

Road Plan

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Introduction

The goal of the Road Plan (RP) is to outline a common planning approach that empowers field personnel to take advantage of the best route, reduce the overall industrial footprint on the landscape and integrate access points and routes with other stakeholders.

This plan outlines long term access development for the compartments opened in the first 10 year period of the Spatial Harvest Sequence (SHS) (see accompanying map). These access routes may be revised as new information is found or as economic, social and environmental aspects change. These revisions will be reflected in future submissions of the RP.

Within Footner Forest Products Ltd. (FFP) & Tolko Industries Ltd. High Level Lumber Division (HLLD) (the companies) approved Detailed Forest Management Plan (FMP) objectives were set with regards to infrastructure and transportation. The companies want to develop infrastructure and programs that promote public safety and maintain efficient transportation of timber. In the FMP the companies also committed to track issues and concerns and to measure success based on the number of such concerns that are addressed in operating plans. Since the companies work closely with other commercial stakeholders, the number of concerns is expected to decrease over time.

Operations

The companies are committed to solutions that minimize the overall footprint on the landscape and as such actively pursue joint roading networks with each other and other industrial users that, minimize the number of roads utilized, improve operational efficiencies and minimize safety concerns. However, there are instances that present themselves where joint roading systems or interest amongst users may not be possible.

One of the main reasons why the companies may use different access is the location of the mills. HLLD is located within the community of High Level and as such has restrictions with the manner in which wood can be trucked and weight restrictions for those trucks. FFP is located approximately nine kilometres south of High Level and has an off highway haul road which comes out directly across from the mill site. This combination of mill location and the off highway haul road allows FFP more flexibility in the manner in which the wood is hauled. Access routes that the companies utilize in these compartments will be signed and radio controlled during usage. Furthermore, during periods of inactivity the companies will erect blockades to minimize unauthorized traffic.

Winter Haul Road

Two goals of the off highway haul road (the Winter Haul Road/WHR) are to provide a safe and common corridor for industrial users and minimize the number of log truck traffic on public highways. During the 2003/04 and 2004/05 harvest season the construction of Phase I and Phase II was completed. After exploring the amalgamation of the numerous adjacent and existing License of Occupations (LOC's) along Phase I and Phase II, FFP has decided not to go any further with this process at this time. The as-built-plan of phase I and II showing the GPS location of the constructed road centerline will be submitted July 1, 2006. Phase III is tentatively scheduled for construction during 2006-07 from Nov 1, 2006 until April 15, 2007 or until break up occurs which ever is first. Please note that phase III is contingent on other stakeholders providing resources for the construction/maintenance of this section otherwise FFP will not be building this section at this date. If phase III is built then it should be noted that the Hay River crossing located in TWP 114 - RGE 1 - W6M was previously approved by Alberta Environment. The companies LOC monitoring program shows the status of the WHR and the LOC application process.

For the WHR FFP will continue to apply for twenty metre LOC's where the road location utilizes existing cutlines (not under disposition) and for new cut access. FFP will apply for twelve metre LOC's where the road parallels existing eight metre LOC's and FFP will apply for five metre LOC's where the road parallels existing fifteen LOC's. FFP intends to pursue the assignment of LOC's that parallels FFP's LOC's along the haul road.

Summer Operations/Hauling

FFP intends to haul as much of the accessible aspen outlined in Outstanding Obligations table in Appendix VIIa during the summer and fall months of 2006 in order to meet the fibre requirements of the mill. Hauling may also include wood from new cut blocks cut after July 15, 2006 and therefore are not shown in the current outstanding obligations. These blocks will be outlined in future Final Harvest Plans and Annual Operating Plan. Operations inside of summer harvest areas could include either one or more of the following activities; bunching, skidding, processing, delimiting, loading, unloading, hauling, or excavation, grading. But the majority of operational activities will be adjacent to or on in block roads. To facilitate the access into and out of these blocks FFP may build Class IV or 3D/F temporary roads that meet or exceed the requirements of the Upper Hay Regional Ground Rules or any other relevant act, regulation, or directive while operating in these areas. Typically, these temporary roads will be adjacent to an existing all weather road such as the Mobil Road, Hwy 58 West or East or Hwy 35 North or South and will act simply as connectors to the all weather roads. FFP may haul wood from the following compartments during this timeframe; Rainbow 5, Bassett 4, Negus 5, Watt 4, Watt 6, and Wadlin 5.

Compartment Access

This section will outline the main access into each compartment and provide details with regards to that access. This compartment level access is set out based on some sequencing assumptions. Access routes may change depending on when they are scheduled for harvesting activities. If changes occur they will be outlined in future RP's.

Bassett 3

For the Bassett 3 compartment the companies are hauling the wood along two different routes. The deciduous volume from this compartment will be hauled along FFP's WHR east to the mill site. This portion of the WHR has already been constructed. The coniferous volume from this compartment will be hauled north to Hwy 58 west along existing oil and gas infrastructure.

The access to this compartment using the WHR goes through the Ungulate Winter Range (UWR). The UWR has the normal timing restriction from January 15 until April 30. Construction of the WHR within the UWR has already been completed. The WHR also crosses the Chinchaga River at this location. The crossing is an ice bridge that will be installed and removed annually.

This compartment can only be accessed during frozen ground conditions. During operations the companies will work cooperatively with oil & gas operators to maintain and control traffic activity along routes of common interest. The WHR access will be restricted by the amount of log truck traffic and will be monitored by company staff.

Bassett 4

For the Bassett 4 compartment the companies are hauling the harvested volumes along two access routes. The companies may explore additional access routes to integrate with other industrial users in adjacent compartments and/or Forest Management Units. The deciduous volume from this compartment will be hauled along the West Haul Road while Tolko will haul the majority of conifer wood along the Mobil road on Samson's and Husky's LOC. The LOC's currently being pursued by FFP for assignment to the WHR is as follows;

- LOC 010335
- LOC 012638
- LOC 023069

- LOC 002555
- LOC 023072
- LOC 942098

The access routes within Bassett 4 are not located within any wildlife zones. Access control is achieved through spring thaw which will remove any stream crossings on the WHR.

Bistcho 2

For the Bistcho 2 compartment the companies are hauling the wood along one joint access route. The main access corridor within this compartment will be along existing oil & gas infrastructure that connects to the Zama road. This route is slightly different than the one previously scheduled for access into the area. However it was chosen to minimize opening new roads and to integrate road usage with another stakeholder in the area.

The access routes within Bistcho 2 are not located within any wildlife zones. Access control is not conducted by the companies as they are traveling on LOC's held by oil & gas companies.

Hay 1

For the Hay 1 compartment the companies are hauling the wood along one joint access route. This compartment is not being scheduled for harvest in the immediate future and access into it is still preliminary. The proposed access into this compartment is along an existing road which travels from Hwy 35 across the Hay River and into the compartment.

The access routes within Hay 1 are located within the CPA. Company controlled access routes within the CPA will be:

- Sign stating that the companies are operating within the area and it is within the CPA
- For periods of inactivity exceeding seventy two hours a blockade will be erected
- Timing of operations will be dealt with in the FHP

Hay 3

For the Hay 3 and Hay 4 compartments the companies could haul timber along two joint routes. The southern portion of Hay 4 can be accessed along the route that starts at Hwy 35 on LOC 5766 and travels west-east until TWP 116 RGE 19 W5M and then travels north along the same LOC 5766 into Hay 3. This proposed access is also being used to access the Ponton 1 compartment. The northern route into Hay 3 and 4 begins on the eastern side of Hwy 58 in TWN 118 RGE 21 W5M and travels on existing seismic lines into Hay 3 where it then begins to follow LOC 5766 south into Hay 4. These access routes are not located in any wildlife zones or special access areas. The Hay 3 compartment is being scheduled for harvest operations in 2007. However, Hay 4 will have operations beginning in them during the 2006 operational season.

Hay 4

For the Hay 3 and Hay 4 compartments the companies could haul timber along two joint routes. The southern portion of Hay 4 can be accessed along the route that starts at Hwy 35 on LOC 5766 and travels west-east until TWP 116 RGE 19 W5M and then travels north along the same LOC 5766 into Hay 3. This proposed access is also being used to access the Ponton 1 compartment. The northern route into Hay 3 and 4 begins on the eastern side of Hwy 58 in TWN 118 RGE 21 W5M and travels on existing seismic lines into Hay 3 where it then begins to follow LOC 5766 south into Hay 4. These access routes are not located in any wildlife zones or special access areas. The Hay 3 compartment is being scheduled for harvest operations in 2007. However, Hay 4 will have operations beginning in them during the 2006 operational season.

Negus 1

For the Negus 1 compartment the companies are hauling the wood along joint access routes. The wood will be hauled out of this compartment using Hwy 35, the Zama Road or along the FFP WHR. The access within this compartment goes through the UWR. Phase III of the WHR will be constructed as early as possible so as to minimize impact to

ungulate populations. It is FFP's intent to have construction completed in this compartment by January 15, 2005. The WHR also crosses the Hay River at this location. The crossing is an ice bridge that will be installed and removed annually. The route that any wood is delivered will be dependent upon if it is deciduous or coniferous and where it is located within the compartment.

The LOC's which FFP is pursuing for amalgamation will be listed in the earliest RP where the information is available.

Negus 3

For access within the Negus 3 compartment the companies are hauling the wood along one joint access route. The wood will be hauled out of this compartment using FFP's WHR. This portion of the WHR was constructed during the 2004/2005 Harvest season. The LOC's currently being pursued by FFP for assignment to this portion of the WHR as follows;

- LOC 781051
- LOC 020605
- LOC 012618

The access within this compartment goes through the UWR. The UWR has the normal timing restriction from January 15 until April 30. Construction of access within the UWR will be done outside of this timing restriction unless otherwise approved by Alberta. The WHR also crosses the Hay River at this location. The crossing is an ice bridge that will be installed and removed annually.

Access control for this compartment will be achieved through the removal of stream crossings during the spring thaw.

Negus 4

For the Negus 4 compartment the companies are hauling the wood along one joint access route. This access road is along existing LOC's held by Encana, Husky and Paramount that join up with an MD 23 road.

The access within this compartment goes through the UWR. The UWR has the normal timing restriction from January 15 until April 30. Construction of access within the UWR will be done outside of this timing restriction unless otherwise approved by Alberta. The companies will not be conducting any access control for this compartment as the roads used are on LOC's held by other industrial users.

Negus 5

For access with the Negus 5 compartment the companies are hauling the wood along one joint access route. This route is the same one being used to access the Negus 3 compartment. The portion of the WHR has already been constructed within this compartment. The LOC's being pursued by FFP for assignment and amalgamation to this portion of the haul road are as follows;

- LOC 791667
- LOC 020611

The access routes within Negus 5 are not located within any wildlife zones. The access for this compartment is gated 200 metres to the north of where the WHR meets Hwy 58 West. This gate will be locked during periods of inactivity exceeding seventy two hours.

Ponton 1

For the Ponton 1 compartment the companies are hauling the wood along one joint access route. The proposed access for this compartment starts at Hwy 35 on LOC 5766 and travels west-east to the compartment. This access is not located in any wildlife zones or special access areas. This proposed access is also being used to access the Hay 3 and Hay 4 compartments. The Ponton 1 compartment is not being scheduled for harvest in the immediate future and access into it is still preliminary.

Rainbow 2

For access within the Rainbow 2 compartment the companies are hauling the wood along one joint access route. This compartment is not being scheduled for harvest in the immediate future and access into it is still preliminary.

The proposed access for this compartment uses the WHR until it reaches the west side of the Rainbow 5 compartment. From here a tertiary road will be constructed into this compartment and onto the Rainbow 3 compartment.

The access within this compartment goes through the UWR. The UWR has the normal timing restriction from January 15 until April 30. Construction of access within the UWR will be done outside of this timing restriction unless otherwise approved by Alberta.

Rainbow 3

For access within the Rainbow 3 compartment the companies are hauling the wood along one joint access route. This compartment is not being scheduled for harvest in the immediate future and access into it is still preliminary. The proposed access for this compartment uses the WHR until it reaches the west side of the Rainbow 5 compartment. From here a tertiary road will be constructed through the Rainbow 2 compartment into this compartment.

The access routes within Rainbow 3 are located within the CPA. Company controlled access routes within the CPA will be;

- Signed stating that the companies are operating within the area and it is within the CPA
- For periods of inactivity exceeding seventy two hours a blockade will be erected
- Timing of operations will be dealt with in the FHP

Rainbow 5

For the Rainbow 5 compartment the companies are hauling the wood along two different routes. The deciduous volume from this compartment will be hauled along FFP's WHR. The coniferous volume will be hauled along existing oil & gas infrastructure north to Hwy 58 west.

This portion of the WHR was constructed during the 2004/2005 harvest season. The LOC's currently being pursued by FFP for assignment to this portion of the haul road is as follows;

- LOC 982384
- LOC 781217
- LOC 992093
- LOC 982458

The access routes within Rainbow 5 are located within the CPA. Company controlled access routes within the CPA will be;

- Signed and state, that the companies are operating within the area and it is within the CPA
- For periods of inactivity exceeding seventy two hours a blockade will be erected
- Timing of operations will be dealt with in the FHP

Access is controlled by gates erected where the haul road crosses provincial all season infrastructure. These gates will be locked during periods of inactivity exceeding 72 hours.

Steen 1

For the Steen 1 compartment the companies are hauling the wood along one joint access route. This compartment is being scheduled for harvest operations to start in 2007. The main access corridor into the western portion of this

compartment will be along existing oil & gas infrastructure that connects to HWY 58. However, the eastern portion of the compartment will be accessed through the construction of temporary tertiary roads from Hwy 58.

The access routes within Steen 1 are located within the CPA. Company controlled access routes within the CPA will be;

- Signed and state, that the companies are operating within the area and it is within the CPA
- For periods of inactivity exceeding 72 hours a blockade will be erected
- Timing of operations will be dealt with in the FHP

Access control for this compartment will be achieved through the use of temporary tertiary roads which will connect to Highway 35. These roads will utilize existing access whenever possible and access will be restricted with the removal of the stream crossings.

Steen 2

The Steen 2 and 4 compartments will be hauled along one joint access route. The route begins near Indian Cabins on the West side of Hwy 58 and extends down into Steen 4. The route is made up of oil and gas infrastructure and existing seismic lines.

This route is located within the CPA. Company controlled access routes within the CPA will be;

- Signed and state, that the companies are operating within the area and it is within the CPA
- For periods of inactivity exceeding 72 hours a blockade will be erected
- Timing of operations will be dealt with in the FHP

Access control for this compartment on roads controlled by the companies is accomplished through the spring thaw removing the stream crossings.

Steen 3

For the Steen 3 compartment the companies are hauling the wood along one joint access route. This compartment is not being scheduled for harvest in the near future and access into it is still preliminary.

The access routes within Steen 3 are located within the CPA. Company controlled access routes within the CPA will be;

- Signed and state, that the companies are operating within the area and it is within the CPA
- For periods of inactivity exceeding 72 hours a blockade will be erected
- Timing of operations will be dealt with in the FHP

Access control for this compartment on roads controlled by the companies is accomplished through the spring thaw removing the stream crossings.

Steen 4

The Steen 2 and 4 compartments will be hauled along one joint access route. The route begins near Indian Cabins on the West side of Hwy 58 and extends down into Steen 4. The route is made up of oil and gas infrastructure and existing seismic lines.

This route is located within the CPA. Company controlled access routes within the CPA will be;

- Signed and state, that the companies are operating within the area and it is within the CPA
- For periods of inactivity exceeding 72 hours a blockade will be erected
- Timing of operations will be dealt with in the FHP

Access control for this compartment on roads controlled by the companies is accomplished through the spring thaw removing the stream crossings.

Wabasca 1

For the Wabasca 1 compartment the companies are hauling the wood along one joint access route. Access into this compartment will be from Hwy 88 along a Municipal District Road. For the 2005/2006 harvest season the wood from this compartment will be hauled out along existing Municipal District Roads. The access route for this compartment will be used to access Wabasca 2 as well.

The access within this compartment goes through the UWR. The UWR has the normal timing restriction from January 15 until April 30. Operations within the UWR will be completed outside of this timing restriction unless otherwise approved by Alberta.

For periods of inactivity exceeding seventy two hours a blockade will be erected by the companies to control access into this compartment.

Wabasca 6

For the Wabasca 6 compartment the companies are hauling the wood along one joint access route. The wood will be hauled down tertiary roads constructed from Hwy 88. The exact location(s) of the tertiary roads have not been determined yet but will be constructed along existing access wherever possible.

The access routes within Wabasca 6 are not located within any wildlife zones.

Access control for this compartment will be achieved through the temporary nature of the tertiary roads. These roads will be used generally for one season only and all stream crossings will be removed during the spring thaw. If new cut road is used it will be reclaimed limiting any new access.

Wadlin 5

For the Wadlin 5 compartment the companies are hauling the wood along joint access routes. There are three main routes into this compartment which will be used depending on where the wood is being harvested and where the wood is being hauled.

The northern access route is along the existing MD Wadlin Lake Campground Road. When using the MD road the companies will contact the MD and discuss measures that need to be taken to maintain a safe log haul along a road used by recreational users. The southern access route is along existing seismic lines. The access road coming from the west for a portion is under LOC941994 which is held by La Crete Sawmills.

If needed, best quality sawlogs will potentially be hauled either east or north in the compartment to the nearest MD road which can be used for deliveries to one of the La Crete area sawmills. The access routes within Wadlin 5 are not located within any wildlife zones.

Watt 1

For the Watt 1 compartment the companies are hauling the wood along one main access route. This route is along LOC 5766 in the northern portion of this compartment. However, there could be upwards of three other access points to access small groupings of blocks. These smaller access roads may be utilized so the companies can minimize total roads opened and to minimize the number of railway crossings for this operating area. The access routes within Watt 1 are not located within any wildlife zones.

Watt 2

For the Watt 2 compartment the companies are hauling the wood along joint access routes. This compartment is not being scheduled for harvest in the near future and access into it is still preliminary.

The access routes within Watt 2 are not located within any wildlife zones.

Watt 4

For the Watt 4 compartment the companies are hauling the wood along two access routes. The northern route travels west along the existing MD Watt Mountain Road and then branches off in a variety of locations to access the cutblocks. Mostly conifer and incidental deciduous is hauled along this route. In the southern portion of this compartment the conifer is hauled south to HWY 58 while the deciduous is hauled to the WHR.

There will be some tertiary roads constructed from the Hwy in order to access parts of this compartment. The location of these tertiary roads will depend on the location of the timber being accessed. The tertiary roads will be temporary roads and will utilize existing access wherever possible.

The access routes within Watt 4 are not located within any wildlife zones. However, the cutblocks in this compartment may be in the special access area. If harvest areas are located in the special access area the same procedure will be used as in the CPA. to control access. It is as follows;

Company controlled access routes within the special access area will be:

- Signed and state that the companies are operating within the area.
- For periods of inactivity exceeding seventy two hours a blockade will be erected

The companies meet with the Watt Mountain Wanderers Snowmobile Club when designing access in this compartment. The Watt Mountain Wanderers have trails located throughout this compartment that may be impacted by proposed access routes.

Access control for this compartment on roads controlled by the companies will be accomplished through the spring thaw, removal of stream crossings in the spring and reclaiming all cut portions of road.

Watt 5

This compartment is not currently opened for timber harvesting. However, the WHR travels through this compartment and intersects HWY 58 west in TWP 110 – RGE 24 – W5M. The access is controlled by a gate located 1.2 kilometres south of the HWY 58 and WHR intersection.

Watt 6

For the Watt 6 compartment the companies are hauling the wood along joint access routes. The WHR travels through this compartment and will be used to access the majority of the timber. Depending on which mill the timber is going to will affect which route of the WHR is used. Tolko has previously utilized the north-east angle road to join up with Hwy 58 west while FFP will use the east road straight to their mill site. This portion of the WHR has already been constructed.

The access routes within Watt 6 are not located within any wildlife zones. However, the SE portion of the compartment including, the Melito Creek Satellite Yard are within special access area. Where there are operations ongoing in this area the following procedures will be used to control access to the area.

Company controlled access routes within the special access area will be:

- Signed and state that the companies are operating within the area.
- For periods of inactivity exceeding seventy two hours a blockade will be erected

Access control for this compartment on roads controlled by the companies will be accomplished through the spring thaw, removal of stream crossings in the spring and reclaiming all cut portions of road.

Zama 1

For the Zama 1 compartment the companies are hauling the wood along two different routes. The deciduous volume from this compartment will be hauled along FFP's WHR. This portion of the WHR has not yet been constructed but is tentatively scheduled for construction in the 2006/2007 harvest season. The coniferous volume from this compartment will be hauled through licenses CTLF140021, CTLF140016 and CTLF140023 respectively. From CTLF140023 the haul road travels north along the British Columbia border, along an existing road until it reaches into the Zama 1 compartment.

The access routes within Zama 1 are not located within any wildlife zones.

Access control for this compartment will be achieved either through the removal of stream crossings or through gates placed where the WHR crosses all season provincial infrastructure.

Zama 3

For the Zama 3 compartment the companies are hauling the wood along joint access routes. This compartment is not being scheduled for harvest in the near future and access into it is still preliminary. The companies may explore additional access routes to integrate with other industrial users in adjacent compartments and/or Forest Management Units.

The access routes within Zama 3 are not located within any wildlife zones.

Zama 4

The Zama 4 compartment will be accessed along existing LOC's and seismic lines utilized by Apache Canada. This will be the main access utilized by the companies to access timber in this compartment. This compartment is not being scheduled for harvest until 2008 and as such the current route into the area is still preliminary. The companies may explore additional access routes to integrate with other industrial users in adjacent compartments and/or Forest Management Units.

The access routes within Zama 4 are not located within any wildlife zones.

Zama 7

Zama 7 will be accessed along the same existing LOC's and seismic line that is being utilized to access Zama 4. This compartment is being scheduled for harvest in 2007 however the route has not been finalized yet. This route is slightly different than the one previously scheduled for access into the area and was chosen to minimize opening new roads and to integrate road usage with another stakeholder in the area. The companies will continue to explore additional access routes to integrate with other industrial users in adjacent compartments and/or Forest Management Units.

The access routes within Zama 7 are not located within any wildlife zones.

Stakeholder Involvement

As part of the companies' public involvement plan, a number of methods will be used to involve stakeholders during infrastructure development. This stakeholder involvement will be tracked and the number of opportunities stakeholders have to contribute during development of infrastructure projects will determine success. Stakeholder involvement in the development of infrastructure will be summarized in the annual performance report.

To date, stakeholder involvement has been received and a social aspect regarding safety on public highways has been identified. This concern has been especially evident on Hwy 58 west which has resulted in FFP constructing the

(winter only) WHR corridor that parallels the highway through Watt, Bassett, and the Rainbow Operating Areas. Constructing this haul road has minimized the log traffic on HWY 58 west.

The continued involvement of other industrial users in the development of FFP's Phase III and maintenance of Phase I and II will continue to be an important step in reducing the overall footprint on the forest.

The companies will communicate to the following stakeholders that the Road Plan is available through either, the joint FFP/HLLD website or at either of the company's offices.

- Dene Tha First Nation
- Little Red River Cree Nation
- Tall Cree First Nation
- Beaver First Nation
- Paddle Prairie Métis Settlement
- Watt Mountain Wanderers
- Rainbow Lake Campground Association
- Alberta Professional Outfitters Society

The companies have also had meetings with the Public Advisory Committee who represent various sectors of the public on the Proposed Access Development. Since 2004, FFP has been displaying the proposed, and construction activities associated with Phase I, II, and III of the WHR at various open houses, trade shows, etc. This has occurred in the High Level and surrounding area and feedback has been well received. The companies have also met with other industrial users to discuss further joint access development and will continue to do so in the future.

The following Oil & Gas companies have been involved in our WHR development by allowing FFP to acquire their LOC's which FFP's overlaps:

- Pivotal Energy Ltd. (Fairborne)
- Penn West Petroleum Ltd.
- Samson Canada
- Blizzard Energy Ltd.
- Paramount Resources Ltd.
- Encana Oil & Gas Co. Ltd.

Future RP's will be distributed to stakeholders through the companies' General Development Plan. The approved RP will also be posted on the companies' joint website www.highlevelwoodlands.com.

Fish & Wildlife

Portions of the companies proposed access roads are located within Wildlife Zones. The companies recognize that while operating in these Wildlife Zones special measures need to be taken. One of those special measures has been to integrate the UWR information from previous AOP's and CPA into one document. This integration was done to impart the importance of the timing restrictions for either of the ungulate wintering ranges or the CPA and to improve integration of these two important areas when sequencing harvest areas, hauling the timber and coordinating operational logistics between the companies.

While the companies are constructing access within the UWR every reasonable effort will be made to complete activities outside of the timing restriction from January 15th until April 30th. In the event that the companies can not avoid operating during this time period they will receive prior approval from Alberta. Within the UWR, the companies will ensure that there are breaks in windrows of debris that are higher than seventy five centimeters and that breaks will be left every seventy five metres. At spring break up these windrows will be rolled back onto the access at either end of the UWR to restrict access.

Portions of the companies proposed access routes are within the CPA. The companies will minimize conflicts with operating in the CPA by:

- Using existing seismic lines and LOC's where possible
- Using roads under frozen ground conditions from November 15 to March 30 of each year
- Unauthorized firearms will not be allowed by any employee or contractor
- To reduce the barrier effects of roads, breaks in windrows of debris, snow and brush will be left every seventy five metres
- To reduce the barrier effects of roads they will be constructed with no grade height to allow caribou a clear line of sight to habitat
- To reduce the barrier effects of roads, debris pile height will be minimized to allow caribou a clear line of sight
- All caribou sightings by staff and contractors will be reported to Alberta, caribou head count and approximate location will be provided
- Woodlands staff and contractors will not be allowed to have pets in the area
- Staff use of snowmobiles and ATV's will be restricted to work related activities only
- Stream crossings will be constructed of snow and ice and will be removed at spring break up to restrict access
- Gates will be installed where permanent access roads enter the CPA
- During periods of inactivity exceeding seventy two hours the gates will be closed
- Hauling operations will be scheduled to minimize the duration of traffic
- Signs will be erected stating that the road is entering the CPA

The companies are seeking approval to clear a 20m width on long term winter haul roads (as described previously). This is in part due to the fact that these roads are being put forward as main access corridors for all industrial users. Due to this there will be a large variety of vehicles and periods of high traffic. Safety is a primary concern so by having a twenty metre wide ROW and the increased line of sight the chances of collisions are reduced and traffic flow is more efficient and makes the road more attractive for use by other users. If the roads are forced to be narrower there is the increased likelihood that other companies will construct their own access instead of using these corridors thus increasing the footprint on the FMA and within wildlife areas.