

ORIGINAL

SCOPE

This procedure applies to all access control points within the Provincial Forest of the Bulkley TSA portion of the Skeena Stikine Forest District. It does not apply to gates on private land, or into Parks.

Purpose

1. To standardize locking procedures for all gates throughout the district.
2. To explain rationale for gates.
3. To explain safety procedures when working in these areas.
4. To develop a map with the locations of all control access points throughout the district.

PROCEDURE/RESPONSIBILITIES

Access Control:

1. Access control has been established in the Skeena Stikine Forest District based on guidance from the Bulkley LRMP to protect high value resources in an area.
2. They are established to control access by random vehicle traffic, while maintaining access for industrial activity during certain periods.
3. Access control points are presented to the public for review and comment as part of Landscape Unit Plans (LUP) and/or Forest Development Plan approvals.

Gates:

Gates are the most effective means of controlling random vehicle access while also maintaining the road for industrial access and fire protection. Gates may not be effective in keeping out All Terrain Vehicles and Snowmobiles. All gates in the Skeena Stikine Forest District are approved on Landscape Unit Plans and/or Forest Development Plans preferably prior to roads being built into the area.

List of Existing Gates and Responsibility:

| Number | Name/Location | Approximate Schedule | Responsibility* | Value |
|--------|--|--|-----------------|----------------------|
| 1 | 20km on 480 Road (Nilkitkwa) | Operational** | BCTS | Goats and Grizzlies |
| 2 | 1km on 465 Road (Nilkitkwa) | Closed all year round for foreseeable future | PIR | Grizzly Bears |
| 3 | 2 km on 456 Road (Nilkitkwa) | Closed May 1 to Nov 1. | BCTS | Grizzly Bears |
| 4 | Nichyeskwa Connector (~ 10.2 Km on Nichyeskwa North FSR) | Closed May 1 to Nov 1. Absolutely no traffic permitted during this time for any reason . | MOF | Grizzly Bears |
| 5 | ~2 km on 314 Road (Upper Fulton) | Operational | PIR | Babine Mountain Park |
| 6 | ~9 km on 9000 Road (Reiseter Creek) | Operational. | PIR | Babine Mountain Park |
| 7 | 54 km on McDonnell Road | Operational | BCTS | Seven Sisters Park |
| 8 | Telkwa River Bridge at Howson Creek | Operational | PIR | Caribou |

A more detailed rationale for gates listed above is included in Appendix 1 of these procedures.

***Responsibility: If gate found open or in state of disrepair this agency or licensee should be contacted.**

****Operational is defined as gate normally closed except when forestry operations are occurring. This generally means open for the winter months for harvesting, the late spring for silviculture and possibly summer for hauling of previously decked wood or road building.**

Lock Procedures:

One key, that fits all locks will be used to handle the increasing number of access points that are being established.

1. During industrial activities with repeated traffic in and out of the area (e.g. logging, road construction), the gates will remain open.
2. During industrial activities with a minor amount of repeated traffic in and out of the area (e.g. Timber cruising, silviculture activities, site inspections), the gates will remain locked.
3. Each organization in receipt of keys should develop a strategy to ensure their employees or contractors:
 - receive keys that are numbered and signed out.
 - do not copy or loan keys.
 - return keys when no longer required for work purposes.
 - do not hunt while working behind locked access points.
 - do not use keys for no work related access (e.g. hunting, recreational access, firewood gathering).

Inspection Procedures: Two Inspections per year will be conducted by the responsible Agency or Licensee. The first inspection will occur after snowfree and no later than June 30th. The second inspection will be completed no later than September 30th of each year.

Safety Procedures:

1. Safety procedures are to be handled by whomever has crews working behind the access points as per WCB regulations (including procedures for individuals working alone).
2. It is the responsibility of the employer to have in place an evacuation plan for injured workers.

Keys to Gates:

The keys for the gates listed in this procedure are keyed alike. The keys are numbered 1 to 10. One key will be assigned to Pacific Inland Resources for use on their operations. One key will be assigned to BC Timber Sales for their operations. Three keys will be hung on the key board in the warehouse and will be available for use by district staff through SERIS. Any program or individual who signs out a key is responsible to follow the procedures as outlined in this document. Keys must be returned promptly after work is completed.

Map attached:

APPROVED Barry Smith, R.P.F.
District Manager

Date

Appendix 1

Rationale for existing gates:

480 Road Gate (Nilkitkwa): Established at 20 kilometre on the 480 road this gate was established to protect non-timber resource values specifically high value goat and grizzly bear habitat during the spring and summer.

465-Road Gate: (Nilkitkwa) The 465 road developed road access into a special management zone for high grizzly bear habitat in the Babine LRUP. The intent in this area was to harvest at an accelerated rate in the short term, followed by a period of no activity, thus limiting human-wildlife interactions with grizzly bear.

456-Road Gate: (Nilkitkwa) Babine Landscape Unit controls non-industrial access during the grizzly bear active period (May to November). The 456 road accesses the high value grizzly bear management zone that is part of the Babine Local Resource Use Plan (LRUP). The direction for this access control comes from the Babine Local Resource Use Plan and the Babine Co-ordinated Access Management Plan.

Nichyeskwa Connector: This gate was established on the west side of the bridge located at approximately 10.2 kilometre on the Nichyeskwa North FSR to protect non timber resource values specifically goats and grizzly bears. This gate was also establish to prevent the establishment of a circle route from the kispiox leading to the salmon and steelhead in the Babine River. **No traffic is permitted on this road from May 1st to November 1st of each year.**

314-Road Gate: (Upper Fulton) The Harold Price Landscape Unit calls for harvest strategies that aid in the maintenance of the non- motorized wilderness portion of the Babine Mountain Park and to protect high value goat habitat in the park. Water, Land and Air Protection's (WLAP,) and BC Parks suggestion to accomplish this was to gate the road, before historical access was established and to deactivate on-block roads following silviculture activities.

9000 Road Gate: Reiser Landscape Unit - This gate is to be established to protect the high value goat habitat in the Babine Mountain Park and the non-motorized portions of the Babine Mountain Park..

McDonnell Road at ~ 54 Kilometre: - this gate was established to protect non-timber resource values specifically to maintain non-motorized access to Seven Sisters Park.

Telkwa River Bridge at Howson Creek: (118-Road Gate: Telkwa Landscape Unit)- a combination of LUP direction, WLAP direction and native consultation resulted in the placement of this gate to protect high value caribou habitat. WLAP input was generally directed at establishing access control to the Caribou Recovery Area at Scallion creek. The occupants of the Mooseskin-Johnny Lodge and First Nations requested access control at the Telkwa River bridge at 18 kilometre on the Telkwa Forest Service Road.