

What Did We Learn - About Jurisdictional Integration?

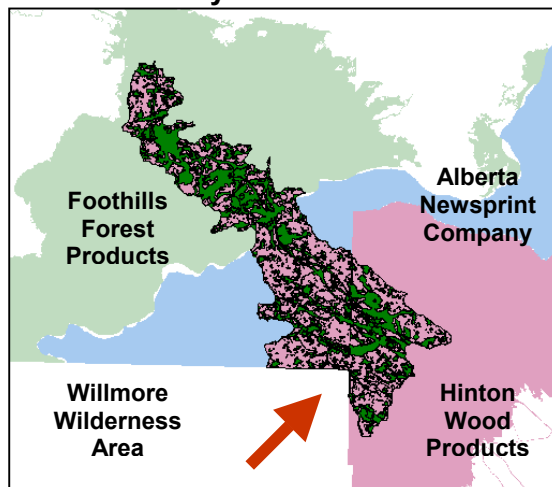
The first of four types of integration we considered as relates to the Hwy40 Project planning process was *jurisdictional integration* - the ability to create a single, seamless, operational disturbance plan that ignores administrative boundaries. A fully integrated disturbance plan from a jurisdictional perspective;

- 1) Responds only to spatial biological or topographic cues and shared economic and social values from the partners, and
- 2) Requires not only collaborative planning, but also coordination of disturbance activities – which may include some operational tools that individual plans might not have otherwise included (such as prescribed burning in FMAs or, thinning in parks).

We were moderately successful at achieving jurisdictional integration. The perimeter of the Hwy40 disturbance plan is a single seamless disturbance event that spans parts of three forest management areas. The internal continuity of the event design was a significant success, and due largely to high levels of collaboration between the three companies and Alberta SRD Forest Management Branch.

The team was less successful in creating a ‘natural’ disturbance boundary. Although most of the perimeter of the disturbance event is irregularly shaped, the southwest corner involves straight lines at right angles (shown as a red arrow on the map). These lines represent the boundary of the Willmore Wilderness Area. Although otherwise fully engaged in the Hwy40 planning process, Alberta Tourism Parks & Recreation (the agency responsible for managing the Willmore) was unwilling and/or unable to consider any corresponding adjacent disturbance activities in the Willmore.

The Final Hwy40 Disturbance Event



LESSONS LEARNED:

- Management agencies with similar overarching goals are more likely to collaborate.
- We had the right idea with our organizational hierarchy (see Update #3). However...
- Involve high-level personnel in development of a terms-of-reference. This would resolve at least three challenges we faced: 1) how to proceed in the absence of one or more strategic plans, and 2) a decision by each agency with respect to dealing with boundaries, and 3) specific expectations of how or to what degree partners are willing to participate.
- Invest more time and effort in the initial stages of the project exploring the concepts and potential (positive and negative) consequences of adopting an NRV foundation across a multi-jurisdictional landscape.
- Our ability to affect change was limited. The current ‘system’ bestows several agencies with powerful and fairly exclusive mandates. There is no incentive or requirement for anyone to plan collaboratively towards either shared or broader landscape objectives.

For more information on the Hwy40 project, please contact: Dr. David Andison, Bandaloop Landscape Ecosystem Services, (604) 225 – 5669, andison@bandaloop.ca, or visit www.foothillsresearchinstitute.ca