: none"> • Foothills Model Forest Grizzly Bear Research Program
Streams	<ul style="list-style-type: none"> • Roads planning constraint 	<ul style="list-style-type: none"> • SRD, Foothills Model Forest Fish and Watershed program
2003 Land Sat imagery	<ul style="list-style-type: none"> • Mapping reference 	<ul style="list-style-type: none"> • Foothills Model Forest Grizzly Bear Research Program

9.1 Long Term Access Plan Preparation and Contents

The preparation of the LTAP was conducted in stages as follows:

Stage 1 – Inventory of existing access

- a) Designate the geographic area that the LTAP will cover.
- b) Identify and map existing roads. While field verification may be required, an initial assessment and categorization is required.

One of the challenges was that individual companies and sectors use different road classifications. It was necessary to adopt a common classification system. The CLMA adopted the Base Features Road Classification System as follows:

- Gravel – 2 lane Black
 - o Gravel Surface (Stable)
 - o Main access route
 - o Surface +7 metres wide
 - o Right-of-way +30 metres wide

- Gravel – 1 lane Red
 - o Gravel Surface (Stable)
 - o Main access route
 - o Surface – 6 metres wide
 - o Right-of-way – 20 metres wide

- Unimproved Green
 - o Dirt Surface
 - o Minor access route
 - o Surface up to 7 metres wide
 - o Right-of-way up to 20 metres wide

- Truck Trail Orange
 - o Dirt Surface
 - o Minor access route
 - o Surface +6 metres wide
 - o Streams are generally forded
 - o Ditches are few

- Winter Road Blue
 - o Clearing that is accessible by vehicle in winter only
 - o Snow or ice surface (usually over swamp, bog or muskeg)

Only those roads that are permanent in nature will be inventoried however they are shown in the existing layer. Temporary roads that are used and then reclaimed within a short period of time (i.e.: interior cutblock roads) are not

included. Winter roads that will be reused are inventoried. As a rule of thumb, any LOC road is included.

Roads were colour coded and given a number to indicate their standard, which is common to all the map products.

- c) Location and description of all existing watercourse crossings.
- d) Location and description of all existing access management controls.

Stage 2 - Planned Access Corridors (Lines on a map stage)

The following information was considered when making corridor routing decisions:

- Higher-level plans (Integrated Resource Plans (IRP), Forest Management Plan (FMP), etc) if any exist for the LTAP area
- Other wildlife
 - o Wildlife zoning maps
- Future operating schedule (to year if part of Development Plan window, to decade if part of FMP window)
- Caribou (from WCACSC and FWD)
 - o Caribou habitat maps (WCACSC maps, RSF maps, etc).
 - o Caribou location maps
- Oil and Gas
 - o Identify and map areas of future interest by oil and gas companies.
- Grizzly bear (from Foothills Model Forest)
 - o Grizzly bear Resource Selection Function (RSF) maps, mortality risk maps, movement corridor maps
- Fish and aquatic habitat (from FWD)
 - o Sensitive streams from FWD stream classification map

Using local information and the above for guidance, corridor locations will be identified.

Stage 3 - Future

At the time of application further refinement of the route may consider the following:

- Public use
 - o Identify and summarize recreation areas, random camping sites, recreation type and location, etc.
- Historical and special features
 - o Identify special management areas or other special features if any have been identified in the LTAP area (e.g. special management

areas, historical resources and other special features sites. LSAS notations).

- Identify and map existing Off Highway Vehicle (OHV) access corridors
- Non-industrial commercial use, Identify and summarize known users and uses.

Map Products are attached in Appendix I and are listed as follows:

- **Geographic Area Map 1**
- **Long Term Access Corridors Map 2**
- Caribou habitat map winter 2005
- Caribou habitat map summer 2004
- Grizzly bear habitat maps.
- Map showing terrain and water.
- Map of Energy development (well sites, roads, pipelines)
- Existing and Planned access
- Access Barrier map

The Foothills Model Forest Geographic Information System (GIS) department assembled all of the existing data from each of the three FMA holders for existing and planned access for forest resource extraction. Alberta Sustainable Resource Development (SRD) provided information for the Foothills Forest Products.

The maps were circulated to all members as a starting point to determine primary corridors for forestry activities based on harvest sequencing from approved Detailed Forest Management Plans. Over a series of meetings with energy and forest companies an interactive approach was used where all members could essentially draw their access needs on the screen and digitize "on the fly". A special meeting was held in Calgary to obtain specific energy input on the forestry routes and then identify additional access for energy needs. The map data was updated and sent out again to each member for comment and rationalization. Each company viewed the corridors and work commenced on the justification of the corridors.

During the justification process all members had an opportunity to review each individual route to determine if there were reasonable alternatives and whether it dealt with other resource value with emphasis on caribou. In the justification process many corridors were revised as a result of overlaying digital caribou, grizzly bear, streams, and elevation data over the road layer and applying terrain constraints. Some roads were eliminated while others were moved to reflect identified resource values. Others were moved to existing rights of way already in existence i.e. pipelines.

Individual corridors are listed and the corresponding justification is provided **(Appendix II)**

10. INTEGRATION

The CLMA successfully identified the known energy and forest industry access needs through the previously mentioned process. The collaboration and cooperation between industry sectors and government support staff at the landscape level is an example of how things can be done to achieve objectives. While this worked extremely well there will undoubtedly be issues that will need to be addressed as the CLMA continues to mature and grow as an association. The CLMA believes its memberships will continue to increase as its programs produce results that demonstrate it is beneficial and in the best business interest of the members.

11. CONSTRAINTS

The CLMA recognizes there are ongoing business issues that must be addressed to make the LTAP successful and to meet stated objectives. In particular there are business issues that will have to be addressed to fully integrate forestry and energy operators in the area. While the development of this plan is certainly a major step forward there are other issues that will have to be addressed such as:

11.1 Administrative burden

The government is encouraged to acknowledge that development of road access will have to occur as the resources are allocated to forestry and energy companies. In order to facilitate reclamation (i.e. close down and reclaim a road that is no longer required) assurances are necessary that another road can be built to access the resource otherwise companies may be reluctant to give up a LOC. In addition, the current process of amendments to LOC's is too cumbersome and needs to be streamlined. This is of particular concern and sometimes causes roads to be built on existing clearings (seismic lines), which may not be the best or least impact route.

11.2 Road use charges

When companies build access under Licence of Occupation (LOC) they essentially own it and to some extent control its use. When other industrial operations need to access an area it only makes sense to use an existing road (provided it is suitable). The issue of how road use charges are administered between companies should be consistent, particularly when it relates to meeting the objective of "reducing the industrial footprint". To achieve full integration it is necessary to cooperate on the identification of corridors as in the LTAP but also during the construction, use, and reclamation.

It is necessary to address the inconsistency between companies to prevent the desire to build their own road because road use charges are unacceptable. Some companies want to recover capital costs while others cooperate on

maintenance only and others allow use provided it is maintained with no charges. The CLMA is viewed as an excellent mechanism to deliver this.

11.3 Sharing of construction / reclamation costs

When a corridor (road) is planned for construction there is a need to address multiple company requirements and, if necessary, the sharing of capital costs. This business issue is another example of how companies need to cooperate to achieve full integration.

There will undoubtedly be issues of timing, budget constraints and road standards for the different companies but cooperation is necessary to achieve the objectives in this plan. The same thing applies to reclamation plans. It is no longer sufficient to consider individual company's needs in isolation. Reclamation plans also need to be coordinated between sectors and companies.

There are some excellent examples of cooperation in areas of stream crossings, maintenance, and some construction which need to be built on and successes applied to all operators with the goal of "reducing the footprint" and consequently the impact on other forest values, particularly caribou habitat.

11.4 FMA differences in Forest Planning and Management

Traditionally Forest Management Agreement (FMA) areas and quota areas are managed for timber production distinctly separate from adjacent areas. However other values transcend these administrative boundaries. In order to manage for caribou habitat it is necessary to manage the entire range. The landscape area encompassed by this plan includes four company's forest planning areas, which should be coordinated to deal with threats and resource issues such as caribou habitat.

Individual companies must continue to develop and submit their plans to government separately to meet their legislative and regulatory requirements however, there must be increased emphasis on integration with adjacent operators in the future.

The differences in forest management strategies will need to be recognized in the development of individual company plans. At the landscape level, individual companies should avoid doing something that could impact the other. Sharing and cooperation between companies will more effectively deal with issues and threats to timber supplies. Cooperation on a larger landscape area should also soften the impact on an individual company as discussed further below.

11.5 Threats

Forests are dynamic. Forest structure, age, renewal, and patterns are constantly changing. Threats to the forest may occur that require changes in plans including, fire, insects (mountain pine beetle), and land base deletions. Losses to

the timber resource can be compounded considering that the entire forest resource has been allocated and companies are dependant upon full access to support their operations, which leaves little or no flexibility. The impact of significant fire or major pine beetle infestations could be devastating to the forest industry and communities reliant upon forestry, and, in the short-term, to caribou habitat. A large fire or outbreak of mountain pine beetle would change the forest. It would result in a shift to the current age-class distribution of the target area. Forests would become young and no longer provide caribou habitat for several years. The loss of caribou habitat can come from industrial development, as well as the aforementioned natural processes. Protecting old forests and the values they provide paradoxically threatens old forests and the value they provide. This reinforces the need to manage at the landscape level thereby lessening the impact on a smaller area and perhaps an individual company. Cooperation and sharing of impacts may be necessary to adequately deal with these across administrative boundaries.

12. RECLAMATION

The CLMA recognizes that a comprehensive reclamation strategy for habitat is necessary for caribou as new development occurs. There is acknowledgement by members that when temporary roads are no longer needed they should be reclaimed and returned to the "productive land base".

The lack of a comprehensive reclamation strategy while proposing new development is recognised as a weakness in this LTAP. However, given the time constraints for completion of the LTAP this component of road access management is not included in this submission. This is discussed later in more detail with plan and timeline for completion.

The CLMA plans to include this in the next submission in the fall of 2006. A monitoring program will be implemented to track the effectiveness of the LTAP and an annual report prepared for reporting achievement of objectives. The primary concern to the timber industry is the energy sectors impact on annual allowable cuts (AAC) through land base withdrawals.

One approach will be to encourage timber companies and government to direct their Timber Damage Assessment (TDA) funds collected from the energy sector to reclamation. There is also a need to protect reclamation investments by limiting public access to re-vegetated sites. This allows the site to recover without damage from All Terrain Vehicles (ATV). There is need to "share the pain" to accomplish goals. There is also a need to re-vegetate these sites with natural vegetation such as trees and shrubs rather than grasses.

13. CONFLICT RESOLUTION

Resolution of the issues listed above will require a cooperative and flexible approach by the industrial sectors and between companies. The CLMA essentially operates as a voluntary group with common interests and with recognition that integration is essential. However it cannot be the sole mechanism for resolving conflicts between companies. The CLMA will encourage companies to work out their differences and cooperate on the landscape for the best interest of industry as a whole. The CLMA is an excellent mechanism for development of relationships and for the different sectors to learn more about the other's business needs, which is a significant step forward.

14. LEGAL AUTHORITY

The legal authority for roads rests with the Alberta government, which approves road plans for all developers. Control of access use is also the responsibility of the Alberta Government, which may use disposition conditions to require the owners of access dispositions to install access control structures. The Alberta government is also responsible for regulating Off Highway Vehicle (OHV: motorcycle, quad, snowmobile, etc) use and other anthropogenic use of access. In some cases it may be necessary to control public use of access to protect important resource values.

15. APPROVAL

Alberta Sustainable Resource Development - Public Lands and Forests Division (PLFD) and Fish and Wildlife Division (FWD) Assistant Deputy Ministers will collectively review and approve the LTAP. The plan will be reviewed annually by the CLMA and amendments will be submitted for approval to PLFD. It is anticipated that the approval will be similar to Information Letter 2005-01 for the Chungo Creek Industrial Access Management Area (ASRD 2005). The LTAP approval is for the location, standard, and access management aspects of road planning and development at the landscape level. It is recognized that approval of the LTAP does not constitute approval of the road itself only the general location of the corridor at a landscape level. When a road is proposed it will have to go through normal approval processes. However it should require less review and time provided the road complies with the LTAP. Approvals and schedules for road construction and use will continue to be through the existing LOC and related approval processes. The Department may require LOC conditions related to site-specific concerns.

It is at this stage that site-specific resource values will be identified and addressed by the proponent.

The LTAP document is the first step and is submitted to Government for approval to:

- Acknowledge that there will be roads required to access the resource when it is allocated,
- Allow for relative ease of approval when the individual roads are applied for,
- Recognize that the class of road for the primary corridors is all weather,
- Ensure that the SRD “owns” the LTAP to provide guidance for planned development
- Acknowledge that adjustment will be necessary from both industry and government as more information is known and is proven to best meet objectives,
- Encourage all operators planning access development in this area to coordinate their plans with the CLMA and the LTAP and,
- Provide assurance of access for resource development and extraction through provision of approved access corridor routes and a clear approval process.

16. FUNDING

The LTAP was funded entirely by annual membership fees to the CLMA. Additionally, CLMA member companies provided significant in-kind resources such as AVI inventory data to support this initiative. In kind funding and support was also received from the government by allowing key staff members to attend technical meetings to provide valuable advice in the development of this initiative.

17. IMPLEMENTATION/PROCESS OF APPLICATION

There is a need to address the current road application process. Once the LTAP is approved by the government guidelines for road development similar to the Chungo Creek “information letter” will be necessary.

The purpose of this is to ensure early dialogue and integration between sectors. Member and non-member energy companies should first contact the FMA holder or quota holder before submitting surface rights applications to government. This will initiate the coordination and integration process internally between forestry and energy needs before the government reviews the application. The government will use this plan to guide its regulatory decision-making with respect to applications for linear corridor development such as roads and pipelines. If any applications are received without this referral, the government should make it a condition in the application process.

This process also needs to apply to companies who currently are not part of the CLMA LTAP to ensure both sectors are aware of the application and activity. All resource users developing roads within the Little Smoky and A la Pêche caribou ranges will be required to incorporate the intent of the LTAP in their

planning process. Any companies that are not currently part of the CLMA will be encouraged to contact the CLMA should they propose any access development in the area

18. COMMUNICATIONS

The CLMA has developed a process for communications between industrial proponents to collaborate on access planning and development and is key to the success of the LTAP.

The CLMA will utilize the Foothills Model Forest infrastructure to ensure the LTAP and other related initiatives are transparent and readily accessible to all interested parties.

18.1 Communication Plan

The communication plan identifies audiences, key messages and is a beginning to outline communication goals, objectives, strategies and tactics for the LTAP.

18.2 Background and Introduction

The following communications plan supports the vision, goals and objectives of the CLMA and more specifically the LTAP. The CLMA is relatively young; therefore it is natural that discussions will continue to solidify the CLMA vision, goals and objectives. Therefore, this Communications Plan provides a broad overview of the communication activities that are planned by the Association. The goals of the Caribou Landscape Management Association are:

- a) Conservation of caribou habitat.
- b) Support the recovery of caribou populations.
- c) Fund research gaps.
- d) Communicate the efforts and activities of the Association.

18.3 Audiences

- a) Partners or potential partners.
- b) Stakeholders.
- c) Public.

At a minimum, the audiences need to be aware of the intent and activities of the Association. Ideally, audiences will support the Association, its vision and its activities. The Communications Plan for the LTAP will be tailored to each audience group. Communications will take a phased-approach. Initial attention and priority was focused on partners and potential partners. The second phase involves communicating with stakeholders and the public.

The following key messages will be used by all the partners to communicate with internal and external clients, potential partners, public, ENGO, First Nations, and government.

KEY MESSAGES:

Partnership and Cooperation for Caribou Landscape Management

- The CLMA operates under the umbrella of the Foothills Model Forest
- The association is a partnership of forest companies, energy companies, government, and other stakeholders committed to making on-the-ground changes for the long-term conservation of caribou habitat in West Central Alberta.
- The members of the Association are cooperating to reduce their collective industrial footprint in the ranges of the Little Smoky and A La Peche caribou herds.
- The members of the Association are cooperating to mitigate the impact on caribou habitat for the Little Smoky and A La Peche caribou herds.

Caribou Conservation

The association's management efforts will focus on:

- Cooperating to reduce the future industrial footprint in caribou habitat;
- Reclaiming the industrial footprint to restore caribou habitat;
- Supporting applied research to increase knowledge about caribou and caribou habitat for the purpose of caribou conservation; and
- Partnering and supporting Alberta government initiatives to manage caribou recovery through the Alberta Caribou Recovery Plan.

On the ground action

- Development of the LTAP.
- Additional funding will be provided for high priority projects endorsed by Association members.

Advancing Sustainable Forest Management

- Sustainable forest management is to maintain and enhance the long-term health of forest ecosystems, while providing ecological, economic, cultural, and social opportunities for the benefit of future generations.
- The Caribou Landscape Management Association and its actions are another example of how Foothills Model Forest and its partners are advancing management of Alberta's forests.

PHASE ONE: PARTNER COMMUNICATIONS:

Communications Goal: The partners of the Caribou Landscape Management Association will communicate consistent messages relating to the association and the LTAP.

The CLMA will abide by the Foothills Model Forest Media Policy as follows:

MEDIA POLICY

Introduction and Background:

To accommodate the increased media interest and partners' concerns in a changing political and business environment the Foothills Model Forest has seen the need to develop a standard set of media guidelines to be applied across all Foothills Model Forest program areas.

The media guidelines are consistent with Foothills Model Forest's Phase III Communications and Extension Strategy and its current year work-plan (2005/2006). The focus and resources of the Foothills Model Forest communications and extension program and program leaders are on integrating knowledge and tools into forest and resource management policy and practice. Communications targeted at the general public will support and be consistent with knowledge transfer activities. Therefore, media relations at the model forest is generally reactive vs. proactive in nature. Nevertheless guidelines for working with the media are required.

Foothills Model Forest is a research organization that successfully builds partnerships. It secures financial support from over ninety organizations with the majority being from industry and government. The Foothills Model Forest *works with* its partners to develop practical solutions to forest management questions. The Foothills Model Forest approach to dealing with the media needs to remain true to the organization, more specifically:

- a) Foothills Model Forest will speak to research projects,
- b) Foothills Model Forest will speak to research findings,
- c) Foothills Model Forest will speak to how knowledge and tools guide or are integrated into land and forest management.
- d) Questions about specific land and resource management policy and practice will be directed to the appropriate partner organization.

Foothills Model Forest media dealings should not compromise the position of its partners. However, Foothills Model Forest partners need to respect the organization's need to communicate about its research findings in an honest manner.

Finally every media encounter represents an opportunity for Foothills Model Forest and its partners to communicate the message that sound research

supports land and resource management decisions. Where possible, Foothills Model Forest will accommodate media requests.

Types of Media Interactions:

This document generalizes media interactions into two categories:

1. Reactive media inquiries.
 - Issue related
 - Feature piece
 - Special interest

2. Proactive (earned media) media inquiries.
 - Special event
 - New programs announcements
 - Program updates

All types of media inquiries will be directed to and managed by the communications and extension manager.

1. Reactive Media Inquiries

Reactive media inquiries are where the Foothills Model Forest is responding to calls from a reporter, writer or journalist. There are three types of reactive media inquiries at the Foothills Model Forest:

Type One:

Issue Related

An issue related media inquiry could be generated from a local, regional or national media. This type of inquiry is on an issue that links to Foothills Model Forest research such as Species At Risk Act (grizzly bear, caribou research); grizzly bear management (hunt); development (Cheviot Coal Mine; logging). Note many of the aforementioned issues are intertwined. The Foothills Model Forest needs to be prepared to answer questions relating to the science/research behind these issues as well as to direct the media to the appropriate spokesperson within the organization to answer management-related questions.

How to Handle:

- Media inquiries will be directed to the communications and extension manager.
- The communications and extension manager will determine who will speak to the reporter. Issues-related inquiries pose particular challenges to researchers because they are experts in their fields yet in keeping with typical media relations protocol spokespeople can only speak to their areas of responsibility and authority, which in this case is Foothills Model Forest research. In the past, this dichotomy has created stress for researchers and resulted in unfavourable media coverage. Therefore, the communications and extension manager, general manager or president of the Foothills Model Forest will be the spokesperson on issue-related inquiries.
- The communications and extension manager will notify affected partners.
- Foothills Model Forest key messages and Q&A will be made available to partners as an information item.

Type Two:

Feature Stories

Feature stories can be generated from local, regional, national or international media. This type of inquiry focuses on science and issues. Requests for feature stories typically come from local newspapers, large daily papers where the story will appear in a weekend edition; Discovery Channel; BBC; National Geographic; Canadian Geographic. Print stories require a significant investment from Foothills Model Forest. However, these have huge potential to communicate the message of sustainable forest management research to a large, urban audience.

How to Handle:

- Media inquiries will be directed to the communications and extension manager.**
- The communications and extension manager will negotiate terms of the story with the writer or producer.**
- The communications and extension manager will work with the lead researcher to determine if resources are available to accommodate the request.**
- If necessary, the general manager will be involved to determine the value of accommodating a request for a feature story.**
- Participation of the program lead is required for feature stories. The general manager or communications and extension manager will also participate in all feature story interviews.**

Type Three:

Special Interest Story

Special interest stories can be generated from local, regional, national or international media. This type of inquiry focuses on science or special projects. Request for special interest stories typically come from local newspapers, daily papers, Daily Planet program on Discovery Channel, daily electronic media. Special interest stories are shorter than feature stories and do not require the same level of resources from Foothills Model Forest. They have the potential to communicate the message of science to an urban audience.

How to Handle:

- Media inquiries will be directed to the communications and extension manager.**
- The communications and extension manager will work with the lead researcher to determine if resources are available to accommodate the request, as well as the value in accommodating the request.**
- Participation of the program lead is required for special interest stories. The general manager or communications and extension manager may participate in interviews.**

2. Proactive (earned media) inquiries

There are opportunities for the Foothills Model Forest to work with the media in a proactive manner. Similar to reactive media inquiries the communications and extension manager will manage these dealings with the media.

Earned media opportunities may focus on achievements, milestones or community-based involvement. Furthermore, knowledge transfer activities may be significantly more effective if Foothills Model Forest engages the media in a proactive manner. An example of this is providing media with the opportunity to learn about the Highway 40 North Demonstration Project. Proactive media events will be included in the communications plan for individual projects and

approved by the appropriate activity teams. Cooperation between the program lead and communications and extension manager is necessary.

Roles and Responsibilities:

As previously noted, the Foothills Model Forest Communications and Extension Program will be the lead in initiating and responding to all media contacts. This will be done in consultation with the general manager, communications steering committee and program leads. The Foothills Model Forest communications and extension manager should be the first point of contact for the media. The Foothills Model Forest communications and extension program will respond directly to media inquiries relating to research projects, provide background information and refer calls to other spokespeople as appropriate. In addition to this document, spokespeople from partner organizations will be identified for each program area.

Foothills Model Forest spokespeople will notify the Foothills Model Forest communications and extension manager of all media interactions. Briefings are important because they serve as a warning flag for emerging issues or areas of potential concern. The briefing should include the date and time of the call, name and affiliation of the journalist; questions asked by the journalist and responses given. The communications and extension manager will collect information on the expected time of the media story and any other relevant information.

Spokespeople should be clear in speaking to the media that they are representing the views of their organization.

Emergency Communication:

In the event of an emergency, the program lead will advise the general manager. The general manager will ensure that the appropriate people within the partners are communicated with.

Communication Objective:

By December 31, 2006, the first Quicknote will be sent to the partners of the Caribou Landscape Management Association. After the first one is done there will be one sent out each quarter

3. Strategy and Tactics:

The Director of the Caribou Landscape Management Association will write and distribute four Quicknotes each fiscal year. Quicknotes are one to two page documents that summarize initiatives or research findings that are distributed key parties and are posted on the Foothills Model Forest web site.

Responsibility:

- Wayne Thorp and Lisa Jones (Communications and Extension Manager Foothills Model Forest) to coordinate and support delivery of messages and products.
- Members in Association must commit to and be involved in delivery of messages.

Timeline:

Produced quarterly starting January 2006.

Deliverables:

Four Quicknotes

PHASE TWO: EXTERNAL COMMUNICATIONS**Communication Goal:**

The CLMA will communicate with stakeholders about the Long Term Access Plan during its development

Communications Objectives:

During development of the LTAP external communications was conducted with key stakeholders to ensure they were aware of CLMA activities and support.

Stakeholder Consultation:

The development of the LTAP did not involve a comprehensive public involvement program but rather a consultation process with key stakeholders. Presentations were made to stakeholders shown below with the objective of informing them on the CLMA and specifically to seek input on the LTAP.

Information Meetings held to date:

- Sturgeon Lake Cree First Nation Chief and Council September 14, 2005
- Grande Cache Mayor and Council September 20, 2005.
- County of Yellowhead Reeve and council September 27, 2005
- MD of Greenview Reeve and Council September 28, 2005
- Town of Hinton October 4, 2005
- Foothills Ojibwas October 4, 2005

In addition, FMA holders introduced the CLMA and LTAP at their Public Advisory meetings. The results of the input to date are shown in **Appendix III**. Once the LTAP is complete the objective will be to communicate with stakeholders to have them "understand and support" the objectives of the CLMA.

Communications Objective #1: Upon completion of the Long Term Access Plan, press releases will be sent to the local media.

Strategy:

The media will be used to communicate with the effected communities. Press releases and direct contact with media will coincide with the initiation of on-the-ground activities. All media requests will be accommodated. This approach builds solid relationships with the media and illustrates that the Association is open. The Association's media protocol will guide dealings with the media.

Communications Objective #2: By March 31, 2006 launch a website for the Caribou Landscape Management Association.

Strategy and Tactics:

A website for the Caribou Landscape Management Association will be developed through the Foothills Model Forest. A portal to the site would be on the Foothills Model Forest homepage. From the portal, a website for the Association can be developed. The Highway 40 North Demonstration Project (www.fmf.ca) took this approach and it has been effective thus far. Foothills Model Forest will write the website text and work with a contractor to develop the website.

Once the website is developed, it should be promoted in trade publications of the forest and energy industries and to the public. A marketing plan will be developed once the website is nearing completion.

Communications objective #3: By March 31, 2006 a web based referral product will be implemented by the FMF.

The FtMF GIS group will provide GIS data to CLMA members via the internet using Internet Mapping technology. This will provide access in a true mapping framework to not only existing and planned roads data but also supplementary data such as Caribou RSFs and terrain datasets. These data will be updated on a continual basis to provide members with the most current versions of all planning related spatial data. These data will be provided from an Internet server located and maintained at the Foothills Model Forest in Hinton.

19. ANNUAL REPORTING AND MONITORING

Annual reporting and monitoring process to measure the plan's effectiveness for reducing the industrial footprint will be reported on. The results of effectiveness monitoring will be considered as part of the annual review of LTAP and the plan will be amended as and if appropriate. The initial baseline report is as shown below:

Table 1. – Existing Disturbance

Disturbance	Linear Km or number of sites	Density Total area = 4954km ²
Roads (all classes)	1445	3.43 km/square km
Pipelines		Currently unknown (Gov't data sets inconsistent)
Wellsites	520	0.10 wells/square km
Railways	57	0.01 km/square km
Highways	45	0.01 km/square km
Powerlines	31	0.01 km/square km

Table 2. - Tracking Effectiveness

Measurement	No LTAP ANC (hypothetical) Twps. 58-26,27 & 59-26,27	Township 59 – 26 only	Fully developed Twp. 59-24	LTAP
Density (Km/km ²)	1.06	1.1	0.9	

Note: Due to problems with various data sets (and inconsistencies) some of the statistics may require refinement.

Table 3.

Total test area: 33,814 hectares
 Total area of buffered roads: 17,516 hectares

	Caribou Habitat	Hectares within 250m of linear feature, no LTAP (Hypothetical)	* Hectares within 250m of linear features with LTAP
Summer 2004	High (6-10)	12485	
	Low (1-5)	5031	
Winter 2005	High (6-10)	11858	
	Low (1-5)	5658	

*This will be monitored and reported on annually as it currently is not a valid comparison.

Potential indicators for monitoring CLMA LTAP

The Energy sector hypothetical access completed by ANC for its FMA will be used to compare unconstrained access development to that of the CLMA LTAP area. This unconstrained access will be compared to the LTAP area with the above criteria.

The following townships were selected 58 - 26& 27 and 59 - 26&27 for the hypothetical benchmark and another township was selected to show an area that

has been fully developed 59-24. This will demonstrate how the LTAP process compares to these two samples. The lineal disturbance within the LTAP area will then be tracked and reported on annually and compared to these areas. The other measurement to be tracked and reported on is: "how consistently did the LTAP get applied by government approvals and industry development".

20. SUMMARY / NEXT STEPS

There are many factors that effect caribou population. Therefore the LTAP is not intended to be an end point or a "be all end all". That is one of the reasons that the LTAP will be a dynamic (living) document. The CLMA and its members will also support the government on population management and predator control when it is necessary.

Support government programs:

The LTAP submission of November 2005 is a guiding tool for the development of primary permanent access and is considered to be stage 1 in meeting the objective of reducing the "industrial Footprint".

Over the next year, the CLMA will support any of the governments plans for predator control, cow calf capture, public access controls if necessary, and caribou research.

The CLMA also intends to support the Alberta Caribou Recovery Plan through its participation in the landscape teams once they are established. The work that has been completed to prepare the LTAP will be provided to the Landscape Recovery Teams.

Membership:

The CLMA will continue its efforts to increase its membership of energy, mining and support industries such as power and Pipeline companies. The ultimate goal is to have full representation and participation of all resource sectors. A key to this will be to acquire from EUB and Alberta Energy a listing of existing dispositions from the Energy sector and include LSAS categories such as PRS, PNT, CNT, and MLL etc.

Implementation:

The plan is to follow the LTAP route corridors immediately as development is planned by industry.

Monitor and adjust:

The monitoring program will be reported on annually with emphasis on measuring the effectiveness of reducing the footprint compared to "Plan as you go" and unencumbered access development. The report will also maintain a chronicle of how well it was followed by industry. The monitoring report will be submitted to government by September 30 of each year.

Communication and Consultation:

Communication with stakeholders and public will be ongoing throughout the year with a summary report submitted with the monitoring report annually. Additionally four quick notes will be produced each quarter; a web site launched, and web referral products available.

Reclamation:

Work will commence immediately on a reclamation strategy for the target area. This strategy will be completed by September 30 2006 and will be included in the annual report and updated LTAP for submission to government.

Best Practices:

The CLMA will review all related operational practices for caribou such as:

- FMA management strategies and ground rules,
- CAPP "State of the science backgrounder",
- Gap analysis completed by the Boreal Caribou committee,
- Alberta Caribou Recovery Plan,
- Caribou Habitat Assessment for the A La Peche and Little Smoky,
- Caribou Conservation Strategy Hinton Wood Products West Fraser Mills,
- Interim Oil and Gas Industrial guidelines for Boreal Caribou Ranges in NE BC, and
- Best practices documents.

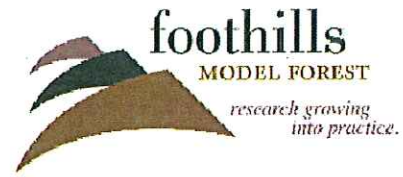
Along with the review, the CLMA will develop a process to reaffirm the applicability of all the guidelines as follows:

- Identify logical disconnects of the practices vs. the needs of caribou,
- Identify the limiting factors for caribou and whether any of the practices actually deal with it,
- Develop a rating system that measures the effectiveness of the practices,
- Ask the question of each practice: "Why are we doing it?" and "Is it working?"
- Identify what practices should we be doing as it relates to caribou, and
- Identify research needs.

This will be complete by March 31, 2006.

APPENDIX I




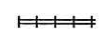

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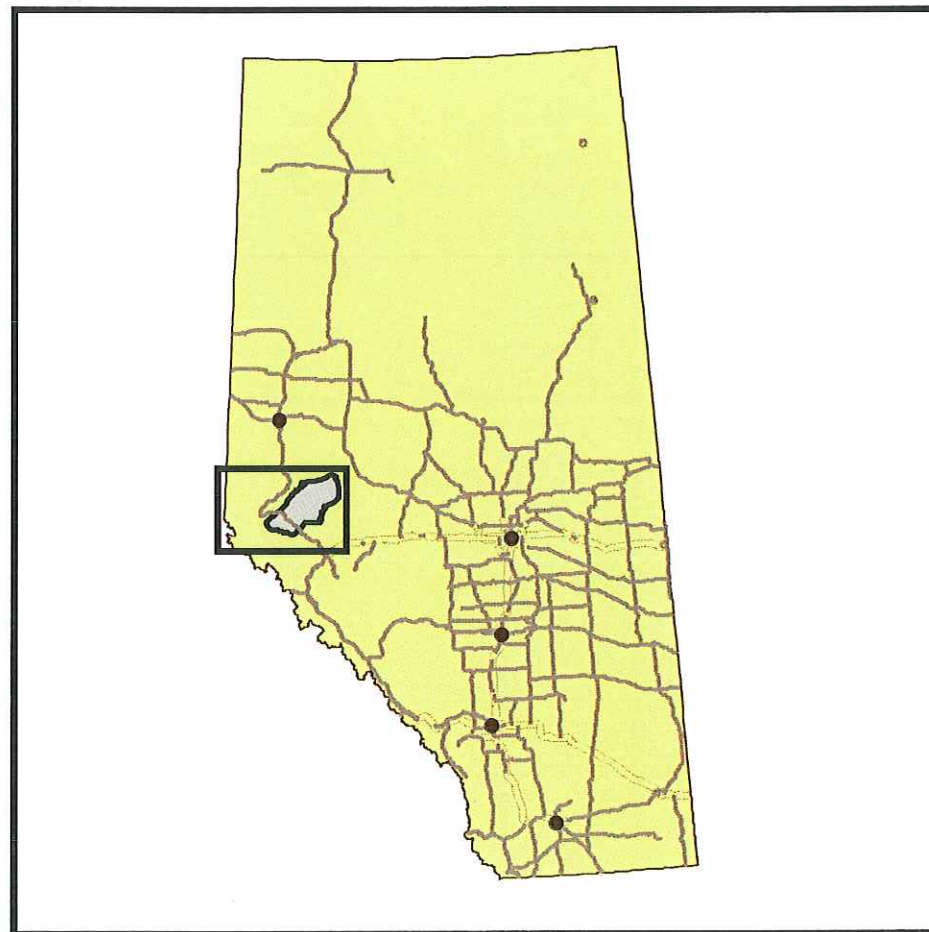


**CLMA
Planning Area
(Little Smoky & A La Peche Caribou Ranges)
Map 1**

Legend

Existing Roads

-  Paved Surface
-  Gravel Surface 2 Lane
-  Gravel Surface 1 Lane
-  Railway
-  CLMA Planning Area (Little Smoky & A La Peche Ranges)



Notes:
 Routes locations subject to change
 Road width not to scale
 Road classes may not be current
 Road, pipeline layers may not be current



Nov. 29 2005





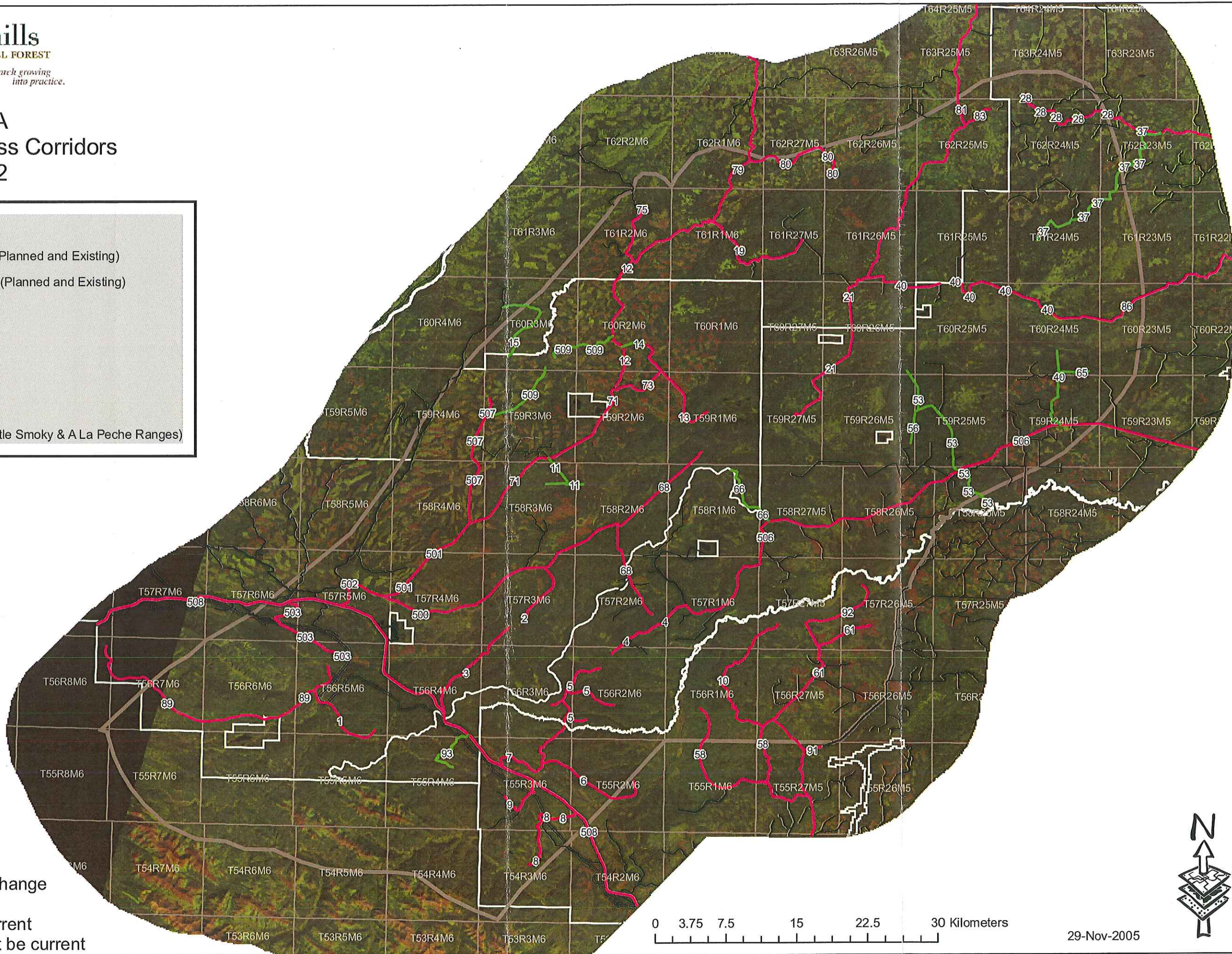
CLMA Long Term Access Corridors Map 2

Legend

- Energy Road Corridors (Planned and Existing)
- Forestry Road Corridors (Planned and Existing)

Existing Roads

- Paved Surface
- Gravel Surface 2 Lane
- Gravel Surface 1 Lane
- FMAs
- CLMA Planning Area (Little Smoky & A La Peche Ranges)



Notes:
 Routes locations subject to change
 Road width not to scale
 Road classes may not be current
 Road, pipeline layers may not be current



29-Nov-2005





CLMA Caribou Habitat (RSF Winter 2005)

Legend

Caribou RSF Winter 2005

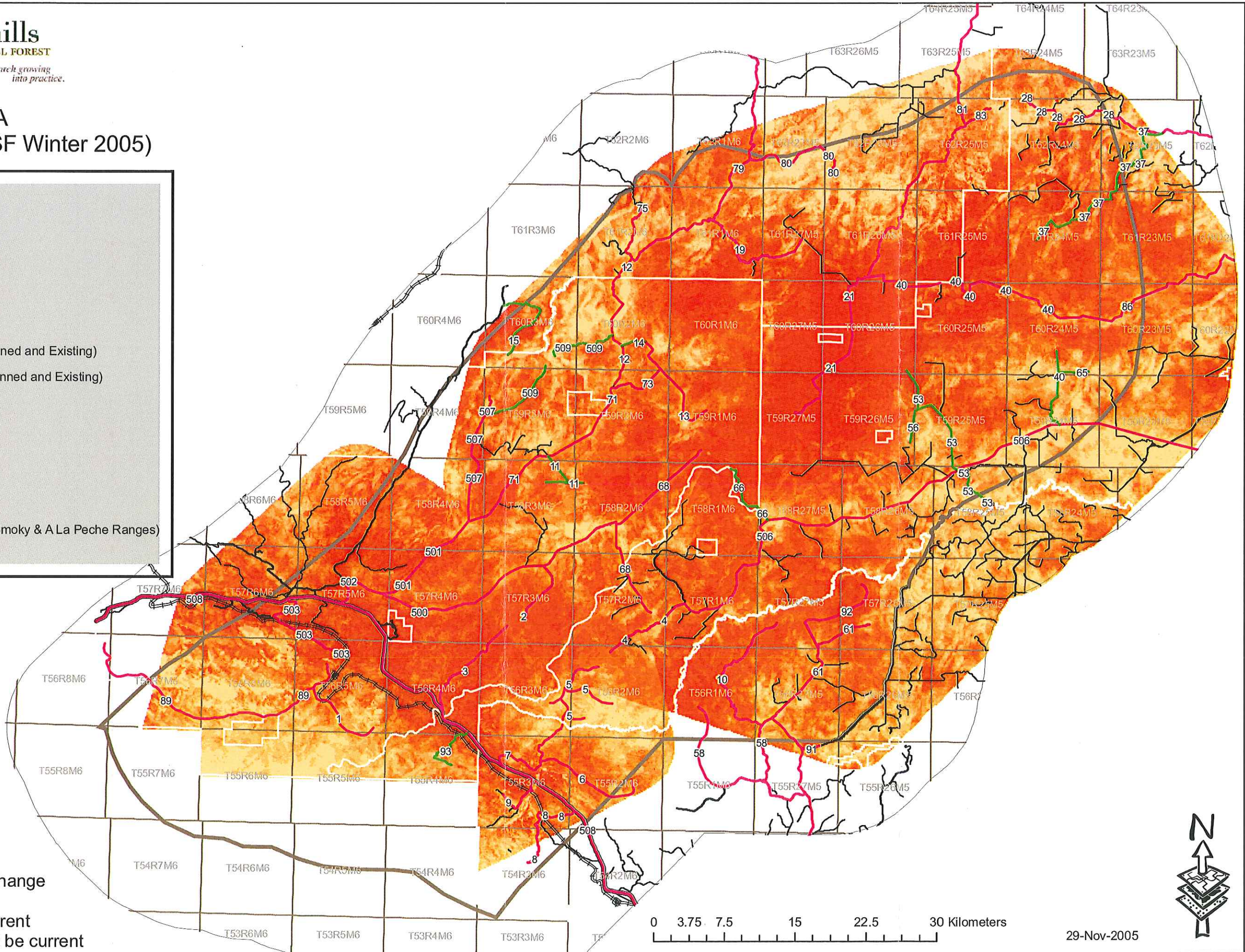
Value



- Energy Road Corridors (Planned and Existing)
- Forestry Road Corridors (Planned and Existing)

Existing Roads

- Paved Surface
- Gravel Surface 2 Lane
- Gravel Surface 1 Lane
- FMAs
- CLMA Planning Area (Little Smoky & A La Peche Ranges)
- Railway



Notes:
 Routes locations subject to change
 Road width not to scale
 Road classes may not be current
 Road, pipeline layers may not be current



29-Nov-2005



CLMA
Caribou Habitat (RSF Summer 2004)

Legend

Caribou RSF Summer 2004 Value

High : 10
Low : 1

Energy Road Corridors (Planned and Existing)

Forestry Road Corridors (Planned and Existing)

Existing Roads

Paved Surface

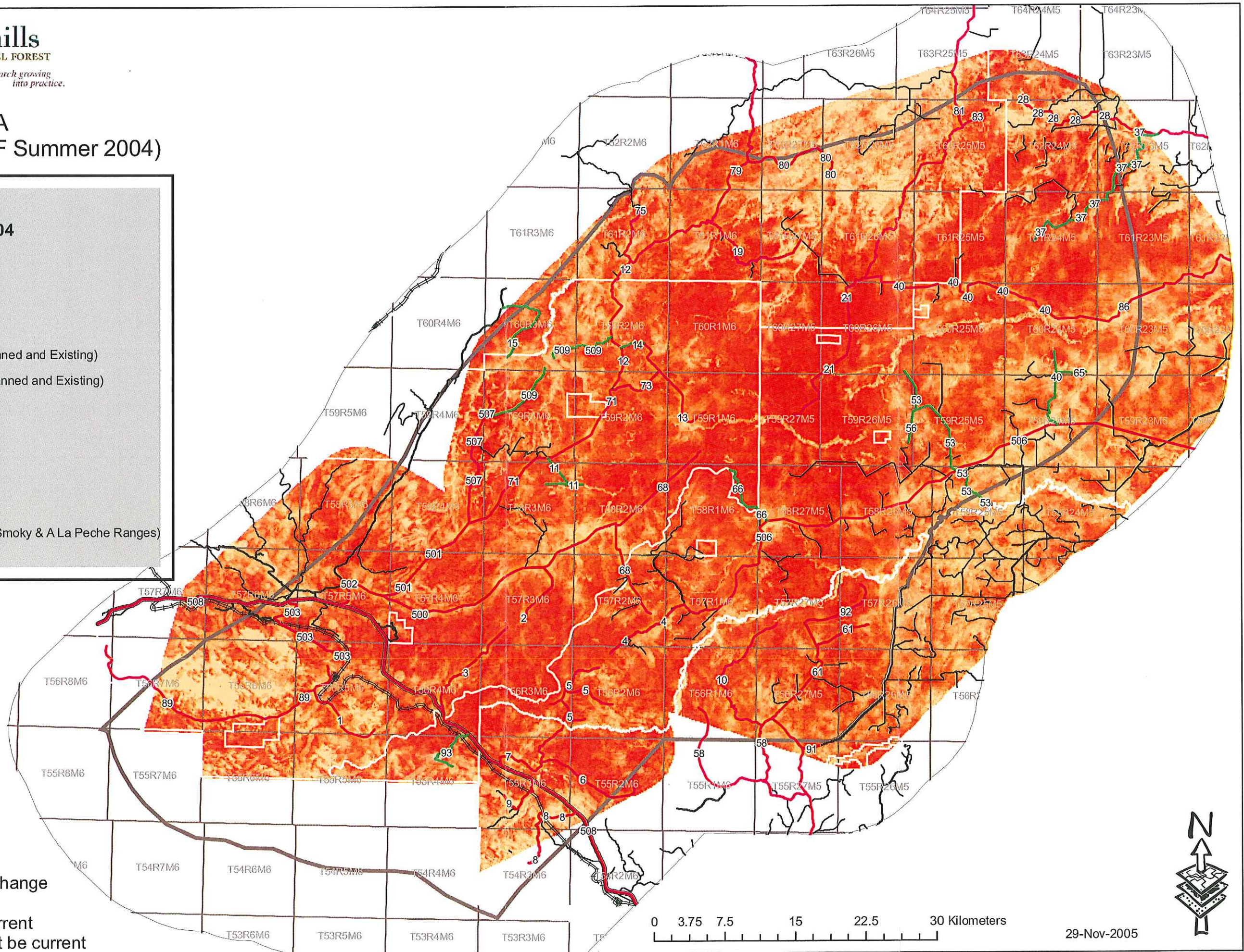
Gravel Surface 2 Lane

Gravel Surface 1 Lane

FMAs

CLMA Planning Area (Little Smoky & A La Peche Ranges)

Railway

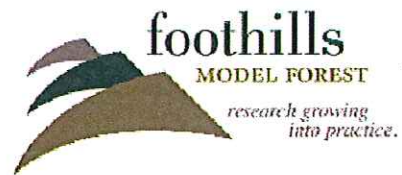


Notes:
Routes locations subject to change
Road width not to scale
Road classes may not be current
Road, pipeline layers may not be current

0 3.75 7.5 15 22.5 30 Kilometers

29-Nov-2005





CLMA Grizzly Bear Habitat

Legend

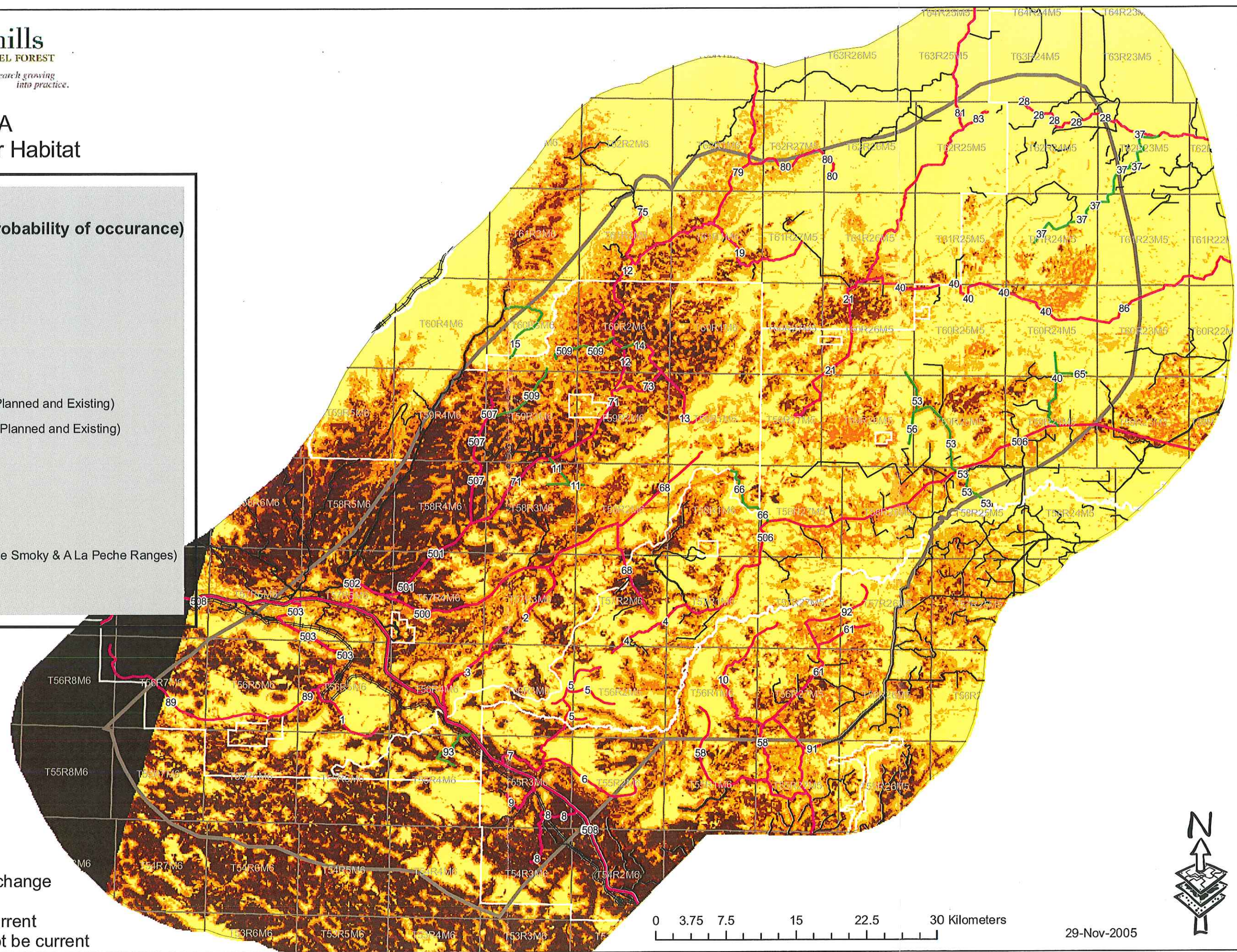
Grizzly Bear Habitat (probability of occurrence)

Value

- non-critical habitat
- very low use
- low use
- moderate use
- high use
- Energy Road Corridors (Planned and Existing)
- Forestry Road Corridors (Planned and Existing)

Existing Roads

- Paved Surface
- Gravel Surface 2 Lane
- Gravel Surface 1 Lane
- CLMA Planning Area (Little Smoky & A La Peche Ranges)
- FMAs
- Railway



Notes:
 Routes locations subject to change
 Road width not to scale
 Road classes may not be current
 Road, pipeline layers may not be current



29-Nov-2005

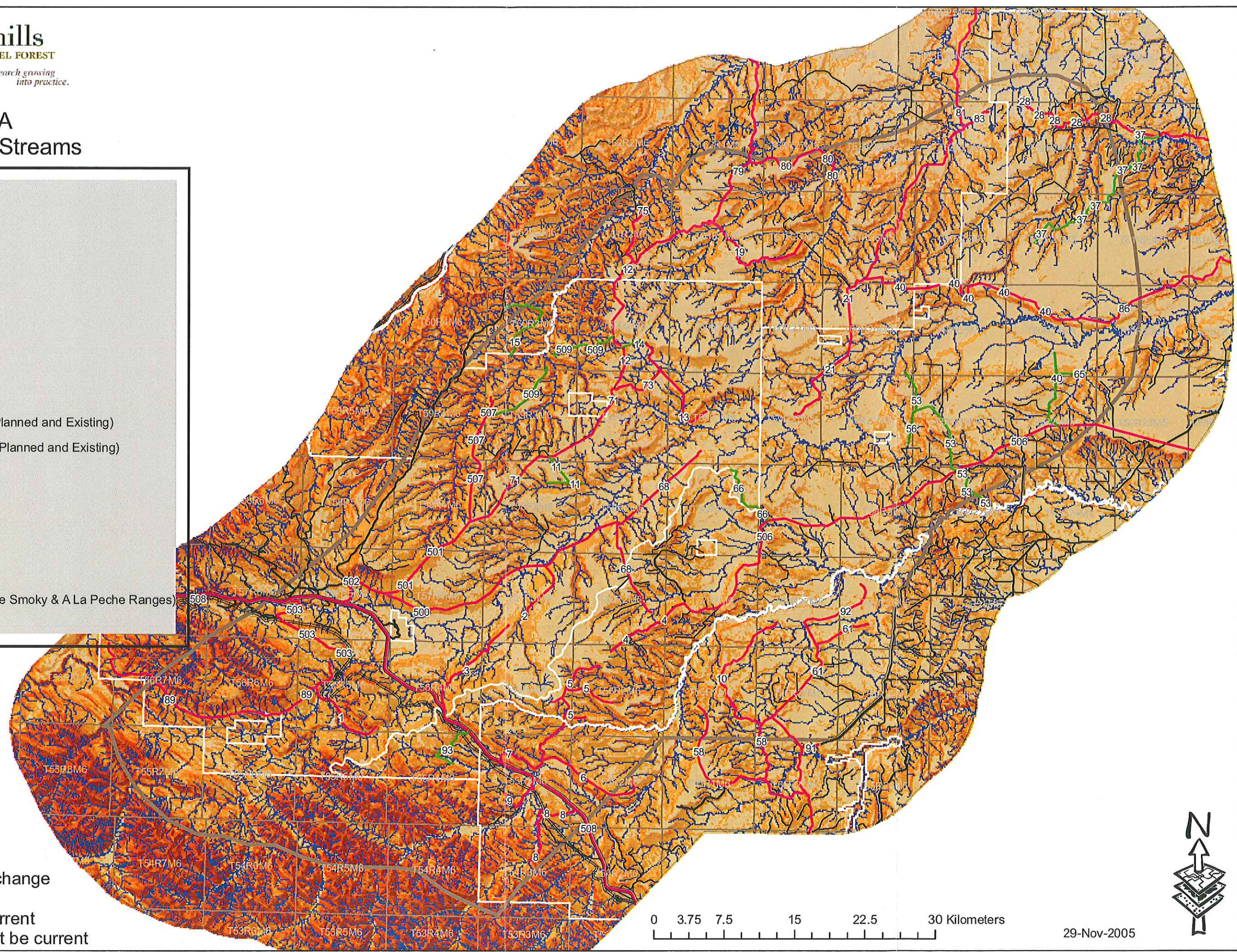




CLMA Terrain and Streams

Legend

- Streams
- SlopePercent Value**
- 0 - 5
- 5-15
- 15-25
- 25-35
- 35+
- Energy Road Corridors (Planned and Existing)
- Forestry Road Corridors (Planned and Existing)
- Existing Roads**
- Paved Surface
- Gravel Surface 2 Lane
- Gravel Surface 1 Lane
- FMAs
- CLMA Planning Area (Little Smoky & A La Peche Ranges)
- Railway



Notes:
 Routes locations subject to change
 Road width not to scale
 Road classes may not be current
 Road, pipeline layers may not be current



29-Nov-2005





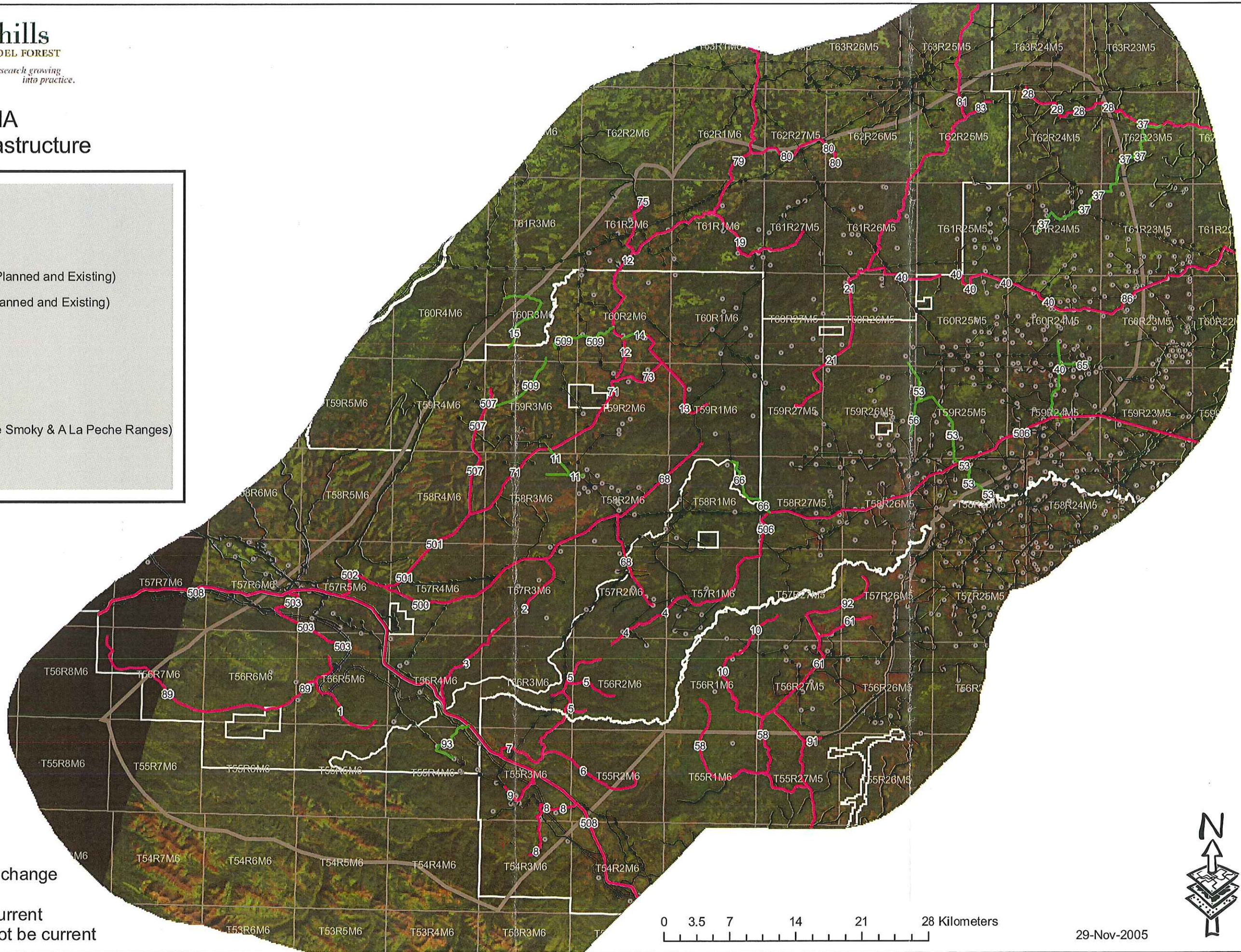
CLMA Energy Infrastructure

Legend

- Wellsites
- Pipelines
- Forestry Road Corridors (Planned and Existing)
- Energy Road Corridors (Planned and Existing)

Existing Roads

- Paved Surface
- Gravel Surface 2 Lane
- Gravel Surface 1 Lane
- ▭ CLMA Planning Area (Little Smoky & A La Peche Ranges)
- FMAs
- +— Railway






Notes:
 Routes locations subject to change
 Road width not to scale
 Road classes may not be current
 Road, pipeline layers may not be current









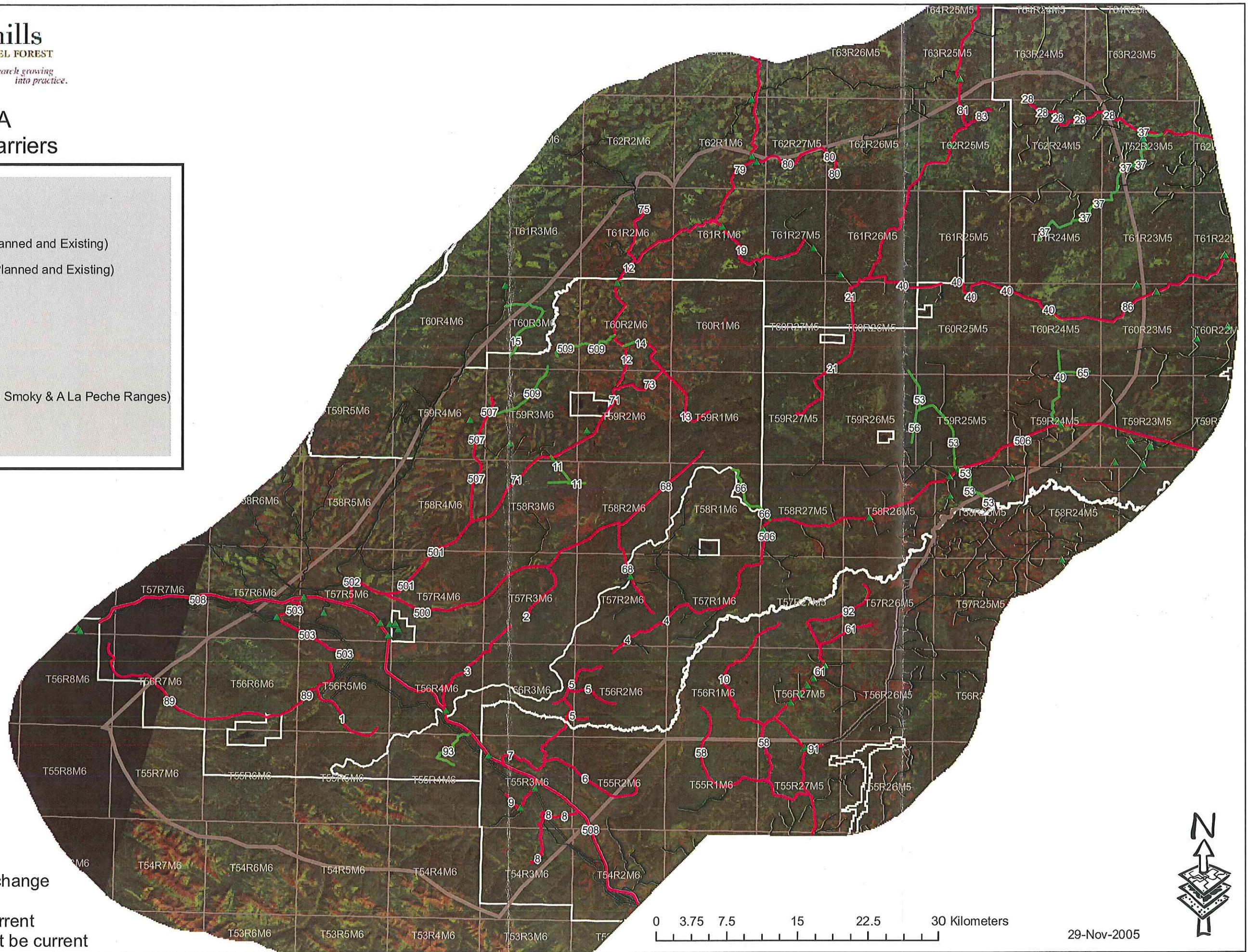
CLMA Access Barriers

Legend

-  Access Barriers
-  Energy Road Corridors (Planned and Existing)
-  Forestry Road Corridors (Planned and Existing)

Existing Roads

-  Paved Surface
-  Gravel Surface 2 Lane
-  Gravel Surface 1 Lane
-  CLMA Planning Area (Little Smoky & A La Peche Ranges)
-  FMAs
-  Railway

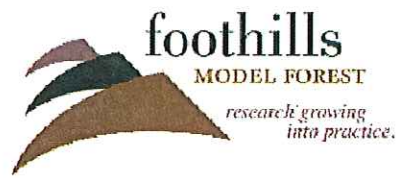


Notes:
 Routes locations subject to change
 Road width not to scale
 Road classes may not be current
 Road, pipeline layers may not be current



29-Nov-2005

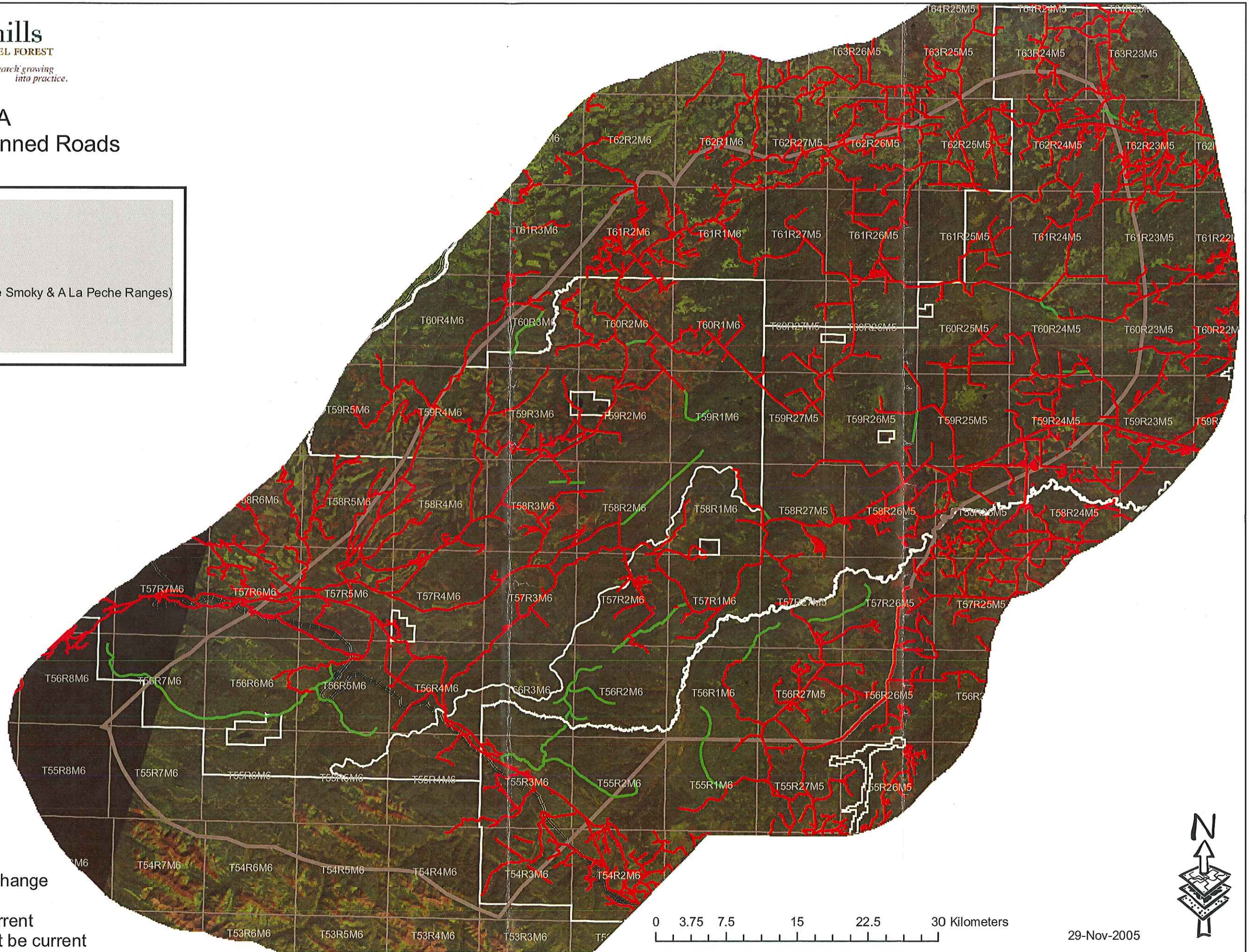




CLMA Existing and Planned Roads

Legend

- Existing Right of Way
- Planned CLMA Roads
- CLMA Planning Area (Little Smoky & A La Peche Ranges)
- FMAs
- Railway



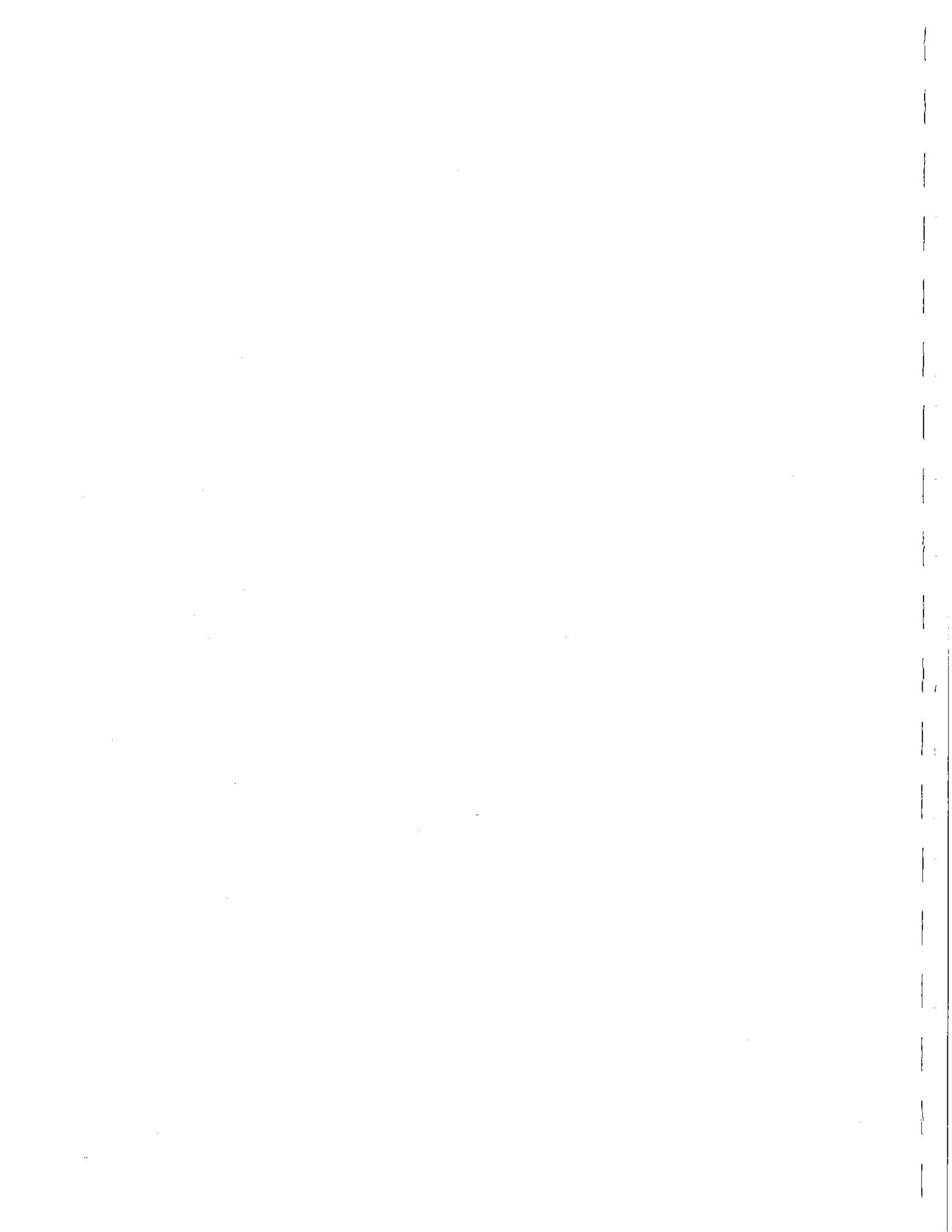
Notes:
 Routes locations subject to change
 Road width not to scale
 Road classes may not be current
 Road, pipeline layers may not be current



29-Nov-2005



APPENDIX II



CLMA LTAP ROUTE JUSTIFICATION

The LTAP document follows the approved Terms of Reference as the primary template. The LTAP essentially identifies the "backbone" of permanent resource industry access for the Little Smoky and A La Peche caribou ranges. This backbone, once identified, will guide industry in development and government in approvals for resource development of Energy and Forestry. The identification of the "backbone" for permanent access is anticipated by all members of the CLMA to provide a reduction of the industrial footprint as compared to "approval as you go" or a "one off approach". We must keep in mind that this exercise is meant to reduce the impact on the Caribou, not just to determine access routes. That being said, if there are ways to further reduce impacts, rather than using the selected route, in this exercise they must be brought forward as they become known. The LTAP is intended to be a "living document" and will have annual reporting and monitoring to ensure it is accomplishing the goals and objectives.

The approval of the LTAP does not necessarily constitute approval of the construction of the road but rather the route at a landscape level. This up front work will definitely be helpful in ensuring coordination between industrial sectors and will provide for easier approvals provided the route proposed follows the LTAP submission. The actual road project proposal will have to give a higher level of detail for addressing values at a sub watershed level.

The following is an explanation of the routes identified in the maps provided in other appendices.

ROUTE JUSTIFICATION Rd. #1 (A La Peche Road)

Route identifier: # 1 via # 89 Road name: A La Peche Road

Information provided by: Erik Kok, Foothills Forest Products Inc. (FFP)

Route description: Rd. heads Southeast of the Muskeg Main rd and crosses the Muskeg River above the Railway Bridge. It accesses the far SE portion of E8. This route would involve new construction of 10.29 km's of Gravel surface 1 lane. No part of this rd has been built. Due to Topography and watershed concerns existing access will not be able to be used for the most part. There are some obvious challenges that will be encountered when constructing the road due to the topography and sensitivity of some of the creeks in the area. Mahon Creek is designated a "Class A" bull trout stream so avoiding this creek drainage will be a priority.

Purpose of the route: This route is required for timber and Gas and Oil extraction in the next 20 years? Safety: Permanent access is required because of sour gas development.

Why was this Route selected over alternatives?: "This route was selected to provide FFP with access to the far south east portion of the area south of HWY 40. There is no existing access in this area as of now. The A La Peche Rd. will connect with the muskeg main to provide roading so that off highway haul can be achieved". An off highway haul will result in at least 20% savings on haul cost vs. other alternatives such as connecting to Highway 40 via Gas and Oil road to the south?

The other advantage of using this route is because existing access controls are in place for the Muskeg.

This route also meets the needs of both primary resource industries. CNRL and Talisman also have an interest in this area.

Timing: The timber development in this area is not planned until 2014 at the earliest. Gas and Oil development will most likely come much sooner than that.

Route analysis: This route has not been scouted in the field; it has only been identified utilizing existing data sets. When Weyerhaeuser operated in E8 this was the main corridor that they identified. It has not been laid out or surveyed.

Mitigation factors: This route will be accessed via the Muskeg Rd. which is accessed by passing through the millsite or coming south on the Smoky Main. There is a gate at the entrance to the Muskeg main thus limiting access for the A La Peche Rd.

Resource values:

Caribou: Access control will be a priority with this rd, as well as timing the heavy traffic flows to avoid caribou disturbance during critical time periods such as calving etc.

Grizzly bear: Provided it is possible, the road will be shifted to avoid critical grizzly bear habitat. Due to the topography the road will most likely go through some high quality bear habitat. This will be avoided wherever possible. Access control will also be important.

Watershed/Stream crossings: Muskeg River will have to be crossed for this road. It will be a crossing used for both Oil and gas and Forestry.

Fisheries: This route will involve a crossing of a **class "A" stream**. Because of this additional justification is required to justify this vs. alternatives. Because this route has not been scouted with any certainty of feasibility, it is safe to say that there is a good chance that the crossing of Mahon creek (class A bull trout stream) can be avoided completely. This will require further scouting and reconnaissance work.

Slope: The road will be designed so as to minimize the amount of steep adverse grades. The use of cuts and fills will be done only when necessary.

Other values: i.e. An archaeological assessment may be required prior to constructing this rd. There are no known areas with high archaeological significance however this needs to be researched and explored in greater depth. The First Nations will be consulted throughout the design stages of this rd.

Additional questions: This Road will be built based on the needs of Forestry and Oil and Gas, to serve the energy sector and the provide access to the development of Forest Resources in the Muskeg/A La Peche area.

ROUTE JUSTIFICATION Rd. #2 (Huckleberry Connector)

Route identifier: Huckleberry Connector (# 2) via Smoky Main Road
Information provided by: Erik Kok, Foothills Forest Products Inc. (FFP) (LOC is Owned by MD of GreenView)

Route description: Heads SE then SW off the Smoky Main Rd. It is already built and is an unimproved surface. Its length is approximately 10km.

Purpose of the route: This route is required for timber and Gas and Oil extraction in the next 10 years? Safety: Rd will most likely be upgraded to a gravel surface 1 lane rd due to the amount of traffic that will be on it.

Why was this Route selected over alternatives?: "This route was selected to provide FFP with access to the "midhuckleberry" area. The road is already built but will not be upgraded until just before the timber for that area is sequenced.

This road allows for FFP to achieve a short off highway haul to the Smoky Main Rd. which is an allweather gravel surface 2 lane rd.

This stretch of rd is only accessible from the Smoky Main Rd and cannot be accessed from Hwy 40 due to a massive beaver dam that has limited access on the southern part of the Huckleberry Rd. Using only this part of road eliminates a 'loop' road.

Timing: The timber development in this area is not planned until 2014 at the earliest. The timing of the Gas and Oil development has yet to be determined.

Route analysis: The road is already built up to an unimproved surface.

Mitigation factors: There is only one way to access this road and access can be controlled effectively via a gate at 17km on the Smoky main or a gate/access barrier at the Smoky-Huckleberry connector junction.

Resource values:

Caribou: This route passes through moderate-low caribou habitat as described by the FMF caribou habitat map. Access on this road can be controlled by a gate on the Smoky main at 17km.

Grizzly bear: This road location does not go through high use habitat.

Watershed/Stream crossings: There is one larger creek crossing that is already in place. There are no other significant crossings to speak of.

Fisheries: The creeks that are crossed by this road eventually flow into the Little Smoky River which is significant for Arctic Grayling and Bull Trout. There are no concerns here.

Slope: Road is accessing a relatively flat area with no topography concerns.

Other values: This road is currently used by Hunters and the local trapper.

ROUTE JUSTIFICATION Rd. #3 (Huckleberry Road)

Route identifier: Huckleberry Rd (# 2) Accessed From Hwy 40
Information provided by: Erik Kok, Foothills Forest Products Inc. (FFP)
(LOC is owned by the MD of GreenView)

Route description: Heads NE off of Hwy 40. It is already built and is a Truck Trail. Its length is approximately 10km and continues until the Beaver Dam for a total of about 10km.

Purpose of the route: This route is required for Timber and Gas and Oil extraction in the next 10-20 years? Safety: Rd will most likely be upgraded to a gravel surface 1 lane rd due to the amount of traffic that will be on it.

Why was this Route selected over alternatives?: "This route was selected to provide FFP with access to the "Lower Huckleberry" area. The road is already built but will not be upgraded until just before the timber for that area is sequenced.

This road allows for FFP to access the timber resources North and East of HWY 40. The road will only be upgraded to a Single lane gravel surface.

This stretch of rd is only accessible from Hwy 40. It cannot be accessed from the North due to a massive beaver dam that blocks the rd completely. Leaving the beaverdam in eliminates a 'loop' road route that would otherwise be possible with the Huckleberry and the Smoky Main Rds.

Timing: The timber development in this area is not planned until 2014-2024 at the earliest. The timing of the Gas and Oil development has yet to be determined.

Route analysis: The road is already built up to a truck trail standard.

Mitigation factors: This rd only provides access for a small area; if uncontrolled access became a problem in future it could be controlled easily.

Resource values:

Caribou: This route passes through moderate-low caribou habitat as shown on the FMF caribou habitat map. Access on this road could be controlled by a gate where it meets HWY 40. This road is not ploughed in winter nor is it maintained at any other time of year. Currently it is accessible only to those in four wheel drive vehicles or ATV's.

Grizzly bear: This road location does not go through a significant amount of high use habitat.

Watershed/Stream crossings: There are a few minor creek crossings already built on this rd. There are no other significant crossings to speak of.

Fisheries: The creeks that are crossed by this road eventually flow into the Little Smoky River which is significant for Arctic Grayling and Bull Trout. There are no concerns here.

Slope: Road is accessing a relatively flat area with no topography concerns.

Other values: This road is currently used by hunters and the local trapper as well as ATV/snowmobile users.

ROUTE JUSTIFICATION #4 Via Berland Resource Road

Information provided by: Alberta Newsprint Company (ANC)

Route Description: This route involves new construction of gravel 2 lane. A gravel corridor will better facilitate early in/early out for both forestry and oil and gas. Safety is also a prime concern with heavy traffic anticipated. Erosion is also a concern. A higher class of construction will better address erosion concerns.

Purpose of the Route: This route is required for timber and quite possibly oil and gas extraction in the next 9 yrs. ANC's needs for this road under the current harvest sequencing are not commencing till 2014.

Why was this route selected over alternatives?: No other alternatives due to drainages in the area. Route keeps to high ground allowing for maximum possible distance from stream corridors.

Timing: The timber is sequenced commencing in 2014. However Mountain Pine Beetle could alter harvest timing in this area. Oil and gas needs are unknown.

Route Analysis: This route has been scouted in the field. Considerations were slope, ground conditions and watercourses.

Mitigation factors: Access controls are in place at km 186.5 on the Berland Resource Road. This is currently the only access to this route.

Resource values:

Caribou: High caribou habitat. Use of this as primary corridor will reduce the need for adhoc road development.

Grizzly: Best possible route to avoid primary grizzly bear habitat. Primary drainages have been avoided.

Streams: Route chosen is the maximum possible distance from stream corridors. Only one crossing on unnamed creek at the west end. A bridge is proposed.

Historical values: an historical survey has been done on the ANC FMA. This route does not conflict with any of the survey findings.

ROUTE JUSTIFICATION: #5

Information provided by: Alberta Newsprint Company (ANC)

Route Description: This route involves new construction of gravel 2 lane due to rough terrain. A gravel corridor will better facilitate early in/early out for both forestry and oil and gas. Safety is also a prime concern with heavy traffic anticipated. Erosion is also a concern. A higher class of construction will better address erosion concerns. Spur roads off of the centre corridor will be temporary 1 lane in nature. (Some of these also are identified as #4).

Purpose of the Route: This route is required for timber and, quite possibly, oil and gas extraction in the next 9 yrs. ANC's needs for this road under the current harvest sequencing are not commencing till 2014.

Why was this route selected over alternatives?: No other alternatives due to rough terrain. Route keeps to high ground allowing for maximum possible distance from stream corridors.

Timing: The timber is sequenced commencing in 2014. However Mountain Pine Beetle could alter harvest timing in this area. Oil and gas needs are unknown.

Route Analysis: This route has been scouted in the field. Considerations were slope, ground conditions and watercourses.

Mitigation factors: Access controls are required due to high grizzly and caribou habitat. This route is accessed off of West Fraser's Road system from Hwy 40. No connection is currently proposed with the Berland Resource Road to the east.

Resource values:

Caribou: High caribou habitat. Use of this as primary corridor will reduce the need for adhoc road development.

Grizzly: Tried to best minimize disturbance to prime grizzly habitat. Minimizing stream crossings a priority.

Streams: Route chosen is the maximum possible distance from stream corridors. Bridge is not proposed for Big Creek at this time. However haul routes could change due to Mountain Pine Beetle impacts making an eastward haul no longer feasible.

Historical values: An historical survey has been done on the ANC FMA. This route does not conflict with any of the survey findings.

ROUTE JUSTIFICATION # 6 Via route 7 off HWY 40

Information Provided by: Hinton Wood Products (HWP)

Route description: Travels southeast off Route 7.

Purpose of the route: To access timber resources in the northwest portion of the HWP FMA.

Why was this Route selected over alternatives?:

This route is preferable as it avoids high quality caribou habitat wherever possible and allows for timber extraction to follow topography.

Timing: The intention is to not develop this route until 2010 – 2015. The scheduling of the road could change depending on factors such as fire and insect threats.

Route analysis: This route has been scouted in the field and via orthophoto interpretation.

Mitigation factors: The route is situated to the immediate north of the steep slopes associated with the Berland River. The road travels off road 7 which allows for access management at a single point off HWY 40.

Resource values:

Grizzly Bear: The route avoids high quality bear habitat located to the south associated with the Berland River.

Caribou: The route follows along the south end of high to medium quality caribou habitat as identified by the FRIAA caribou habitat report.

Watercourse crossings: The route has no major stream crossings and is planned to stop short of Pasture Creek.

ROUTE JUSTIFICATION # 7:

Information provided by: Hinton Wood Products (HWP)

Route description: This route is located off HWY 40 and travels northeast to Big Creek and the ANC FMA boundary. The area is designated as part of the FMF HWY 40 Demonstration Project.

Purpose of the Route: This road provides access to HWP timber resources in the Berland 1 operating compartment.

Why was this Route selected over alternatives?: The route was planned to avoid steep terrain and allow for the safe transport of logs. The road also provides the main access into the Berland 1 compartment via one access point only. The route also utilizes existing access off HWY 40, adjacent to some historical cutovers.

Timing: Approximately five kilometers are planned to be developed in 2007/2008 to implement the HWY 40 North Demonstration Project. The remainder of the road is not scheduled to be cleared until 2010 to 2015. The timing of the development of the road may be reconsidered depending on issues such as fire or insect presence.

Route analysis: This route has been reviewed in the field and interpreted with air photos.

Mitigation factors: The route follows the terrain to allow for wood haul. Opportunities to shorten the route or use the existing pipeline access were assessed but deemed not feasible due to topography. The one point access off HWY 40 allows for consideration of access management during road construction.

Resource values:

Watercourse Crossings: The route has one substantial crossing at Hendrickson Creek that is a Class B watercourse according to Alberta Environment.

Grizzly Bear: The road avoids high quality bear habitat with the exception of where it travels adjacent to Hendrickson Creek.

Caribou: The route travels through the centre of high quality caribou habitat as defined by the FRIAA analysis.

ROUTE JUSTIFICATION # 8:

Information Provided by: Hinton Wood Products (HWP)

Route description: Existing road off HWY 40 provides access to the Berland 3 compartment area for timber harvesting. Permanent road stops at Moon Creek.

Purpose of the route: Road provides access to second pass timber stands. It now is used extensively by recreation seekers and the oil and gas industry.

Why was this Route selected over alternatives?: This is an existing two lane gravel road that has been in place for over 30 years

Timing: This route will be used to haul wood from compartment Berland 3 over the next 5 years. Second pass harvesting in the area would then be completed and access for timber harvest reasons would not be required until next rotation. Temporary bridge used to access timber on north side of Moon Creek and will be installed seasonally over the next 2-4 years. Regenerated forest of 20 to 30 years of age is located to the south of the road.

Route analysis: This is an existing road.

Mitigation factors: Access management could be considered off HWY 40, however this route is traditional access and would require monitoring.

Resource values:

Caribou: The route travels through low value caribou habitat, however there is higher value habitat past where it ends on the FMA boundary.

Grizzly Bear: The route follows Moon Creek and falls within high value grizzly bear habitat.

Topography is relatively flat as the route follows the valley bottoms associated with Moon Creek.

Watercourse crossings: There are no substantial stream crossings on the route, with the exception of the temporary bridge that is installed seasonally to haul wood across Moon Creek.

ROUTE JUSTIFICATION # 10:

Information Provided by: Hinton Wood Products (HWP)

Route description: The route provides access to Berland 6 and 20 operating compartments for future access to timber resources.

Purpose of the route: Existing corridor (old well site and pipeline access) that is partially reclaimed about half way to where it ends.

Why was this Route selected over alternatives?: This is an existing access corridor and should be considered for use first when development commences in the area.

Timing: HWP does not intend to upgrade access on this old right-of-way until 2010 to 2015.

Route analysis: Detailed assessment of the status of the route has not been conducted.

Mitigation factors: Access management opportunities exist as the road travels off the existing road Number 58.

Resource values:

Watercourse Crossings: There are no new significant crossings required for the road.

Grizzly Bear: The route travels through very low quality grizzly bear habitat for the most part.

Caribou: The existing route is located in medium to high quality caribou habitat.

While terrain features and relief do not appear to be an issue, more detailed field reconnaissance is required to determine suitability for wood haul.

ROUTE JUSTIFICATION #11

Information provided by: Encana

Purpose of the route: This route would involve the construction of a core access road along existing disturbances into an area that is experiencing forestry and oil and gas development. A gravel, all season corridor will better facilitate early in / early out for both forestry and oil and gas and will also allow for levelling

out the drilling season. Spur roads (frozen or equivalent to frozen) off the centre corridor will be temporary in nature and can more effectively control access on a seasonal basis.

Why was this Route selected over alternatives?: The development of a core all season road into this area would more effectively meet the needs of the industry users in this area and allow better access control. There are no other alternatives in this area as continuance of this corridor to the south would require a substantial stream crossing.

Timing: Construction would commence as soon as conditions allow, recognizing the wildlife timing restrictions.

Route analysis: The route has been desktop reviewed and selected based on existing access and pipeline routing, slope, anticipated ground conditions and minimizing watercourse crossings. Final alignment would require ground truthing.

Resource values:

Caribou: This route passes through moderate habitat for the Little Smoky herd. Access can be controlled as the road corridor is single lane with passing lanes and heavy traffic volume duration will be short in nature.

Grizzly bear: According to the Habitat Use map from the FMF, this road is in an area with low grizzly bear use.

Watershed/Stream crossings: There are no major stream crossings along this section, only minor drainages will be encountered.

Fisheries: The road corridor does not encounter streams with high fisheries values.

Slope: There are no major slope concerns along this route as the terrain is undulating in nature.

Other values: This road would extend the existing access route for Oil and Gas and forestry.

ROUTE JUSTIFICATION Rd. #12 (Tornado rd Already built)

Route identifier: Tornado rd (# 12) via Ghost Main Road

Company: Foothills Forest Products (FFP)

Route description: Heads North of the Ghost Main and connects with Canfor's 4000 rd. It is already built and is a gravelled single lane rd. Its length is approximately 14km.

Purpose of the route: This route is required for timber and Gas and Oil extraction in the next 5-25 years? Safety: Rd is currently being maintained to satisfy the demands of high traffic volumes experienced over the last few years due to increased oil and gas development in the area.

Why was this Route selected over alternatives?: "This route was selected to provide FFP with access to the Northern portion of E8. It is already an existing LOC. The road is already built and no major upgrades will be required for timber extraction.

This road allows for FFP to achieve an off highway haul to the Ghost main and then all the way to the Grande Cache Millsite.

This stretch of rd is accessible from the Ghost from the south, and the 4000 rd from the North. It could be classified as a connector/loop rd. Currently there is a manned Gate limiting access from the north on the Canfor side, and Foothills Forest Products is in the process of controlling access from the south.

Timing: The timber development in this area is planned for the next 10 years. Currently Suncor and CNRL are working in this area.

Route analysis: The road is already built up to a gravelled single lane rd.

Mitigation factors: Access is already controlled from the north by Canfor's Manned Gate, and Foothills Forest Products is planning on implementing a similar gate to limit access from the South.

Resource values:

Caribou: This route passes through moderate caribou habitat as described by the FMF Caribou habitat map. It is in the range of the Little Smoky Herd. Speed limits are in effect and access can be controlled here.

Grizzly bear: This road location goes through some high use grizzly bear habitat however these high use areas are old cutblocks. It could be argued that this rd will increase the amount of high use grizzly habitat through the increase in CutBlocks.

Watershed/Stream crossings: There are no significant creek crossings here.

Fisheries: The creeks that are crossed by this road eventually flow into the Simonette River that is significant for Arctic Grayling and Bull trout. There are no concerns here.

Slope: Road is accessing a relatively flat area with no topography concerns.

Other values: This road is currently used by Pipeline construction companies and other oil and gas users. Hunters and the local trapper also use this rd.

ROUTE JUSTIFICATION Rd. #13 (Pine Ridges Rd. Mostly built (approx 5km of new rd))

Route identifier: Pine Ridges rd (# 13) via Ghost Main Road then 52 rd.
Company: Foothills Forest Products (FFP)

Route description: The Pine Ridges road is a straight rd with little elevation change until heading in the creek valley that eventually joins the Little Smoky River. This Road has been used primarily for seismic exploration and timber extraction. Fishermen and hunters as well as the local trapper also use this rd. Once across the creek the road must skirt a large ridge and eventually ends up on the north side of the Little Smoky River Valley providing access to the resources in this area.

Purpose of the route: This route is required for timber and Gas and Oil extraction in the next 5-25 years? **Safety:** Rd will likely need to be upgraded to a single lane gravel surface rd. There is currently no access to this area due to the lack of a crossing of the tributary of the Little Smoky.

Why was this Route selected over alternatives?: "This route was selected to provide FFP with access to the area on the north side of the Little Smoky. The Pine Ridges rd. is already existing access and would only need a short extension(about 5km) to access the timber in the area. Utilizing this route would also result in the shortest haul distance to the Grande Cache mill and require the least amount of rd construction/maintenance. Using this rd to access the wood on the north side of the little smoky would eliminate the need for a bridge across the river that would otherwise be required if the smoky main were to be used.

This route was also selected due to the topography constraints of a large ridge.

Timing: The timber development in this area is not planned for at least another 10-20 years.

Route analysis: Most of this road is already built however the extension across the Little Smoky tributary will need to be scouted and laid out.

Mitigation factors: The exact location of the route will have to be decided based on consultation with local experts with regards to wildlife and slope concerns. There will be some slope concerns and it will parallel the little Smoky River for a small stretch. Access can be controlled easily on this rd.

Resource values:

Caribou: This route passes through moderate habitat for the Little Smoky herd. It will provide access to the Little Smoky River valley. Access can be controlled here and the timing of heavy traffic volumes can be controlled to eliminate unnecessary caribou disturbance during critical times.

Grizzly bear: According to the Habitat use map from the FMF, this road is in an area with low grizzly bear use.

Watershed/Stream crossings: There is a major stream crossing here over a tributary of the Little Smoky. It would most likely require a 30-40ft single span bridge and some more work to determine the specifics of the approaches. Other than that only small creeks will be crossed for the rest of the length of the rd.

Fisheries: The Major crossing would cross a fish bearing creek with a possibility of bull trout presence. The rd would also follow the Little Smoky river Valley. This would have to be considered before choosing the exact location of the rd.

Slope: The major slope concerns in this area would be avoided by following the creek until it joins the Little Smoky River. The road will then loop around a major ridge and start heading northeast.

Other values: This road would open up access for Oil and Gas as well as recreational users. First Nation Consultation would be important here as well.

ENCANA ROUTE JUSTIFICATION #14

Route description:

Purpose of the route: This route would involve an upgrade of existing access from the existing all season Ghost Main into an area in the SW T60R3W6 that is experiencing continued forestry and oil and gas development. The proposed route will terminate north of the tributary to the Simonette River and not connect to the proposed route #15. A gravel, all season corridor will better facilitate early in / early out for both forestry and oil and gas and will also allow for levelling out the drilling season. Spur roads (frozen or equivalent to frozen) off the centre corridor will be temporary in nature and can be more effectively managed on a seasonal basis.

Why was this Route selected over alternatives?: An extension of the existing seasonal road into this area would more effectively meet the needs of the industry users in this area and allow better access control.

Timing: Construction would commence as soon as conditions allow, recognizing the wildlife timing restrictions.

Route analysis: The route has been desktop reviewed and selected based on slope, anticipated ground conditions and watercourses. Final alignment would require ground truthing.

Resource values:

Caribou: This route passes through moderate habitat for the Little Smoky herd. Access can be controlled as the road corridor is single lane with passing lanes and heavy traffic volume duration will be short in nature.

Grizzly bear: According to the Habitat use map from the FMF, this road is in an area with low grizzly bear use.

Watershed/Stream crossings: There are no major stream crossings along this section, only minor drainages will be encountered.

Fisheries: The road corridor does not encounter streams with high fisheries values.

Slope: There are no major slope concerns along this route as the terrain is undulating in nature.

Other values: This road would extend the existing access route for Oil and Gas and forestry.

ENCANA ROUTE JUSTIFICATION # 15

Purpose of the route:

This route would involve an extension of the existing all season Simonette Main into an area in the SW T60R3W6 that is experiencing continued forestry and oil and gas development. A gravel, all season corridor will better facilitate early in / early out for both forestry and oil and gas and will also allow for levelling out the drilling season. Spur roads (frozen or equivalent to frozen) off the center corridor will be temporary in nature and can be more effectively managed on a seasonal basis.

Why was this Route selected over alternatives?: An extension of the existing all season road into this area would more effectively meet the needs of the industry users in this area and allow better access control.

Timing: Construction would commence as soon as conditions allow, recognizing the wildlife timing restrictions.

Route analysis: The route has been desktop reviewed and selected based on slope, anticipated ground conditions and watercourses. Final alignment would require ground truthing.

Resource values:

Caribou: This route passes through moderate habitat for the Little Smoky herd. Access can be controlled as the road corridor is single lane with passing lanes and heavy traffic volume duration will be short in nature.

Grizzly bear: According to the Habitat use map from the FMF, this road is in an area with low grizzly bear use.

Watershed/Stream crossings: There are no major stream crossings along this section, only minor drainages will be encountered.

Fisheries: The road corridor does not encounter streams with high fisheries values.

Slope: There are no major slope concerns along this route as the terrain is undulating in nature.

Other values: This road would extend the existing access route for Oil and Gas and forestry.

We have an email out requesting not to cross the Simonette river. This permanent access would only serve access for oil and gas from the south. The Simonette River here is, in our view, sensitive and not necessary. Our solution is to propose route to go to but not cross the Simonette. We will need access to the East from Forestry Trunk that would benefit both industries.

Route Identifier: #21

Company: Baytex Energy

Route Description:

Purpose of the Route: This route is required for timber extraction commencing in 2034. Oil and gas needs are current.

Why was this route selected over alternatives?: This is an existing oil and gas road. No new road development required.

Timing: The timber is sequenced commencing in 2034. However Mountain Pine Beetle could alter harvest timing in this area. Oil and gas needs are current.

Route Analysis: Existing road.

Route Description: This is an existing oil and gas road. No new development req'd.

Mitigation factors: None

Resource values:

Caribou: medium caribou habitat. Use of this as primary corridor will reduce the need for adhoc road development.

Grizzly: low habitat.

Streams: No concerns. Crossings of small drainages already in place.

Historical values: an historical survey has been done on the ANC FMA. This route does not conflict with any of the survey findings.

Route Identifier: #28

Company: Burlington and Pembina

Route Description:

Purpose of the Route: This route is proposed as ANC's primary east/west access through the northern part of our FMA. Access needs for ANC are commencing in 2014. Some upgrade proposed to facilitate safe log haul.

Why was this route selected over alternatives?: This is already built under existing LOC's to O&G..

Timing: Timber harvesting is proposed commencing in 2014 Oil and gas is already active in the area.

Route Analysis: Road construction complete to winter standard. High soil erosion risk in this area. Upgrade to gravel would allow safer use by heavy traffic and better facilitate early in/early out.

Route Description: Currently winter access only. Propose upgrade to gravel.

Mitigation factors: none.

Resource values:

Caribou: Existing LOC. Use of this as primary corridor will reduce the need for adhoc road development.

Grizzly: Existing LOC access. No new disturbance to grizzly habitat proposed.

Streams: No new crossings required. If route is upgraded, it may be necessary to upgrade some of the existing crossings as well.

Historical values: An historical survey has been done on the ANC FMA. This route does not conflict with any of the survey findings.

Route Identifier: #37 Grizzly Compartment Access

Information provided by: Alberta Newsprint Company (ANC)

Route Description:

Purpose of the Route: This route is required currently for both timber and oil and gas. ANC's second pass will be in 2034.

Why was this route selected over alternatives?: This is an existing LOC. Already built. Allowed for best crossing of Tony Creek.

Timing: Timber harvesting is currently under way. Oil and gas is also active in the area.

Route Analysis: Road construction complete to winter standard. High soil erodability in this area. Upgrade to gravel by oil and gas would allow early in/early out for their activities.

Route Description: This route is currently constructed to grade but is not graveled. Winter access only. Increased demands by O&G may require an upgrade to allow summer use.

Mitigation factors: There is a gate on the north end of the LOC at Tony Creek. The road does not link into any other access.

Resource values:

Caribou: Existing LOC. Use of this as primary corridor will reduce the need for adhoc road development.

Grizzly: Existing LOC access. No new disturbance to grizzly habitat proposed.

Streams: Currently one bridge on the Tony Creek. No further crossings required.

Historical values: an historical survey has been done on the ANC FMA. This route does not conflict with any of the survey findings.

Route Identifier: #40
Company: Burlington

All existing road.

Route Identifier #53

Information provided by: Encana

This is on all existing roads.

This was not an ANC proposal. Check with O&G.

Route Identifier: #56

Company: Encana

This route is on existing road.

Route Identifier: #58:

Information provided by: Hinton Wood Products (HWP)

Route description: This route is existing access (Meridian and Berland 21 road) with the exception of the far western section that moves north off the Meridian road. The planned portion of the road travels north into the west section of Berland 6, which was burned in the late 1950's. The road would parallel the Berland River on the east side.

Purpose of the route: The route would access the east side of the Berland River, in the area called the Smith Creek burn.

Why was this Route selected over alternatives?: While HWP would not require this access for many years, it is drawn on the map to assist other interested parties in having a rough idea of potential long-term corridor in the area.

Timing: This route would not likely need to be cleared for forest management purposes for 30 or 40 years from 2005.

Route analysis: This route has not been ground-truthed and has been located by air-photo interpretation only.

Mitigation factors: Access management options may be considered where this road leaves the existing Meridian road that runs west from road 58.

Resource values:

Watercourse crossings: The future planned road would have no major stream crossings.

Caribou: A small part of the road would be located in the recognized caribou zone and travel through low quality habitat. However, the value of the habitat will have likely changed at time of road clearing.

Grizzly Bear: The future road location would be situated in low value grizzly bear habitat as of 2005.

Topography does not appear to be an issue with the planned road location, although there are steeper benches towards the end of the road in proximity to the Berland River.

Additional questions:

Route Identifier # 61:

Information from: Hinton Wood Products (HWP)

This is an existing road called the Polecat Road and is a major access route into a part of the Berland area for timber harvest.

Route Description: This is a permanent 2 lane gravelled road that extends off the Polecat road and travels through compartment Berland 21 which has had first pass harvesting completed. Oil and gas activity has increased in the area and the access is used to service well-sites and at least one compressor station.

Route Identifier: #54434 & 54433 Via Berland Resource Rd

Information provided by: Alberta Newsprint Company

Route Description:

Purpose of the Route: This route is currently required as a primary corridor for timber and oil and gas extraction. ANC's first pass needs are till 2014 however O&G is for the foreseeable future. Propose upgrade to 2-lane gravel to facilitate increase in heavy traffic by oil and gas. Safety is a prime concern. A gravelled prime corridor also better facilitates better early in/ early out for caribou protection.

Why was this route selected over alternatives?: Route already exists under LOC. Route was chosen to maximize compartment access with the least road and least stream crossings.

Timing: ANC is currently active in the area. Oil and Gas is currently active and indications are for a steady increase in their activities. Check with O&G for possibility of another gas plant in the area.

Route Analysis: This route is currently built.

Route Description: This route is constructed to winter grade only at this time. Propose upgrade to construction of gravel 2 lane. A gravel corridor will better facilitate early in/early out for both forestry and oil and gas. Safety is also a prime concern with the increase in heavy traffic anticipated. Erosion is also a concern. A higher class of construction will better address erosion concerns. Mountain Pine Beetle concerns may require summer access for control and harvest.

Mitigation factors: Access controls are in place at km 186.5 on the Berland Resource Road. This is currently the only access to this route. No link is currently proposed to the west.

Resource values:

Caribou: High caribou habitat. Use of this as primary corridor will reduce the need for adhoc road development.

Grizzly: Best possible route to avoid primary grizzly bear habitat. Primary drainages have been avoided.

Streams: Route chosen is the maximum possible distance from stream corridors. Only one crossing on unnamed creek at the west end. A bridge is proposed.

Historical values: an historical survey has been done on the ANC FMA. This route does not conflict with any of the survey findings.

Route Identifier: # 65

Company: Burlington Resources

Route description:

Purpose of the route: This route is required for timber and Gas and Oil extraction in the next 20 years as well as timber extraction within the next 30 years. The route provides for more favourable grades to haul out of the Little Smoky valley as opposed to the existing eastern road system. Development of the route would be contingent on closing a portion of the eastern road system.

Why was this Route selected over alternatives?: The route will provide more favourable hauling grades for ANC.

Timing: Next 20 years as well as timber extraction within the next 30 years.

Route analysis: This route has not been scouted in the field; it has only been identified utilizing existing data sets.

Route description: Description: 3.21km of type 3 (20mR/W with grade and gravel) following existing seismic lines and pipeline corridors. The majority of construction can be done with common material. There may be some additional fill required from borrow areas. No watercourses shown on map, actual crossing requirements to be determined in field.

Mitigation factors: Mitigation Factors: Access control proposal is at BRC gas plant in 14-15-59-24-5 (on western portion of road system) in addition to decommissioning a portion of road in the eastern road system (sec30-59-23-5).

Resource values:

Caribou: Low value area.

Grizzly: Low value area.

Stream crossings: Nothing on map.

Fisheries: No mapped classified routes.

Other values: Low impact to trapping and recreation (general areas still accessible by ATV).

Additional information: We are creating a loop road but have provided that a portion of the eastern road system would have to be decommissioned as part of the approval for this new corridor.

ROUTE JUSTIFICATION Rd. #68 (Smoky main extension)

Route identifier: Smoky main extension (# 68) via Smoky Main Road
Company: Foothills Forest Products (FFP)

Route description: This road extends the Smoky mainline and would follow the Suncor pipeline (where possible). It might need to follow the old proposed Berland Resource rd for a stretch but for the most part the Suncor ROW would be used. It is FFP's plan to end the rd. before the 6th meridian (FMA bdy).

Purpose of the route: This route would provide access to the resources in townships 58-01, 58-02, and 59-01. It is approximately 30km. It also provides a corridor for the south side of the Little Smoky.

Why was this Route selected over alternatives?: This route was selected to provide FFP with access to South Side of the Little Smoky River. It follows the

existing ROW of the Suncor pipeline. It eliminates the need for a bridge across the Little Smoky.

Timing: The timber development in this area is not planned for at least another 10-25 years. Oil and Gas activity timing has yet to be determined.

Route analysis: The ROW follows the Suncor line. Some places are too steep for a main haul rd but these will be assessed closer to the construction date.

Mitigation factors: The exact location of the route will have to be decided based on extensive reconnaissance efforts and the consultation of certain experts.

Resource values:

Caribou: This route passes through moderate-high habitat for the Little Smoky herd. It will provide access to the South side of the Little Smoky River valley. Access can be controlled here and the timing of heavy traffic volumes can be controlled to eliminate unnecessary caribou disturbance during critical times.

Grizzly bear: According to the Habitat use map from the FMF, this road is in an area with very low grizzly bear use.

Watershed/Stream crossings: There are some minor stream crossings on this route however they have not yet been scouted.

Fisheries: The Creeks that would be crossed by the Smoky main extension mostly flow into the Little Smoky River so there is a potential for fish habitat in all of these streams. They would have to be assessed on an individual basis.

Slope: There are no major slopes to be considered with this route. It is relatively flat for the most part.

Other values: This road would open up access for Oil and Gas as well as recreational users. First Nation Consultation would be important here.

ROUTE JUSTIFICATION Rd. #71 (Ghost main rd Already built)

Route identifier: Ghost Main (# 71) via Smoky Main Road
Company: Foothills Forest Products (FFP)

Route description: This road is FFP's Main haul rd that connects the northern portion of E8 with the South. It is a gravelled 2-lane road for the majority of its length and is used by several different interest groups.

Purpose of the route: Main Haul Rd. to deliver logs to the FFP mill site.

Why was this Route selected over alternatives?: Already built and being used.

Timing: Rd is currently being used and has heavy traffic volumes at all times of the year from Forestry, Oil and Gas and recreational users.

Route analysis: Is the main "artery" through the FMU E8.

Resource values:

Caribou: This route passes through some Moderate Caribou Habitat. Speed Limits are in effect for this rd. and access control is being developed.

Grizzly bear: This road passes through several old cutblocks that are deemed to be high use for Grizzly bears. Speed Limits are in effect for this rd. and access control is being developed.

Watershed/Stream crossings: There are some minor stream crossings on this route however they been built according to the appropriate standards and are being maintained accordingly.

Fisheries: Some of the creek crossings on the Ghost main have a fish presence potential. Regular maintenance of these crossings is a priority for FFP.

Slope: There are no major slopes to be considered with this route. It is relatively flat for the most part.

Other values: All resource users in the area use the Ghost Main rd.

ROUTE JUSTIFICATION Rd. #73 (52rd Already built)

Route identifier: 52 rd. (#73) Ghost main Road

Information Provided by: Foothills Forest Products (FFP)

Route description: This heads east off the Ghost main at km 52. Currently it is primarily used for Oil and Gas extraction. It eventually connects with FFP's Deep Valley rd. It is an unimproved surface.

Purpose of the route: This route provides access for oil and gas as well as timber extraction.

Why was this Route selected over alternatives?: This route was selected because it is an already existing corridor that accesses an area where FFP plans to be in the next 5 years.

Timing: The timber development in this area is planned the next 5 years. Oil and Gas use is already moderate-heavy.

Route analysis: Already built with LOC.

Resource values:

Caribou: This route passes through moderate-low habitat for the Little Smoky herd (according to FMF caribou habitat map). Access can be controlled here and the timing of heavy traffic volumes can be controlled to eliminate unnecessary caribou disturbance during critical times.

Grizzly bear: According to the Habitat use map from the FMF, this road is in an area with moderate-high Grizzly Bear use.

Watershed/Stream crossings: There are some minor stream crossings on this route however they were all built according to the appropriate legislation and specifications. Maintaining these crossings is a priority for FFP.

Fisheries: There are two large creeks (Small Perms) that are crossed by this road. They eventually flow into the Little Smoky River and have good potential to be bull trout and grayling habitat.

Slope: There are no major slopes to be considered with this route. It is suitable for hauling logs.

Route Identifier: # 75

Information Provided by: Canadian Forest Products (Canfor)

Route description: Existing, Class 3, Dry Weather Access. This access connects to the road # 79 (north Canfor LOC) and road # 19 ?? (south across Deep Valley transferred to Suncor in spring of 2005 for access to pipeline and wellsites) and connector road # 12.

Purpose of the route: This route is required for timber and Gas and Oil extraction in the next 40+years. **Safety:** Permanent access is required for timber extraction, yearly forest management activities and oil and gas extraction.

Why was this Route selected over alternatives?: "This route was selected as it was used for oil and gas extraction 20+ years ago and taken over by Canfor for the purpose of timber extraction etc. Should be noted this road did connect to access to the forestry trunk but was put to bed by Canfor couple years ago and do not require access across the Simonette River.

This route also meets the needs of both primary resource industries. (Forestry and Energy).

What this section really needs is answer to: "What criteria would you use to defend this route?" Existing for over 30 years and still being used

Timing: Present but we have completed 1st extraction 1 yr ago but still required for remaining forest management activities. Gas and Oil development is active presently.

Route analysis: Not required as is existing.

Route description: Refer to route description.

Mitigation factors: There is a gate on road # 79 that is locked or manned.

Resource values: This road is used by both industries and trapper access.

Additional questions: Dependant upon the level of scouting there may be a need to provide answers to the following questions:

- There was an existing loop to the NW across the Simonette R. that Canfor views is not required.
- There is an existing connection to the south via route 12 that is used by all users. We have in the past wood trade with Grande Cache and plan on continuing that exchange with Foothills Forest Products. Without this it would not be feasible. Highly used by oil and gas.

Route Identifier: # 79

Information Provided by: Canadian Forest Products (Canfor)

Route description: Same comments as #75 with the addition of route 80 which has a gate.

Purpose of the route:

Why was this Route selected over alternatives?:

Timing:

Route analysis:

Route description:

Mitigation factors:

Resource values:

Addition: This route has an approved crossing on a Class "A" stream.

Additional questions:

Route Identifier: # 80

Information Provided by: Canadian Forest Products (Canfor)

Route description: Existing, This route was constructed primarily for timber extraction and for temp access required across Deep Valley. It should be noted that access when required across Deep Valley is bridge is removed end of Feb and not put in till Nov. Main connector to route #79.

Purpose of the route: This route as described above and now required by oil and gas.

Why was this Route selected over alternatives?: Route was selected for cost, safety for timber extraction.

Timing: 40 years plus.

Route analysis: Not required as is existing.

Route description: This route would involve using existing access #79.

Mitigation factors: Access control is a gate. No mitigation planned.

Resource values:

Same resource values as #75.

Additional questions: Dependant upon the level of scouting there may be a need to provide answers to the following questions:

- Are you creating any Loop roads? Presently there is a temporary loop to the east (Suncor) that was used for the new pipeline that is planned for deactivation this year.
- How has this been integrated with other resource industries? Yes after road been constructed.

Route identifier: # 19,81, 83

Information provided by: Canadian Forest Products (Canfor)

Route description: Non Canfor LOC roads

Route 19 was originally Canfor but transferred to Suncor Canfor requires this for timber extraction but need to work with Suncor on one crossing as it is not suitable for log haul (to steep)

Route 81 and 83 was an old existing class 3 and sometimes 4 (as you can not access there as a section of road is all rutted up km 12) used for oil and gas. This road is very narrow and needs upgraded for safety and timber extraction. This road is the only access from the north and no loop route exists presently but

one will be required by ANC. Also it should be noted that no crossing on Little Smoky will be approved thus making this route very necessary

ROUTE JUSTIFICATION Rd. #89 (Muskeg Main)

Route identifier: # 89 Muskeg Main

Company: Foothills Forest Products (FFP)

Route description: Rd extends the already existing muskeg main rd and loops back to head west behind the mountains and up the muskeg river valley. The road follows a gentle grade for the entire length of its 25 km and ends up behind Mt. Louie and the edge of Willmore. It has already been approved by SRD with some conditions and has already been laid out and surveyed.

Purpose of the route: This route would provide the means to extract the timber and the oil and gas resources from this vast inaccessible area of the next 10-40 years? **Safety:** Permanent access is required because of potential Sour gas development. This route would provide access to the vast pine stands bordering Willmore that are most susceptible to an infestation of Mountain Pine Beetle. This area is also very prone to a large-scale forest fire so it is in FFP's best interest to have this access in place as well.

Why was this Route selected over alternatives?: This route was selected because of a previous investment of time and money by Weyerhaeuser Canada that designated this the optimum route to extract resources from this area. It follows an ideal favourable off-highway grade all the way to the FFP mill. Most of the spur rds that would link up to this main corridor would also be favourable down to the Muskeg main resulting in cheaper hauling costs by reducing the amount of switch backs and detours that would otherwise be required for adverse hauling. This road already has an access control at the start of it. CNRL and Talisman have an interest in this area and Talisman is already developing some wells in the area.

Timing: The timber development in this area is not planned until at least 2014 at the earliest unless of course the Mountain Pine Beetle infestation occurs. Gas and Oil development is already developing wells in the area.

Route analysis: Route is already surveyed and laid out and will have some significant costs due to its length and the topography that it accesses. The timber resources alone would make this road worth its costs not to mention the Oil and Gas potential.

Mitigation factors: This route will be accessed via the muskeg rd. that is accessed by passing through the millsite or coming south on the smoky main. There is a gate at the entrance to the Muskeg main.

Resource values:

Caribou: Access control will be a priority with this rd, as well as timing the heavy traffic flows to avoid caribou disturbance during critical time periods such as calving etc. According to the FMF caribou habitat map the road passes through moderate caribou range of the A La Peche Herd. A strict speed limit would be imposed on this road as well.

Grizzly bear: Due to the topography constraints the road will most likely go through some high quality bear habitat. This will be avoided wherever possible. Towards the last 15km of the route, the road passes through a low use habitat for the bears.

Watershed/Stream crossings (Fisheries): There are several creek crossings that will be constructed for this road. There will be no Class A Bull Trout streams crossed with this route. Most of the creeks to be crossed will have fish potential due to the close proximity to the muskeg main rd.

Slope: The road will be designed so as to minimize the amount of steep adverse grades. The use of cuts and fills will be done only when necessary.

Other values: i.e. an archaeological assessment may be required prior to constructing this rd. There are no known areas with high archaeological significance however this needs to be researched and explored in greater depth. The First Nations will be consulted throughout the design stages of this rd. Mt. Louie is of special concern to the AWN in Grande Cache.

Route Identifier: # 91**Information Provided by: Hinton Wood Products (HWP)**

Route description: Is an existing road (Jim Clark Road) that serves as a major access corridor for the north central Berland operating area of the HWP FMA. Route 91 itself is located outside and to the south of the caribou planning zone. The Jim Clark road makes up the eastern boundary of the caribou planning zone in the HWP, FMA. It is a permanent 2 lane gravelled road that is used for timber and oil and gas extraction.

Route Identifier: # 92**Information Provided by: Hinton Wood Products (HWP)**

Route Description: This is a corridor that extends off the north end of route 61 and uses an existing road to an old removed crossing on Jesse Creek. The new part of the road past the old crossing travels east and into the east section of compartment Berland 20.

Purpose of Route: The route is proposed to provide wood haul capability out of the north part to of the HWP FMA, specifically from compartment Berland 20.

Route Analysis: The route has not been surveyed or assessed on the ground. The location is identified by air-photo interpretation.

Timing: Development of the road corridor would not be required until 2010 to 2015.

Mitigation: A temporary bridge could be used to cross Jesse Creek to allow for harvesting and silvicultural treatments and then removed.

Resource Values:

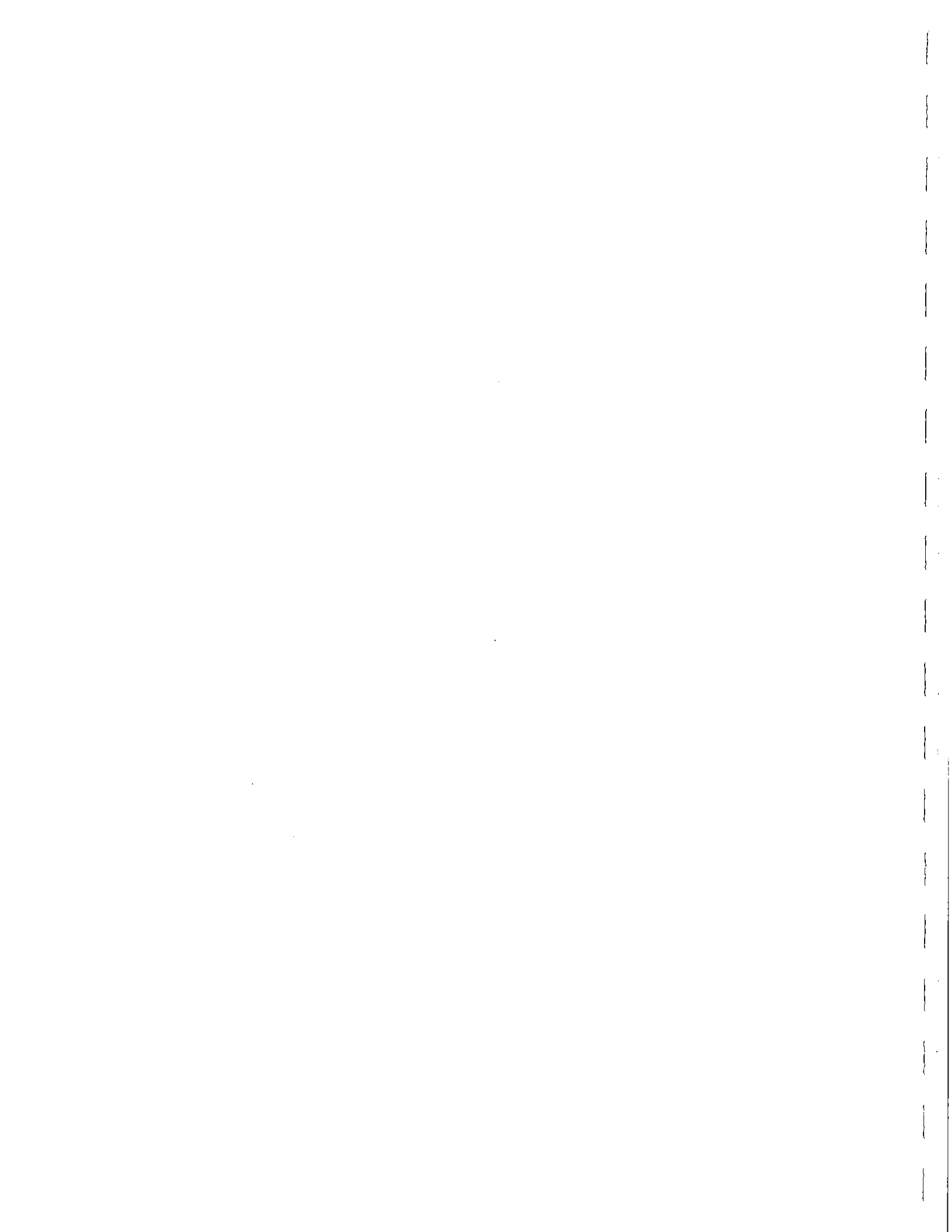
Caribou: The planned road travels through mostly low value caribou habitat with a few smaller sections in medium quality habitat.

Grizzly Bear: The planned route is located in low to very low grizzly bear habitat.

Watercourse Crossing: A new crossing structure would be required at the old crossing approaches to Jesse Creek (a class C water body according to Alberta Environment).

Slope and terrain features are relatively low and flat in this area.

APPENDIX III



PUBLIC INVOLVEMENT:

The development of the LTAP did not include a comprehensive public involvement program but rather a consultative process with key stakeholders. Presentations were made to stakeholders shown below with the objective of informing them about the CLMA and specifically to seek input on the LTAP. The results of the input are shown below.

Once the LTAP is submitted to government it is the intention to return to the stakeholders to outline the road corridors and seek additional input.

Sturgeon Lake First Nation Chief and Council presentation September 14, 2005.

Comments received:

- 1) "There should be incentives to hunt and trap wolves if they are the problem". "The First Nations certainly could reduce the numbers without controversy but there has to be something to make it worthwhile".
- 2) "We would like to be a member of the association".
- 3) "We support what the CLMA is trying to do with respect to integration".
- 4) "There is issue with respect to gating. If you want hunting to reduce other species numbers (Moose, Elk and Deer) and subsequently predators there should be allowances on the gates to let First Nations in to do so" (i.e. give the First Nations the combinations to the locks).
- 5) Caribou is a non-traditional food source and will not be hunted.

Canfor Public Advisory Committee (PAC) meeting September 14, 2005 Caribou Landscape Management Association (CLMA)

Comments received:

- 1) AB Trappers Association should be invited to attend as advisory members;
- 2) Trappers may be able to assist by wolf population control;
- 3) Eliminate use of salt on roads to prevent caribou being killed at road side;
- 4) Could integration of caribou from other herds be carried out??

Grande Cache Mayor and council presentation September 20, 2005.

Comments:

- 1) Very supportive of the program and would like to be a member "if that would help"
- 2) How are the companies cooperating on roads they know of problems of cooperation.
- 3) How are you going to deal with road use agreements as some companies build roads and charge others for its use? "And is usually too much!"
- 4) How will you control wolves?
- 5) How do you do birth control of wolves?
- 6) What about companies that are not members of CLMA? How are they going to be controlled?

- 6) It was noted that it is the responsibility of the AB government to do something for the population side of things. Suncor/ConocoPhillips is going to have a caribou/cow enclosure program. Fish and Wildlife is likely going to implement that program this winter. Fish and Wildlife have also increased the moose harvest in the Smoky range.
- 7) It was asked if there was anything else the government was doing. Reply was that they are doing numerous things. There is a caribou committee meeting getting together for the first time that will look into the caribou recovery plan.