

**VANCOUVER ISLAND NORTH WOODLANDS ADVISORY GROUP  
(VINWAG)**

**Western Forest Products Inc.  
Community Advisory Group  
Minutes of Meeting Held November 9, 2017**

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**Attendance:**

Jon Flintoft, NIFO, WFP  
Michelle Baker, NIFO, WFP  
Steve Lacasse, Environment  
Fred Robertson, Education

Tom Doak-Dunelly, General Public  
Gaby Wickstrom, Pt. McNeill Chamber of Commerce  
Dave Trebett, Tourism & Recreation

**Presenters:** Jon Flintoft, Michelle Baker, WFP

**Regrets:** Leith Paganoni, Aquaculture, Gunnar Wigard, Small Contractors, John Tidbury, District of Port Hardy, Natasha Dickinson, proposed primary karst representative, Patrick Donaghy, Local Government Alternate, Jeff Houle, Suppliers, Lukas Malvet, proposed fish and wildlife sector representative, Charles Sheard, Observer, Quatsino First Nations Forestry Coordinator, Ray Harper, Labour, Elizabeth Aman-Hume, Business, Pt. Hardy, Lone Brown, NICFLP

**Advisors:** Paul Barolet, MFLNRORD

**Observers:** Clint Cadwallader, Regional Manager, NIFO, WFP

**Chairperson and Facilitator:** Annemarie Koch

**Minutes taken by:** Jon Flintoft and Annemarie Koch

**1.0 SAFETY AND INTRODUCTIONS**

Annemarie welcomed everyone to the meeting, stressed the importance of safety throughout WFP's operations, and reviewed the procedures to follow in the event of an emergency. Annemarie reviewed the objectives of the meeting, namely to review the minutes and action items from the September 14, 2017 meeting, hear an update on WFP's five-year harvesting plans for the DFA and have a discussion regarding SFMP priorities in 2018 (including a review of highway truck safety concerns raised at the joint meeting in October and a review and discussion of the response to a hydraulic oil spill in the DFA), discuss and confirm the new and revised indicators required under the new CSA Z809-16 standard, fill out the annual participant satisfaction surveys, review the draft 2018 meeting schedule and set the date of the next meeting.

**2.0 REVIEW OF LAST MEETING MINUTES AND ACTION ITEMS**

Annemarie asked if there were any comments on the minutes of the September 14th meeting and reviewed action items requiring updates or immediate attention with members, and the results of the discussion are summarized in the table below, along with the addition or modification of five action items developed during the course of this meeting. For the benefit of new or recent members, Annemarie noted that she would be assuming all members had read their minutes and would not be taking additional time to go through them at the meeting, other than to deal with questions, changes and action items. Action items that were completed were dropped from the list and revised action items were retained as modified.

Annemarie noted that action items 231, 234 and 235 had been completed. She noted that action items 216, 229, 230 and 232, regarding the map app, Hecht Trail and new and revised indicators required under the CSA Z809-16 standard would be dealt with later in the meeting.

Further to action item 208, Annemarie noted that Clint and Jon would be talking about WFP's five-year harvesting plans later in the meeting. She added that item 233 could be addressed at the first meeting in 2018.

ACTION ITEMS					
#	Item	Responsibility	Initiation Date	Target Date	Completion Date
140	Follow up on engaging youth in SFMP	Fred Robertson/Jon Flintoft/ Kindry Mercer/A. Koch	June 27, 2013	Ongoing, in 2018	
191	Follow up on recommendations 4-5 of the 2015 participant satisfaction survey in mutual consultation	Members of VINWAG and WFP	February 25, 2016	Ongoing	
196	Consider ways to enhance communication of what VINWAG does to the public, integrate with WFP's communications strategy	Annemarie Koch	April 28, 2016	Ongoing	
208	Provide for brief presentation on and Q&A on harvesting plans at each meeting	Jon Flintoft/ Annemarie Koch	September 8, 2016	Ongoing	
210	Update VINWAG on procedural efforts to address a UBCM resolution to ban all future harvesting of old growth on Vancouver Island	Fred Robertson, Shirley Ackland, John Tidbury	June 22, 2017	Ongoing	
213	Implement recommendations in 2016 participant satisfaction survey report	Annemarie Koch/Jon Flintoft/VINWAG Members	February 23, 2017	Ongoing in 2017	
216	Contact Joli White and continue to promote the use of WFP's digital map on social media	Michelle Baker	June 22, 2017	September 14, 2017	Completed November 9, 2017
229	Organize a workshop on how to use the digital map app for tourism information providers	Gaby Wickstrom, John Tidbury, Michelle Baker	September 14, 2017	Sometime in 2018	Completed November 9, 2017
230	Report out on options identified to protect heritage values of Hecht Trail	Dave Trebett	September 14, 2017	November 9, 2017	Completed November 9, 2017
232	Review spreadsheet with proposed changes under CSA Z809-16 and get back to Jon and Michelle with any further input on the proposed changes	All VINWAG members	September 14, 2017	October 15, 2017	Completed November 9, 2017
233	Look at ways to increase participation in the annual field tour	Jon/Michelle/All VINWAG Members	September 14, 2017	February 22, 2018	
236	Provide an update on road safety initiatives related to anticipated increase in highway logging truck traffic	Clint Cadwallader	November 9, 2017	February 22, 2018	

237	Talk to the writers of the new CSA Z809-16 standard to determine whether the intent of the new Indicator 3.2.2 is to provide direct measures of water quality and quantity in the DFA	Jon Flintoft/Michelle Baker/Will Sloan	November 9, 2017	February 22, 2018	
238	Integrate the proposed new Indicators 3.2.2 and 5.1.2 into the SFMP	Jon Flintoft/Michelle Baker	November 9, 2017	November 9, 2017	
239	Turn in responses to 2017 participant satisfaction survey	All VINWAG members	November 9, 2017	November 16, 2017	
240	Change November VINWAG meeting date in 2018 to November 22 and communicate 2018 meeting date to all VINWAG members	Annemarie Koch	November 9, 2017	November 10, 2017	

Annemarie added that, unless members of VINWAG wished to discuss any of these ongoing items, and unless there were any comments or changes, she would ask members to adopt the minutes of the previous meeting. Members agreed to adopt the minutes as circulated.

Dave provided some history on the Hecht Trail, noting it had been established in 1948 but that much of the trail had disappeared over time due to lack of use and maintenance. He noted that he had been walking and maintaining the trail for a number of years and recently discovered that proposed harvesting plans in the area threatened to destroy much of the historic trail, so he had approached the company to see if alternative plans could be made to preserve the integrity of the trail. He noted that he had walked the trail with WFP representatives, and was happy that harvesting plans had been revised such that the trail's integrity would be preserved. It was suggested that some signage and possible trail closures be put in place for safety reasons, while adjacent roadbuilding and blasting was taking place to access timber in the cutblock.

Jon noted RSTBC had contacted him about the trail and that there was potential to make the trail a recreation feature in future. Dave noted he would like to see a study done before the trail was put on the map and promoted for recreational use, including a look at the costs of maintenance and further development.

Annemarie noted that the map app workshop had taken place and asked Gaby and Michelle to report out on this. Gaby noted that Joli White of the Vancouver Island North Tourism group had participated in the workshop and she and Joli would be taking information on the app back to the tourism community. Michelle noted that she would be amending the help guide to make installation instructions easier to follow. Gaby noted that she had shared VINT's North Island Trails map with Michelle during the workshop.

The minutes were accepted as circulated.

### **3.0 UPDATE ON WFP'S FIVE-YEAR HARVESTING PLANS IN THE DFA AND DISCUSSION OF SFMP PRIORITIES IN 2018: JON FLINTOFT AND MICHELLE BAKER, WFP AND MEMBERS OF VINWAG**

Annemarie noted that the purpose of the update and ensuing discussion of SFMP priorities was to help guide the preparation of the 2018 meeting schedule, give WFP the chance to talk about their needs from the public advisory group with respect to the certification process and provide VINWAG members with an opportunity to let WFP know what their key interests are in the SFMP process in the coming year.

Jon started the discussion with a review of operational issues in the DFA over the winter months, noting that snow was not that far off and that more logging would be taking place in low elevation areas. He noted that, to date, there had been some shutdowns due to rain, wind and icy roads. He added that the

challenge now was to determine when to bring machines down from high elevations and winterize areas, including ensuring drainage ditches are in place. Jon added that, because of the planning that had been done to ensure harvesting plans and associated permits were ready, there was some flexibility of choosing harvest areas with short or long hauls over the winter months, to allow for varying road conditions due to weather.

Jon noted that road construction was underway to build access to areas proposed for harvesting in 2018. There was a discussion of the tethered harvesting process and how it improves safety and increases efficiency of wood harvesting and the quality of logs harvested.

There was a discussion of the changing nature of pulp markets and it was noted that all of WFP's pulp wood could go to the Port Alice facility if it were operating now.

Jon noted that snow and ice on the roads can make winter harvesting operations challenging in the Holberg area.

Clint noted there was a new highway truck configuration being trialed in the DFA (a quad-bunk configuration).

Jon noted that production for 2018 was scheduled at 1.3 million cubic metres, with approximately 150 km of road construction planned in the DFA.

Jon referred to the wall map showing proposed harvesting areas, and cautioned that proposed harvesting areas could be revised due to changes in market conditions, for example. He pointed to the benefits of having a number of harvesting plans ready ahead of time so that there was flexibility in terms of areas that could be harvested at any time.

Jon noted that challenges with seasonality could reduce production, but that this DFA has a history of high production, averaging 220 days operation a year, which is significantly higher than adjacent areas that can be closed for cold and hot weather reasons.

Jon reviewed the results of the fire season, including what was suspected to have been a public-caused fire in the Varney Bay area.

Jon noted that the fire crews here are well trained and have adapted their behaviour to reduce fire risk and respond quickly and effectively to fires. Jon noted there are 10 weather stations across the North Island Forest Operation. He added that these stations are automated and provide timely information that helps to predict fire hazards and, at the other end of the weather spectrum, rainfall records that can be used to forecast landslides and trigger shutdowns for safety reasons.

There was a discussion of whether WFP was currently burning debris piles and it was noted that the humidity had dropped uncharacteristically for this time of year, so burning activity had dropped off accordingly.

Jon noted that he had been part of an internal audit in Port Alberni and it had been suggested that he share information with VINWAG members about responses to potential environmental impacts in the DFA. He asked members if they would like to hear about the response to a recent hydraulic oil spill near a watercourse and members agreed that they would like to hear about this.

Jon noted that he had been alerted to a hydraulic oil spill near a watercourse earlier in the summer and that he responded by calling the appropriate oversight agency before going to the site. He described how the area was made safe first, by securing a heavy piece of equipment that had fallen partly through a bridge, and how the spill was investigated and reported on, and how the oil was contained at the site and monitored after rains that followed.

Jon talked about protocols that were developed to prevent against, and enhance spill responses in future.

Dave suggested having a vehicle that could be mobilized to respond to a spill. There was a discussion of how this might work and what other options could be found. There was a further discussion of how spills

might be prevented in future, including checking the ages of hoses and associated components on heavy equipment.

Jon noted that the report he had prepared on this incident was circulated to corporate as well. He reviewed a series of pictures showing how the machine had fallen through a broken stringer and where the hydraulic oil had spilled.

There was a discussion of ways to reduce risk of oil getting into streams by, for example, more routinely assessing the ability of the bridge to carry the weight of machines crossing the structure.

Annemarie thanked Jon for his thorough review of the response to the spill. She noted that there had been a request from the membership to know how much and where the proposed increase in logging truck traffic (resulting from operational changes at the dryland sorts) on the highway would take place. Clint provided a summary of the circle route that would be taken by logging trucks out of the Woss area to Beaver Cove sort (loaded highway trucks would exit the highway onto Kilpala Main and travel down to the Beaver Cove sort, empty highway trucks would travel back to the highway along Telegraph Cove Road). There was a discussion about whether the changes would result in higher levels of traffic on the Telegraph Cove Road and it was noted that it shouldn't change significantly, though there is already other logging truck traffic on that route.

It was noted that highway hauling had been taking place for about a year already, from Jeune Landing to the Port McNeill Dryland sort. Clint noted that trucks were also coming out of Holberg to the Port McNeill sort, bringing west coast logs over to the east coast.

Clint noted that an experienced highway safety consultant was being engaged to develop written safety plans, including driver expectations and protocols, use of driver/dash cams, and use of technology like Vision Link to track how fast drivers are going.

It was noted that trucks coming out of Jeune Landing would be using the highway and not the logging road that parallels the highway to the Port McNeill sort (aka Rupert Main).

Clint noted that the number of trucks coming out of Jeune Landing would remain about the same as it is now. He noted that the number of trucks on the highway at any one time would vary, depending on where the wood was coming from. It was noted that the consultant would need to look at volumes in order to determine where bottlenecks and safety issues might arise, and where pullouts might need to be put in place, and where logging truck drivers, for example, might be asked to pull over to allow traffic to pass.

Steve asked why the logs were being shipped back to Beaver Cove and then south again on the island when they could be shipped directly south from Woss. Clint noted that the circle route back to Beaver Cove was in place for now, but could be subject to change in future.

Gaby thanked Clint for taking suggestions from the joint meeting and putting action plans in place to enhance road safety. She asked whether contract truckers would be required to have monitoring equipment or just employees of the company. Clint noted that the monitoring equipment would be required of all drivers in order for a proposed dispatch system to be put in place. There was a discussion of whether liability of contractors would be passed on to WFP and Clint responded that it would be, as WFP was the prime contractor but he said he would follow up on it.

There was a discussion of whether road traffic on the Telegraph Road would increase.

It was noted that there were mud flaps on the trucks to help prevent rocks and mud from flying up at vehicles travelling behind.

Steve asked if there would be an analysis of the relative environmental impacts of using trucks versus the train to transport logs. It was noted that this type of analysis was not anticipated at this time.

It was noted that it was good that the company was engaging road safety consultants to look at issues, and suggested that there be a report back to VINWAG in few months to see what measures were being

recommended and what forecasts there might be for the impacts of increased logging truck traffic on the road, in terms of safety and road maintenance.

Clint committed to sharing the draft road safety plan with PAG members. He also committed to engaging the Ministry of Transportation and the MLA to find ways to address road safety and maintenance issues.

There was a discussion of the use of pullouts and driving practices that allow following traffic to pass, especially during tourist season.

Steve asked about any efforts to make more use of off highway roads for log transport to reduce the safety and maintenance costs on the highway.

There was a discussion of the lower fuel consumption of the trains in relation to trucks. It was noted that current figures on the relative fuel use of trains versus highway trucks was not available, and that other factors had been taken into consideration in the decision to close down the train and move to highway truck transport.

Fred pointed to concerns for job losses on the North Island, noting he had heard there would be up to 70 FTE's lost on the North Island as a result of the closure of the train and changes to dryland sort operations.

It was noted the net loss of jobs from the train closure would be about 15. Fred noted that he understood that WFP needs to become more efficient, but that he felt North Island communities are bearing the brunt of the job losses and there is concern that the job cuts are disproportionately being made on the North Island. Clint responded that WFP has to be competitive throughout the global cycles and that changes have to be made in anticipation of down times, in order for the company to stay in business. It was noted that companies that don't improve their efficiencies by 3% a year won't make it in a globally competitive market. There was a discussion of the technological changes that have taken place over the years and how these have impacted employment in the forest industry in this region. Steve asked how the group could talk about community stability in the context of the SFMP, under these circumstances. Clint noted that there would be a significant investment in the North Island by WFP in future, with the intent of growing the business.

It was noted that the increase in truck traffic had already started and that safety protocols were being developed as quickly as possible, and the intent was to have a draft safety plan in place later this month.

#### **4.0 REVIEW OF NEW AND REVISED INDICATORS REQUIRED UNDER THE CSA Z809-16 STANDARD: JON FLINTOFT, MICHELLE BAKER, WFP**

Annemarie thanked VINWAG members for participating in the discussions with Glynnis Horel regarding new indicator 3.2.2, at the joint meeting with NWAC members on October 26<sup>th</sup>. She invited Jon and Michelle to summarize what they have done to generate new and revise existing indicators in order to meet the requirements of the new CSA Z809-16 standard.

Michelle reviewed proposed Indicator 3.2.2 and noted that there were two proposed targets, one related to stand level for harvested cutblocks and the other related to road inspections. Steve asked why some form of direct measure of water quality and quantity couldn't be undertaken, to provide some baseline data on these values in the DFA. Michelle pointed out how the standard itself suggests that direct measurements of water quality and quantity are infeasible, and it recommends using best management practices and water management strategies, such as the one that Glynnis Horel has prepared for the DFA.

Steve noted he did not feel that direct measures of water quantity and quality were infeasible. He noted that he would like to see at least one watershed monitored for water quality and quantity data, to provide a baseline for the area.

Fred noted that it was counterintuitive to think that an indicator of water quality and quantity wouldn't provide some kind of direct measure of these values.

There was a discussion of whether it would be feasible to measure upstream and downstream of a bridge under concern, to have baseline data to determine whether the bridge of concern was causing water quality or quantity issues.

Michelle noted that the standard does not call for direct measures of water quality or quantity, though the name of the indicator perhaps suggests this should be done.

It was suggested that WFP's certification coordinator approach the writers of the standard to determine if their intent is to directly measure water quality and quantity.

It was agreed to go with the two targets suggested for Indicator 3.2.2 for now, with a commitment to look at ways of further developing these targets to reflect input from members of VINWAG.

Michelle reviewed the proposed targets for Indicator 5.1.2. There was a discussion of what was meant by 'senior' WFP representatives. It was noted that WFP representatives also meet with elected officials and other community representatives, and that the senior representatives could be local managers as well as members of the corporate management team.

There was a discussion of efforts to bring together suppliers of services and products with WFP. There was a discussion of how the information on the train came out to the public. It was noted that, because of the potential impact on the market, information could only legally be released at a specific time, by press release, to the public generally.

Members agreed to proceed with the two targets suggested for new Indicator 5.1.2 and to adopt the proposed indicator as presented at the meeting.

## **5.0 DISTRIBUTION AND COMPLETION OF 2017 PARTICIPANT SATISFACTION SURVEY: ANNEMARIE KOCH AND VINWAG MEMBERS**

Annemarie reminded VINWAG members that one of the recommendations from the last participant satisfaction survey was that members be given opportunities at both the September and November meetings to fill out their annual participant satisfaction surveys during the course of the meeting. She noted that a digital copy of the survey had been distributed with the agenda, for those who like to fill out the forms digitally, and that printed copies were available at the meeting for those who wished to take time now to respond. She thanked those who had responded already by email and in writing.

Some of the VINWAG members at the meeting had already responded and, those who hadn't, indicated that they would respond after the meeting, so that more time could be spent discussing the draft 2018 meeting schedule.

Annemarie noted that she would be collating the results and providing a summary and recommended responses at the first meeting in 2018. She asked members what they thought might be a reasonable deadline for turning in the surveys, given that they had first been distributed at the September 14<sup>th</sup> meeting.

Members agreed to set a deadline of November 16<sup>th</sup> for response to the 2017 survey.

## **6.0 DISCUSSION OF PROPOSED 2018 MEETING SCHEDULE: ANNEMARIE KOCH**

Annemarie referred VINWAG members to the draft schedule that had been circulated with the meeting agenda. She asked members what they thought of taking the first meeting of the year to discuss what members want out of the PAG process and how this relates to what is expected of the public advisory group through the certification process. Members agreed that this would be a good idea.

It was suggested that the proposed November 8<sup>th</sup> meeting be changed to November 22<sup>nd</sup>. It was agreed to further review possible meeting topics at the February 22, 2018 meeting, but to confirm the schedule of

dates established at this meeting to all VINWAG members as soon as possible, so that they could mark the dates on their calendars.

#### **7.0 NEXT MEETING: ANNEMARIE KOCH**

It was agreed that, further to the proposed 2018 schedule, the next meeting take place on February 22<sup>nd</sup> and that the topic of the meeting be a discussion of ways and means of operating as a public advisory group, within the parameters of the CSA Z809-16 certification process.

Annemarie, Michelle and Jon thanked everyone for coming and wished them a safe journey home.

**When:** FEBRUARY 22, 2017  
**Dinner:** 6:30 p.m.  
**Meeting:** 7:00 p.m.