

WOODWORKS

News from Tolko Manitoba Woodlands

2014

CBFA Boreal Business Forum reception

Tolko Woodlands assisted the Canadian Boreal Forest Association national working group with a field tour around The Pas on October 15/16. With the cooperation of Manitoba Conservation and Water Stewardship biologists a helicopter tour showing the boreal forest, protected areas and harvest areas took 4 groups over the Saskatchewan River Delta down to the Red Deer Lake area. The invited guests included senior representatives from the Globe and Mail, Time Magazine, Lowes, Staples, Home Depot and Kimberly-Clark who represent the Boreal Business Forum, an industry stakeholder group that monitors the effectiveness of the CBFA. Tolko field staff Travis Romanchuk, Willem DeBakker and Vicky Nadeau also took guests on a ground tour to see ongoing logging operations. At a supper meeting on the 15th we had participation from councilor Ron Spence from Nisichawayasihk Cree Nation, Assistant Deputy Minister Serge Scrafield and acting director of Forestry and Peatland Management, Alisa Ramrattan.

The highlight of the tour for all involved was the opportunity to see moose and endangered woodland caribou in their natural habitat on the helicopter tour.

Nelson River Operations:

July 2012, poplar harvesting began in the Nelson River Forest Section. The poplar is being harvested under a timber sale to provide hog fuel for Tolko. It is being delivered by rail from Wabowden.

During the winter of 2013/2014, Tolko resumed their harvesting operations in the Nelson River Forest Section. One contractor was harvesting in the North Joey area. This winter operations have continued with one contractor harvesting in the Sipiwick area. Most of the wood is being hauled to the Pipun spur and delivered by rail to the mill.

Woodlands People

Two Area Supervisors left the company during the winter of 2013/2014. In 2014, Darby moved into the position of Harvesting Supervisor and Matt Forbes replaced her in surveys. Brant Broome moved to Forestry Field Coordinator. Also joining the Woodlands team is Will Debakker as Harvesting Supervisor.



Matt Forbes

Welcome Matt Forbes

Matthew joined Tolko Woodlands September 2nd, 2014 as a Forestry Field Coordinator.

Matthew previously was employed as a Pre-Harvest Survey Technician for Louisiana Pacific in Swan River. Matthew has completed a 2-year technical diploma in Natural Resources Management Technology from University College of the North (UCN) in The Pas.



Willem Debakker

Welcome Willem Debakker

Willem joined the Tolko woodlands team in October 2015 as a Harvesting Supervisor.

His forestry experience includes coastal B.C., the foothills of Alberta, the Boreal, and urban forest challenges. Willem has an Honours Bachelor of Science in Forestry from Lakehead University in Thunder Bay.

Greg Slack retired as the Fibre Merchandising Superintendent and Travis Romanchuk has now assumed this position in Woodlands.

Careers in Forest Operations: Heavy Equipment Operation: Harvesting:



Feller-Buncher Operator

Operates a “feller-buncher” machine, which moves through the forest to select and fall trees in the desired direction and pile them in “bunches” using pre-specified harvest and environmental guidelines. The “buncher” machine and its long boom grabs onto a tree, cuts it off at the stump, picks it up, and then swings and drops the whole tree into a desired location/pile—all in a single motion. The machine is either track mounted or wheeled. The buncher machine looks like a tracked log loader, except it is designed to work off-road for falling trees. The operator safely maneuvers on moderate to steep forest slopes & rough terrain to skillfully fall designated trees. Controls machine operation seated inside the machine’s cab, using a combination of joysticks, buttons, pedals and levers. Operator drives a pickup to the forest job sites; and often works independently, following detailed work plans and specifications. Communicates safe machine and tree movement activities using a radio. Operator may be responsible for machine basic service, refueling, diagnostics and minor repairs. Requires special safety gear, climbing off & onto the buncher, and some walking on sloping forest terrain.

Prior Experience: Work as timber faller and log loader or shovel operator; preferred previous experience in heavy equipment mechanical repairs, operating other forestry equipment, farm machinery or heavy equipment; learn from work with experienced feller-buncher operator; demonstrated safe feller-buncher & service performance; written buncher operator handbooks and machine service training guides; on-the-job-training.



Forestry Assistant – Silviculture Survey:

The Forestry Assistant provides technical services for the Pre-Harvest Forest Investigation (PHFI) and Free-to-Grow (FTG) survey programs. Additional direction may be assigned depending upon divisional priorities as determined by the Forestry Field Coordinator. Tolko employs up to four staff in this position for 4 to 6 months.

This job is physically demanding: It requires the ability to walk long distances, several kilometers in a day, through varying terrain (upland forest, swamp/muskeg, sometimes knee-deep water, blowdown, hills, bare rock, etc.) in all outdoor conditions (e.g. rain, wind, hot, cold, bugs, etc.) while carrying cruise vest and gear (around 20 lbs). Further, you may be instructed to operate an ATV or 4x4 truck. It may entail being transported to the worksite by boat, helicopter or fixed wing airplane.

The nature of our work entails travelling to remote areas and may involve staying in a camp or working long hours / weekends.

The PHFI is the collection of information on forest values and other related values during pre-harvest surveys within proposed blocks. The survey information collected will be used to develop block summary forms that contain site-specific harvest and forest renewal prescriptions for operating plans. The surveys identify the various tree species, establish their age, height and growth rate, and quantify the volumes of wood that are available for harvest. Surveys also provide information on topics such as surface deposits, through the analysis of the topsoil layer's composition; disturbances, like blown down wood, disease and insect pests and slope classifications. It requires use of maps and aerial photography.

Free to grow surveys are to be conducted 10 years after disturbance. The goal of reforestation in Manitoba is to replace harvested lands with a forest similar to the original forest covertime. The free to grow survey is the final survey regenerating softwood forests in Manitoba receive in order to

ensure this goal is being achieved. The surveys assesses the stocking, spacing, completion and forest health of the regenerating stand. FTG surveyors are required to be certified before conducting the surveys.

Prior Experience: Survey experience is an asset but training is provided. Attendance in a forestry, natural resources or environmental studies college or university program.

FORESTRY ROAD MANAGEMENT IN MANITOBA

Roads are used to facilitate the sustainable harvest and renewal of timber. These roads may have a life expectancy of 1 year to 20 plus years. The life expectancy of the road is determined by the volume of timber that will be accessed from the road and that dictates the amount of planning required.

Tolko classifies types of road by life expectancy and season of use:

Class 1- All Weather- Primary-20 years or more

Class 2- All Weather- Secondary-3 to 20 years

Class 3-Seasonal Road- Summer Access- 1-2 years but may be more

Class 4 -Seasonal Road – Winter (Frost) Access-1-2 years but may be more

Class 5- Seasonal Road – Winter (Ice) Access-1-2 years but may be more- distinguish from Class 4 by major crossing of large swamps and/or lakes

Road planning starts with identifying preliminary locations of primary, secondary roads and long-term winter roads in the forest management plan. The planning process in the FMP includes the identification, on a map, of corridors in which the road could be placed and alternatives. These roads will access the identified operating period. Greater detail is outlined at the Operating Plan (OP) stage. These plans indicate the location of all primary and secondary forestry roads planned to be constructed, improved or decommissioned during the operating period. The proposed location of all forestry roads between blocks should be indicated in OP at least one year prior to construction. The proponent supplies the planned length of the primary and secondary road construction, including the planned number and type of water crossings in tabular form.

The Forest Road Development Plan (FRDP) include maps, tables and text that describe the planning for all the existing and proposed roads. They include road retirement and decommissioning within distinct geographic areas of a forest management license (FML) area. Significant amendments (as identified by the IRMT) to the FRDP will be appended to existing plans. FRDP are required for all new operating areas. (Forestry Road Management 2012. Forest Practices

Guidebook. Manitoba Conservation and Water Stewardship (CONWS). FRDP approval process will generally involve Integrated Resource Management Team (IRMT) review and mitigation of a draft FRDP followed by submission of a finalized FRDP for final review.

Tolko has a standard operating procedure (SOP) in place for road management planning of primary roads

Planning Process for Primary Road:

1. Identify operable stands in the area which will be accessed and determine volume estimates by timber product type in the operating area. This is done through photo-interpretation and ground surveys.
2. Complete a Forest Road Development Plan that includes the following:
 - Determine Tolko road category as defined in Forest Management Planning and Operating Practices Manual.
 - Specify planned construction timing and if applicable, the length of road to be constructed in successive years.
 - Identify the planned duration (years) which the road will be required.
 - If applicable, identify the planned locations of logging camps.
 - Identify and outline plans for any significant crossings including culverts and bridges. This is done through photo-interpretation and ground surveys
 - Outline the harvest strategy including harvest season and planned hauling season.
 - Identify other resources in the area which have potential to be impacted by the road access. This is done through photo-interpretation and ground surveys
 - Develop a mitigation strategy to address potential impacts on other resources.
 - Public consultation occurs with the Operating Plan (OP) public meetings and is consistent with the Public Consultation SOP (MB-SOP-WL-110).
 - Document all public consultation that has been completed regarding the proposed road construction.
 - Develop a road decommission plan outlining how the road will be retired when harvesting activities have been completed in the operating area.
3. For any applicable crossings, ensure that Department of Fisheries and Oceans (DFO) processes are followed. .
4. Ensure conditions and processes of The Navigation Protection Act are followed for applicable crossings.
5. Where applicable, proposed all-weather road location will be reviewed by archaeological

consultants to determine potential for impacts to historical resources.

6. Review and agree on FRDP with local Integrated Resource Management Team (IRMT) and sign off plan between Tolko Operations Forester and IRMT Forestry Manager.

CONWS has a forest practices guideline that has been developed by the Forest Practices committee. This committee comprises of Manitoba government staff, Department of Fisheries & Oceans (DFO) and industry representatives. The Forestry Road Management Guideline outlines the planning stages, the requirements for the Forest Road Development Plan; water crossings, general construction guidelines access management (including road restrictions).

Road use restrictions are imposed by CONWS, generally to protect other resources. The most common restriction is to have the company gate a road to reduce hunter access when the moose or deer population is at risk. The public may also request road use restrictions.

The Forest Road Development Plan (FRDP) requires planning for decommissioning. FRDP are required for all new operating areas. FRDP for existing operating areas may be developed and prioritized to address areas of particular concern.

The company is required to discuss primary and secondary road construction and decommissioning during Operating plan public meetings at least one year prior to construction.

The actual construction is governed by work permit conditions,

CONWS guidelines:

- *The Forest Management Guidelines for Riparian Management Areas (2008),*
- *Forest Management Guidelines for Terrestrial Buffers (2010),*
- *Manitoba Stream Crossing Guidelines for the Protection of Fish and Fish Habitat (1996)*
- *Wildlife Guidelines for Forest Management in Manitoba (1989),*

And Tolko's two SOPs:

- *ROAD CONSTRUCTION-(Primary and Secondary All-Weather Roads)*
- *WATER CROSSING-(Installation and Deactivation of Stream Crossings)*
- Plus Forest Management Planning and Operating Practices Manual.

The CONWS guidelines outline buffer requirements, good practices for crossing installations. Tolko SOPs outline good practices for road construction and water crossing installation, location and closure of in-block roads & landings

Class 3-5 roads are evaluated upon work permit submission. Tolko's FMPOP outlines best practices for construction of these types of roads.

Tolko's Sustainable Forest Management Plan (SFMP) has indicators which apply to roads. Tolko's 2004 SFMP address the issue of old roads by setting a target of decommissioning 150 kilometers (km) of old inactive roads. This target was exceeded as 333.3 km of old roads were decommissioned during the period of the 2004 SFMP. All old inactive roads have now been decommissioned so the company is targeting current class 2 roads to be closed within three years of final harvest. Also reduction of duration in-block roads and bulldozed landings and campsites by actively prescribing and conducting a renewal action to compliment the block renewal strategy.

Another indicator is to monitor the condition of active roads so that they can be maintained to prevent any harmful impacts to other values especially water.

In rare cases, an individual Environment act license is applied for. This requires more planning as alternative access routes are to be evaluated and additional public consultation is required. An example of these circumstances is the Dickstone South Road where separate planning and consultation were conducted; and conditions were placed on the construction of this road.

Want to find out more about what you've read in this newsletter? Contact Paul Chapman, Forestry Woodlands Manager at (204) 623-8574