Land Use Permit Application Form

(Subsection 19(2) and Schedule 2 of the Mackenzie Valley Land Use Regulations)

1	Applicant's name and mailing address: Jean Marie River First Nation General Delivery, Jean Marie River, NT X0E 0N0	Fax no.: 867-809-2002 Telephone no.: 867-809-2000
2	Head office address; Field supervisor: Stanley Sanguez, Chief Email address: Chief@jmrfn.com	Fax no. Telephone no.: 867-809-2000
3	Other personnel (subcontractor, contractors, company staff etc.): J C Bartlett & Associates Ltd. Edmonton, A B. 867-444-0291. Planning & admin support. Jean Marie River First Nation & its Development Corporation, Jean Marie River, NT. 867-809-2000. Project management, heavy equipment rental, conduct some Activities on site (e.g.; road construction, loading, hauling, deactivation). On site 10-30 days annually for 5 years Field planning contractor: To Be Determined. Prepare Annual Operating Plans before logging commences. On site 3-5 days annually. Logging contractor: To Be Determined. Fall the trees, skid trees to landings, merchandize trees, deck logs), haul logs. On site 10-30 days annually for 5 years. Total number of persons on site: 5-10	
4	Eligibility (Refer to section 18 of the Mackenzie Valley Land Use Regulations): **X**☐ (a)(i) ☐ (a)(ii) ☐ (a)(iii) ☐ (b)	
5	Other rights, licences or permits related to this permit application (mineral rights, timber permits, water licences, etc.): *To complete this section of the Application Form, please see page 16 of the Board's Guide to the Land Use Permitting Process for more information.* Timber Cutting License #FA 005332 (ready to be issued by GNWT, ENR Dehcho Region, upon approval of this LUP Application). It authorizes the harvesting of timber, in up to a 5-year period. In addition, GNWT Infrastructure has an over-lapping LUP for the Jean Marie River Road.	
6	**a)** Summary of operation (describe purpose, nature and location of all activities) (Provide details on a separate page, if necessary) (Refer to paragraph 19(3)(*b*) of the Mackenzie Valley Land Use Regulations): *To complete this section of the Application Form, please see page 15 of the Board's Guide to the Land Use Permitting Process for more information.* The purpose of this LUP is to enable the Jean Marie River First Nation (JMRFN) economic development from its forest resources. The JMRFN has been involved with milling timber since the 1930s. Both the Community and the Government of the Northwest Territories (GNWT) are committed to supporting sustainable levels of timber harvesting to provide timber for lumber products and jobs in the community. JMRFN now possess a mill site, sawmill equipment, and support equipment, that is ready to be commissioned. JMRFN is applying for this Land Use Permit, to enable Timber Cutting License #005332 to be issued by the GNWT Environment and Natural Resources (ENR) – Dehcho Region, in order to harvest	

timber to support our Sawmill Project, and the economic development of Jean Marie River First Nation.
The LUP area is accessed from the Jean Marie River Road, at about kilometer 10. This is approximately 17 km from the Community of Jean Marie River First Nation. See attached maps.

Site Activities are required as follows:

1. Field planning, to plan and field locate the roads, landings, and harvesting boundaries; in order to obtain an Annual Operating Plan (AOP) from ENR, per the Timber Cutting Licence and the "Commercial Timber Harvesting Planning & Operations SOP Manual", requirements for timber harvesting and fire protection planning. See Appendix C for AOP requirements per Regs.
2. Road access is required from the Jean Marie River Road onto the harvesting areas. This is a Public road, managed by GNWT Infrastructure. Infrastructure have an over-lapping LUP on this application area (that is 1 km off each side of the road centerline).
3. Mobilization and demobilization of logging equipment via transportation equipment exceeding 10 tonnes to and from the harvest area.
4. Road building, maintenance and deactivation: Build new roads and temporary log storage areas (i.e.; "landings") for all-season, or winter use. Maintain and deactivate said roads and landings, per AOP direction.
5. Harvesting timber with power saws, and mechanical equipment (exceeding 10 tonnes), in order to conduct: tree felling; skidding of trees to the landings; merchandizing trees on the landings; decking & storing logs on the landings; loading & hauling logs from the landings, deactivation of the roads and landings, and woody debris piling.
6. Woody debris disposal: Per direction from ENR & the AOP. May require the piling of woody debris (un-merchantable logs, trees, branches and tops), and may require burning of said debris piles.

Timber Harvesting Activities will simplistically occur in the following manner:

- The trees on the roads and landings are felled; after which, said roads and landings are constructed, with either the crawler tractor or the hydraulic hoe. These may remain at site for occasional use only; such as road maintenance.
- After the Feller Buncher finishes falling the trees, it leaves the site.
- After the trees are skidded to the landings, the skidder leaves the site.
- Either the hydraulic hoe, or the Front End Loader, will be present from when the tree skidding begins, and when the logs are being hauled from the site.
- During deactivation activities, the crawler tractor and//or the hydraulic hoe will resume operations on the site. All other equipment will be gone.

The **Site Activities** and the **Timber Harvesting Activities** listed above are planned to occur over a 5-year period.

Note that these Activities are conducted within each calendar year, during a relatively short-term time period (from about 15-30 days). The Activities are also expected to be conducted seasonally, depending upon the road access, the Activity itself, and the mill needs for wood.

Although most of the harvesting is expected to be conducted during the winter months, it is expected there will be some Activities conducted during the snow-free months, where ground conditions allow. Furthermore, the log yard has limited log storage space. Therefore, some merchandised logs are expected to be temporarily stored on the landings, and then loaded and hauled later. Said landings will be specifically located close to the Public road, to facilitate summer loading and log hauling.

Typically, the road construction, tree felling, skidding, and merchandizing Activities will generally be conducted during the winter months (for about 15-30 days); however as previously stated, some Activities may occur during the snow-free months.

The log loading and hauling will occur during, or after, the skidding is conducted. As the roads and landings are finished with, deactivation, and debris piling, or disposal occur.

As stated, during the snow-free months, harvesting Activities may occur on suitable ground. Log loading and hauling may occur then too (for about 10 days). Debris piling and disposal, and deactivation activities may occur then as well, depending upon access and logistics planning.

There may be time lags of Activities scheduling, as some may occur in phases, or they may occur concurrently. The scheduling amongst phases is largely dependent upon harvest planning logistics, and upon JMRFN crew and Contractor schedules and availability. That is, once the tree falling and road construction is completed, the tree skidding may not occur concurrently, it may occur later. Likewise, the log loading and hauling may occur after the logs are skidded and decked. Deactivation, and debris piling or disposal, will not occur until each landing becomes vacant of logs decked for hauling.

b) Indicate if a camp is to be set up. If yes, indicate size of camp or describe camp. (Provide details on a separate page, if necessary):

NA, no camp is required. Accommodations are available in Jean Marie River for Contractors.

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Summary of potential environmental and resource impacts and mitigation measures (describe the effects of the proposed land-use operation on land, water, flora and fauna and related socio-economic impacts). (Use separate page if necessary):

This is a simple logging operation to build roads and harvest trees, which has no long-term negative effects on the environment.

The roads on the cut blocks are on flat or gently sloping ground, with no significant water courses.

The Jean Marie River is located west of the harvesting boundaries. It must have a minimum buffer of 60 m from the nearest harvesting boundary (per "Commercial Timber Harvest Planning & Operations SOP's Manual (ENR)". See Appendix C for AOP requirements per Regs). See the Imagery Map for the 60 m river buffer location.

The nearest road is 300 m from this river, and most of the harvesting boundaries are nowhere near it.

The very western boundary of Block C is located about 70 meters from the river, for a distance of about 50 meters. This portion of the boundary; as well as a considerable length of the boundary of Block C, is located on a contour line that denotes a sharp slope break above the Jean Marie River. Although this area is planned to be harvested, a Machine Free Zone of 10 meters will be established at these sharp slope breaks, as a safety precaution for equipment operators.

The western boundary of Block A is about 100 meters from the Jean Marie River. This 200 meter long portion of the boundary is also located on a contour line that denotes a sharp slope break above the Jean Marie River. Likewise, a Machine Free Zone of 10 meters will be established. See the Imagery Map for contour lines, and the 60 m river buffer location.

Mitigations are also provided via the LUP and Timber Cutting License, Terms and Conditions; and the direction provided by the AOP. The AOP adheres to the forest practices and mitigations outlined in the "Commercial Timber Harvest Planning & Operations SOP's Manual (ENR)". (see Appendix C for AOP requirements per Regs).

See Appendix B for further Impact and Mitigation details.

To complete this section of the Application Form, proponents are encouraged to use Appendix B of the Board's Guide to the Land Use Permitting Process.

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Proposed restoration plans (Use a separate page if necessary):

The roads are on flat or gently sloping ground, with no significant water courses, and they are not expected to require specific deactivation.

It is expected to remove any culverts where the logging road junctions with the public Jean Marie River Road, upon completion of Site access needs. Any sloping portions of the roads will be cross ditched per Northern Land Use Guidelines Access Roads & Trails; either seasonally or permanently, depending upon the need for the access to remain open, for future harvesting or deactivation Activities.

Landings are typically bladed to mineral soil to facilitate log merchandizing, decking, log loading, & debris piling and disposal. Typically, the woody debris is piled onto the bladed surface of the landing and burned. The burning is conducted on mineral soil to avoid no hang-over fires in the duff. However, they may have woody debris piled onto them and not burned, and/or the remaining over burden may be pushed back onto them, depending upon direction from ENR, per the AOP.

To complete this section of the Application Form, please see page 16 of the Board's Guide to the Land Use Permitting Process for more information.

Roads:

X☐ Is this to be a pioneered road? Yes, new roads and landings need to be constructed. The access roads will junction with the Jean Marie River Road (Public road). The roads into blocks D & E are located on a cutline.

☐ Has the route been laid out or ground truthed? No, office layout only, using 25 m contour lines and proposed cut block boundaries.

Field layout is pending the completion of the AOP, and its approval by ENR.

Proposed disposal methods:

To complete this section of the Application Form, a waste management plan for the proposed activities is to be developed in accordance with the Board's Guidelines for Developing a Waste Management Plan and submitted as an attachment to the Application Form. A template for this Plan is provided in the Guidelines.

9 **a)** Garbage: Little garbage is expected to be generated, and it will kept in the crew pick-up trucks, or a secured trailer. Garbage will be concurrently taken to local Jean Marie River Landfill, during times of operations. No oil used filters. Emergency repair refuse such as broken hydraulic hoses will be taken to appropriate sites. See Spill Contingency Plan.

b) Sewage (Sanitary and grey water): NA. No camp. Provide on-site toilet facilities.

c) Brush & trees: Merchantable trees will be harvested. Brush disposal will be per the AOP,

and ENR direction (e.g.; spread, or pile and burn).

d) Overburden (Organic soils, waste material, etc.) Overburden management will be described in the AOP. It may be pushed to the side of the road right of way or landings, as described in the AOP, and it may be pushed back onto the roads or landings, per AOP, and ENR direction. **Be aware trees are being skidded across roads and onto landings in almost all directions. Overburden placement is an important consideration in the AOP; that will be designed to meet the *Intent* of the LUP Terms & Conditions.**

10 Equipment (includes drills, pumps, etc.) (Use separate page if necessary):

Number	Type and Size	Proposed use
Front End Loader	950 with forks//bucket//blade	Deck logs, load logs, grade roads & landings, pile debris.
Crawler tractor	D6	Build roads & landings, clear snow, pile debris, deactivate road & landings. Pile woody debris.
Feller buncher	Likely tracked. Make Unknown	Mechanical tree falling machine to fell merchantable trees.
Log Skidder	Rubber-tires, make Unknown	Skid merchantable trees to the landings
Logging Truck	Heavy truck & trailer	Haul logs to mill yard
Hydraulic Hoe	Cat 240 on tracks	Build roads & landings, load logs, pile debris, deactivate road & landings.

Pick-up trucks	1 ton	Crew transportation. Carry slip-on fuel tank, lubricants, glycol, propane bottle, powersaws, gasoline jugs. Spill kits.	
Vacuum Truck	Single body heavy truck	Possible spill clean up activity per SCP	
HD pick-up truck & trailer	F550 pick up & 7 tonne flat deck trailer	Haul equipment. Haul logs.	
Slip fuel tanks	100-135-gallon slip tanks with electric pumps, mounted on pick-up trucks.	To fuel up equipment on the logging site. No on-site fuel storage.	
Enclosed Trailer	An enclosed structure on a trailer, (towed by a pick-up truck).	Secured structure to contain key parts; 20 l pails or 4 l jugs of oils, lubricants, or glycol; propane torch & bottle. May used for crew lunch shack.	
Powersaws	65 cc	Merchandize trees at the landings. Fall trees.	
11 Fuels:	Number of containers:	Capacity of containers:	Location:
Diesel	1-4 slip on fuel tanks	450-600 liters each	Fuel tanks mounted on a vehicle. Not stored on site.
Gasoline	2-3 jugs. Mixed Gasoline.	20-25 liter each.	In crew vehicles or secured trailer.
Aviation Fuel	NA		
Propane	1-2 propane tanks	20, 50, or 100 pound tanks.	In crew vehicles or secured trailer.
2 cycle engine oil	2 jugs 2 cycle oil	4 liter jugs.	In crew vehicles or secured trailer.

12 Containment fuel spill contingency plans (attach separate contingency plan if necessary): No diesel fuel is stored on site. Diesel fuel is contained in portable slip tanks equipped with electric pumps and hoses with shut off nozzles. The heavy equipment currently on the Site will be fueled up daily from these portable tanks. Drip trays will be used under parked heavy equipment.

Propane tanks, acetylene and oxygen cylinders, and the gasoline jugs, are stored in either pick-up trucks, or in a secured trailer. The gasoline is mixed with 2-cycle engine oil, and it transferred to the powersaws by hand.

The risk of a reportable spill is very low.

As described in Section 6, the heavy equipment will not all be on site at the same time, although there will be times when there are over-lapping Activities. This will not only reduce the volume of fuel required to be on site at any given time; but also, reduces the risk of spills from each machine.

See Spill Contingency Plan for details.

A spill contingency plan for the proposed activities is to be developed in accordance with INAC's Guidelines for Spill Contingency Planning, April 2007. This Plan is to be submitted as an attachment to the Application Form.

13 Methods of fuel transfer (to other tanks, vehicles, etc.): Diesel fuel will be transferred to heavy equipment via portable tanks equipped with electric pumps and hoses with shut off nozzles. Gasoline and 2 cycle engine oil will be transferred from hand-held jugs into the powersaws.

14 Period of operation (includes time to cover all phases of project work applied for, including restoration): Annual Operating Plans are required by ENR for the Timber Cutting Licence (Appendix C). They describe the road construction, logging, hauling, debris disposal, and deactivation activities & schedules. These Activities are planned over a 5 year period to complete. Activities may be conducted during summer and winter, per the Annual Operating Plans.

15 Period of permit (up to five years, with maximum of two years of extension): 5 years.	Start Date: 2020 fall.	Completion Date: 2025 fall

16 Location of activities by map coordinates (attach maps and sketches):

See the attached maps, indicating the general location, as well as, the proposed LUP boundary, proposed cut block harvesting boundaries, roads, and landings; and the adjacent public Jean Marie River Road, that travels 27 km, from Km 375 on the MacKenzie Hwy, to the Community of Jean Marie River.

Minimum latitude (degree, minute): 61 23' 15"	Maximum latitude (degree, minute): 61 24' 45"
Minimum longitude (degree, minute): 120 33' 33"	Maximum longitude (degree, minute): 120 37' 00"

Map Sheet no.: 95 H Ft Simpson.

17 Applicant:

Print name in full, in upper case: CHIEF STANLEY SANGUEZ, Jean Marie River First Nation;

Signature:

Date: Feb 20, 2020

18 Application fees for Type A or Type B permit (for federal and non federal lands)[i] Type A

a) Application fees for Type A or Type B permit (include the first two hectares) - $150.00: $ 150.00

AND

b) Land-use fees for **federal public lands only**:

If more than two hectares of federal public lands are being used, enter the number of hectares in excess of the two hectares included in the Application fee, rounded up to the next whole hectare

___hectares at $50.00/hectare $ 0

Total fees[ii]: $ 150.00

[i] To help identify whether your activity is on federal lands, please see this map.

[ii] Please make all cheques payable to the Receiver General for Canada.

17 Applicant:

Print name in full, in upper case: CHIEF STANLEY SANGUEZ, Jean Marie River First Nation;

Signature:

Date: Feb 20, 2020

18 Application fees for Type A or Type B permit (for federal and non federal lands)[i] Type A

a) Application fees for Type A or Type B permit (include the first two hectares) - $150.00: $ 150.00

AND

b) Land-use fees for **federal public lands only**:

If more than two hectares of federal public lands are being used, enter the number of hectares in excess of the two hectares included in the Application fee, rounded up to the next whole hectare

___hectares at $50.00/hectare $ 0

Total fees[ii]: $ 150.00

[i] To help identify whether your activity is on federal lands, please see this map.