

ANNEX TO CHUNGO CREEK INDUSTRIAL ACCESS MANAGEMENT AREA INFORMATION LETTER

OVERVIEW

The accompanying Information Letter addresses the need and obligation for industry to consult with each other on access planning in the Chungo Creek area. The guidelines presented here are to be used in conjunction with the Information Letter and material posted on the Alberta Chamber of Resources website.

Note: Information contained in Chungo ILM Draft IL 02-X has been revised and is included in this Annex. Draft IL 02-X is not an approved Information Letter, and has been replaced by Chungo Creek Industrial Access Management Area Information Letter; Background—Chungo Creek Access Management Area; and this Annex.

OBJECTIVES

The key objective is to minimize the impact of industrial access on the land and other resource values through the following:

- ▶ Integrated planning between the forestry and energy sectors.
- ▶ Maximizing shared access among industrial users.
- ▶ Careful attention to reclaiming access as appropriate.
- ▶ Facilitating access management by SRD.

Collaborative planning is necessary at both the landscape level for main trunk roads and at the project-specific level for branch roads. The Chungo Creek Main Trunk Road Corridor Plan identified designated main trunk road routes to guide the development of access.

EARLY DIALOGUE REQUIREMENTS

Sufficient time should be dedicated to early dialogue. This step is critical to successfully

identifying opportunities for collaboration on road access.

FMA holders must initiate pre-survey dialog with petroleum and natural gas (PNG) agreement holders in the vicinity of planned road routes. In addition, before scouting or surveying potential routes, energy sector proponents must contact the FMA holder to:

1. Identify whether the FMA holder has already scouted, surveyed or is planning a similar route for access into planned harvest areas.
2. Explore opportunities to develop cost sharing, road use, joint venture or other such agreements, which will reduce the overall impact and cost of road infrastructure.

SRD REQUIREMENTS

The forest and energy sectors must demonstrate collaborative planning in a balanced manner.

When planning access, all industry proponents are to review the potential for shared use by other industrial parties in both the short and long term. Single-user access shall be minimized. When access routes are no longer required, they are to be reclaimed.

Industry proponents applying for permanent access must demonstrate how the proposed route will be developed to accommodate all industrial users. Information provided by applicants will be reviewed to determine:

1. How well the proposed activity is aligned with the Chungo Creek Main Trunk Road Corridor Plan.
2. The level of effort to collaborate with other industrial interest holders from both the forest and energy sector.

3. How the proponent has applied the route selection criteria in relation to the proposed activity.

INDUSTRY REQUIREMENTS

Access planning is to occur consistently across industry. Industry proponents need to ensure regulators (e.g., SRD) are suitably equipped with information on proposed activities to support approvals and ongoing management.

Energy applicants will provide access plans to the FMA holders along with their applications for land withdrawals. They will also provide as-built plans within 60 days of well, road or pipeline completion.

Route Planning

- Refer to the Corridor Plan when planning access. Maximize alignment with the identified corridors, as appropriate.
- Contact the FMA holder and other industry for co-planning opportunities.
- Plan the route using the route selection criteria and guidelines.

Prepare Application

- Complete the information required in the Chungo Supplemental.
- Describe the class of road to be constructed.
- Ensure any proposed access aligned with an identified preferred trunk road corridor is developed with a horizontal alignment that is consistent with a Class 3 standard. In the initial development of the corridor, the vertical alignment of the road constructed does not necessarily need to be a Class 3 standard. When this occurs, future industrial development requirements will dictate the degree to which the vertical alignment will be upgraded to a Class 3 standard.
- Confirm the route selection criteria and guidelines were considered in selecting the proposed alignment. Describe any exceptions and associated rationale.

Note: Access routes for branch access have not been pre-designated, since the location for the roads will be driven by individual company requirements. However, proponents are expected

to consult with other industry players and apply the route selection criteria consistent with the requirements noted above.

FMA HOLDER

Planning new access requires up-to-date information on any previously constructed linear corridors. FMA holders shall maintain current (existing and planned) industrial land use information, as previously agreed.

FMA holders shall enter spatial land disposition information onto their respective inventory data bases as quickly as possible.

FMA holders shall provide hard copy maps on demand in a timely fashion to any applicants in the area. Any digital data requests will require data sharing agreements (*Note: Certain data may be considered confidential by SRD*).

FURTHER INFORMATION

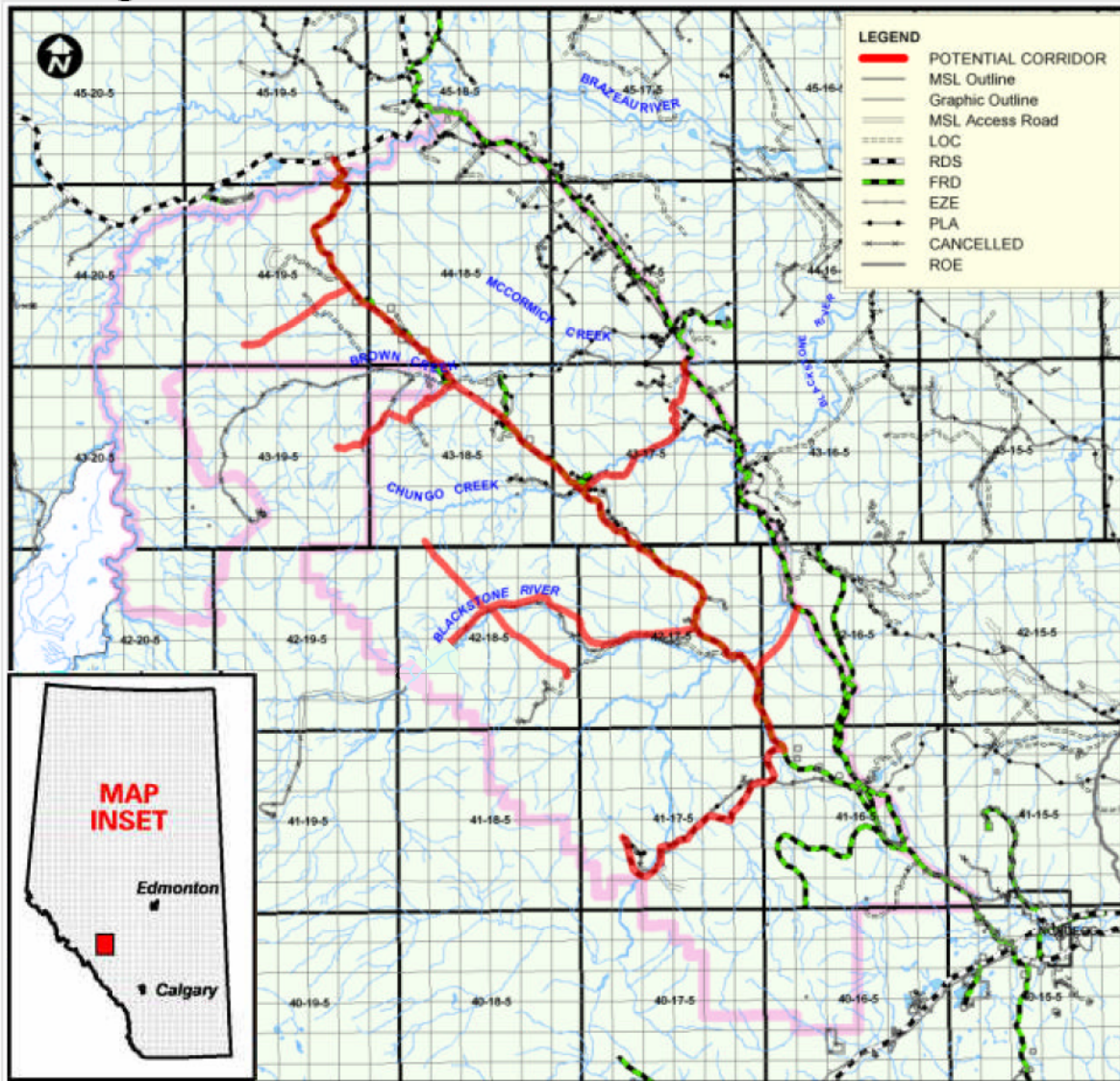
The following reference information can be downloaded from the Alberta Chamber of Resources website (http://www.acr-alberta.com/Projects/ILM_background.htm):

1. Alberta Chamber of Resources Chungo Creek Industrial Access Group. Integrated Access Planning Project May 2002. Final Draft.
2. Chungo Creek ILM–Main Trunk Road Corridors map.
3. Proposed Integrated Landscape Management Protocol for Industrial Access Planning and Development in the Eastern Slopes of the Rocky Mountains. Alberta Chamber of Resources. May 2002.

UPDATES TO THE CORRIDOR PLAN

Substantial effort has been invested in selecting the preferred corridors for main trunk access as shown on the plan. However, over time, as development occurs and new information becomes available, it may be important to review the plan periodically. SRD will monitor and update the plan, and integrate it with future Integrated Land Management (ILM) planning as appropriate.

Chungo Creek ILM – Main Trunk Road Corridors



Date: _____

**CHUNGO SUPPLEMENTAL
FOR THE ENVIRONMENTAL FIELD REPORT
Integrated Planning Considerations**

New

Revis

Well/Project Name: _____

MSL/LOC/PLA: _____

A. Pre-Survey Communications with other industrial parties:

[A1] Prior to survey, the proponent shall contact the FMA holder to determine opportunities to collaborate on any infrastructure corridors. Describe the results of this discussion(s) including the nature of any temporal and/or spatial overlap or lack thereof, between the plans of the proponent and the FMA holder.

[A2] Prior to survey, the proponent shall contact the other P&NG Rights holders whose rights are crossed by the proposed activity to determine opportunities to collaborate on any infrastructure corridors. P&NG Rights holders contacted? No Yes

If Yes, identify those contacted: _____

If Yes, describe the results of this discussion(s) including the nature of any temporal and/or spatial overlap or lack thereof, between the plans of the proponent and other P&NG Rights holders. _____

B. Post-Survey Communications with other industrial parties:

[B1] After survey, the proponent shall contact the FMA holder to confirm the alignment chosen allows for future upgrading to specifications that will accommodate Forest sector traffic. describe the results of this discussion(s) including whether joint use or ownership agreements have been reached, the proportion of joint use or ownership, and whether post-use custody transfer agreements have been reached.

[B2] After survey, the proponent shall contact the other P&NG Rights holders whose rights are crossed by the proposed activity to determine opportunities to collaborate on any infrastructure corridors. P&NG Rights holders contacted? No Yes

If Yes, identify those contacted: _____

If Yes, describe the results of this discussion(s) including whether joint use or ownership agreements have been reached, the proportion of joint use or ownership, and whether post-use custody transfer agreements have been reached.

C. Results of Integrated Planning

Total Existing Trunk Access _____ km Total Existing Branch Access _____ km

Total New Trunk Access _____ km Total New Branch Access _____ km

Proposed Linear Corridor _____ km

Proportion of corridor following existing disturbances: _____ %

Length of corridor following a corridor on the Chungo Creek Trunk Road Corridor Route Plan _____ km

Length of corridor not following a corridor on the Chungo Creek Trunk Road Corridor Route Plan _____ km

For any portion not following the Chungo Creek Trunk Road Corridor Route Plan, describe justification:

D. Confirmation of IL 05-xx

The proposed routes have been selected in a manner consistent with the requirements of IL 05-xx

Print: _____

Phone: _____

Signature: _____

Company: _____