



Manager Report October - November 2023

WOODLANDS

Briggs Creek

Approximately 18,200m³ has been shipped until the end of October from the fire salvage operations in CPs 51, 52 and 53. Another 5000m³ is projected from these blocks to bring the year up to 23,000m³. This is lower than the anticipated 38,000m³ due to cable logger capacity, with Iron Peaks only being on site for a few months and Shane not being able to harvest the steeper ground in his block. However with the weak market conditions we were fortunate to be able to sell all of our wood this year and might not have been able to sell another 15,000m³ of dead hemlock.

Timber Ridge has finished cutting up Keen Creek. There is still some wood to skid and process and around 60 loads on deck that need to be hauled.

Iron Peaks cable harvested 7ha of CP 53-8 before pulling out due to adverse weather and soil conditions, leaving 10 ha of unharvested FdCwHw. This timber is dead but will be salvageable in 2024 still.





Manager Report October - November 2023



Sunshine has completed the harvesting and deactivation of the skid trails in CP 52. This block is visible from the dump road and a few locations on the highway towards New Denver. I've heard some rumblings of disapproval through the grapevine but this wood was 90% dead. By harvesting the block and recovering this timber it allowed us to save our green wood for future years and helps speed up the natural recovery process by replanting in 2024 or 2025, which is expected to look green again in a decade or so.

Looking ahead to 2024 there is approximately 40ha of cable ground up Keen Creek in approved permits for around 14,000m³ of sawlog. There is also 30ha or 7500m³ of

pulp. The additional blocks we are looking to develop will be another 11,000m³ of cable ground with 2km of road to build. With the market uncertainty, dead trees, road expense and cable contractor horsepower, planning is proving difficult and will be based mainly on markets and cable contractor availability as this is mostly a full season for two cable contractors.

Lost Ledge

The road work on Lost Ledge is complete, with waterbars being installed on the way out. The site prep, skid trail deactivation and slash burning is also complete in CP 46-1 and the block is ready for planting in 2024.



SAFETY

No safety incidents from the three active logging operations or from the Lost Ledge road work.



Manager Report October - November 2023

SILVICULTURE

The planting contract has been awarded to West Arm Silviculture, an established reforestation company from the Balfour area.

INTERNAL

There are a few trouble spots with drainage issues on the Wagon Road from the highway up and west through the section within our license, which is posing a safety hazard to the cross country skiers in the winter. We are spending a few days levelling the road and installing seven culverts to help remedy the situation.



Members of the public have brushed out the Keen Creek road to the Joker Lakes trailhead. With this opened up access and increasing use there are a few safety hazards within our license that need to be addressed. The bridge over Kwayats Creek needs to have the decking replaced but the bigger concern is a collapsing bridge at the very edge of our license on Desmond Creek, which is quite sketchy to cross in its current state. There are conflicting reports but it looks like KDCFS has the road permit right up to the park boundary so this is our responsibility. We could put a sign up saying use at your own risk but recommend this isn't the best solution. Ideally the existing bridge should be pulled and a quad bridge built over this section. This won't be cheap so I have reached out to Justin Dexter, the Parks

representative at the MOF, to see if we could collaborate on this project.



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WILDFIRE RISK REDUCTION

Implementation of the Mt Buchanan Access Trail began on Halloween and the trail has been cleared of danger trees and fuels adjacent to the trail, with the residual material being burned on site. The crew is working on additional treatment units anchored off of the Access Trail and will be working up there until the snow pushes them out. After this they will be working on the Jimi Crack Corn project, across the highway and towards Kaslo from the brake check.



Planning work has started around Lardeau, looking at treatment areas on the west side of the highway that tie into the established fuel modification work on adjacent Crown land.

We are exploring the possibility of hiring a youth crew for next summer. Ideally it would be two individuals that can help with duties across our license, including layout and silviculture, wildfire risk reduction, and potentially on hiking trails. This would include providing first aid and S100 courses, along with the valuable work experience in the process.